

# CPA FLIGHT LINES

Volume 14, No. 1

February 1997



The 4th Annual Rocky Mountain Air Fair will be held at the Wings Over The Rockies Air & Space Museum at the former Lowry Air Force Base, Denver on Saturday and Sunday, March 8 and 9. The museum is located in the hangar next to the B-52 bomber.

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# President's Message

Bart Jones



In keeping with my concept of building our organization through activities that promote inclusion and active participation by a greater portion of our membership, I would like to propose an idea which I will call the "Share the Ride " program.

The genesis of this idea comes first from the enjoyment and fellowship we have experienced with our participation on the various flying trips organized by the CPA, and second, from the enjoyment we get in sharing the aviation experience with others.

It is interesting to note that all the participants who so enjoy the fly-in trips own and fly their own planes as though this is the initiation fee necessary to join the fun and adventure synonymous with aviation. Is it possible that more of us would be willing to share the fellowship and camaraderie of the aviation experience with our other members, if we had a convenient mechanism for doing so?

From our membership roster I see that many of our members own planes, most of which are quite capable four place aircraft. Other members are looking forward to the day when they can join this special group.

My concept is that a clearing house be established whereby an aircraft owner could register his/her willingness to share a ride on our fly-ins, and that other members who don't have a plane but would like to attend the fly-in could call to register that need.

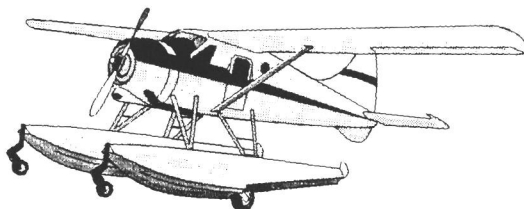
Would you be willing to participate in this program? More details to follow.

Bart Jones

## Wray Airport in Spotlight



Triangle aviation owner and CPA member Robert Klein and employees Randy Pillard and Archie Renzelman were honored by the U.S. Department of Transportation Federal Aviation Administration and presented an award for their outstanding safety record at the Wray Municipal Airport. Making the presentation at the November Chamber of Commerce meeting was Unit Supervisor John D. Stevenson of the FAA Northwest Mountain Region. (pictured above, left to right, are Randy Pillard, John Stevenson, Robert Klein, and Archie Renzelman.)





■ SPECIAL FLIGHT RULES ON OVERFLIGHTS of Rocky Mountain National Park became effective February 7, 1997 and overflights of the Grand Canyon become effective on May 1, 1997. The full rules are worth reading. But recognizing they are also rather lengthy, the following two paragraphs will give an adequate flavor of the determination relative to the Rocky Mountain National Park. They are excerpts from the Docket:

“SUMMARY: This action establishes a temporary Special Federal Aviation Regulation (SFAR) at Rocky Mountain National Park (RMNP) to preserve the natural enjoyment of visitors to RMNP by preventing any potential adverse noise impact from aircraft-based sightseeing overflights. This action temporarily bans commercial air tour operations over RMNP while the FAA develops a broader rule that will apply to RMNP as well as other units of the National Park system. The final rule will expire as soon as a general rule on such overflights is adopted.

EFFECTIVE DATE: February 7, 1997.”

“CONCLUSION: Small entities potentially affected by the final rule are potential air tour operators that in the absence of the rule would operate over Rocky Mountain National Park. The FAA estimates from zero to three operators might be affected by the rule, well below the substantial number criteria. The FAA thus concludes that there will not be a significant economic impact on a

substantial number of small entities.”

■ As discussed in our Heard column in the last issue of *FLIGHT LINES*, one has to wonder why so much organized effort has gone into resisting the proposed ban on flights over the Rocky Mountain National Park, particularly when there appears to be minimum impact to the aviation community. *The ban does not apply to general aviation overflights.* It applies only to flights by commercial operations . . . of which there are none . . . nor are any planned . . . for the reason that it would not be economically feasible for tour operators to conduct sight-seeing flights over the park. Nor could tour aircraft operate efficiently at the high altitudes of the park. Opposition to the rule is easy to understand, however, when considering the lack of trust with government. If the Feds ban commercial flights over the park, where will the next shoe drop? The aviation community has little confidence of getting a fair shake.

■ But there is an issue much more threatening to the aviation community than a possible bad call by the FAA. It is the issue of who makes determinations on use of airspace. In the Grand Canyon and the Rocky Mountain National Park airspace cases, both rules were choreographed by environmental interests, political influence and the NPS. The NPS and the Administration consider the new special flight rules over the Grand

Canyon and Rocky Mountain National Park to be "models" for all national parks. But the actions appear to preempt FAA's airspace authority.

Meanwhile, air tour operators filed suit in federal court to block restrictions on flights over the Grand Canyon. And a coalition of environmentalists also sued the FAA, saying the new Grand Canyon rules were not restrictive enough to restore quiet to the national park.

■ On the same issue, two representatives from the National Park Service, Sheritan Steele, Superintendent of Black Canyon National Monument, and Steve Oppenheimer, Special Assistant for Resources Management, attended the January 6, 1997 meeting of the Colorado

Pilots Association Board of Directors . . . to brief on the RMNP rule and to respond to pilot concerns and questions. It was an amicable meeting. But it was not a forum that was going to change anything. The representatives listened and gave very professional responses. Have to give them credit for appearing. They didn't have to do so. After all, the overflight determination had already been made. The NPS had won their case. But the meeting did offer an opportunity to shake hands and get to know each other.

■ But there is a subtle message underlying the overflight rules. The entire objective of the park overflight rules was to reduce noise from aircraft overflights. Environmental and political pressure was

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applied to achieve this objective. If these groups can successfully influence FAA airspace determinations at the national level . . . what is to prevent activist groups from similar actions to restrict airspace over airports?

■ **FEDERAL AVIATION TAXES HAVE LAPSED AGAIN.** These include the 10% passenger ticket tax, a 6.25% cargo waybill levy, a \$6/person international departures tax, a 17.5 cents/gallon tax on non-commercial jet fuel and a 15 cents/gallon tax on non-commercial avgas. These are the taxes which feed the Aviation Trust Fund and the source of funding for most FAA programs. The only tax still in effect is a 4.3 cents/gallon tax on all aviation fuels earmarked for deficit reduction.

Just reinstated in August after expiring January 1, 1996, the taxes expired again on December 31, 1996. Unless reinstated, monies in the Trust Fund will be depleted by June of this year.

■ The ongoing debate on how to assess taxes is the underlying cause for Congressional inaction. It is an issue of flat percentage taxes or user fees. Resolving this issue will be the basis for a huge fight coming between the Big Seven major airlines on the side of fees and a rag-tag collection of discount carriers, charter, and general aviation interests who favor the excise-tax approach.

The majors say the flat tax, established when all fares were regulated, is outdated. They argue that the low-cost carriers that emerged after deregulation take the same toll on the air traffic control system, but pay less than they should since the fee is based on ticket price. The Big Seven, who carry about 90

percent of the passengers, believe they can shift away some of the tax their passengers pay by winning a fee-based schedule to pay for access to FAA services.

Savings to the major carriers would be dramatic if they can pull this off. One Internet source reports that the General Accounting Office estimates the big airlines' plan would shift \$550 million in costs onto the backs of the low-cost carriers, while bringing the big airlines a \$600 million windfall, a \$1.1 billions swing in funds.

■ What will happen? Our best guess is that Congress will take the easy way out, as they did last year, and pass interim legislation authorizing continuance of the current tax structure.

■ FAA's Nance Early, District Airport Engineer for Colorado, gave some insight as to what was happening to the airport grant-in-aid program as a consequence of the expiration of user taxes. The Airports Program is currently operating under a two-year bill that expires September 31, 1998. It is identified as the Reauthorization of the Airport Improvement Program. Nationally, the funding authorization for airports is \$2.28 billion. But the Office of Management and Budget appropriated only \$1.46 billion, or about 64% of authorized funds. Incidentally, this is not a new OMB practice. Authorizations frequently exceed government's ability to pay such that it is difficult to criticize OMB for acting as a watchdog. Only wish they would practice the policy more on other programs.

But the OMB has gone a step further on aviation grants. Because of the interruption of revenues to the Trust Fund, OMB has withheld current year funds which were already appropriated.

## MEMBERS: PLEASE NOTE . . .

That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

This form can also be used to inform CPA Membership Records of any change of address. Please be aware that the Post Office **does not** forward bulk mail. It is returned to CPA.

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FLYING REVIEW  
4801 Charlotte Ct. NE  
Albuquerque, NM 87109

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This creates an immediate impact on federal aid to airport development in the state.

Nance also briefed on some other changes that are taking place in the federal airports program. Recall the designation of Reliever Airports. The FAA abandoned this designation based on the logic that there no longer was a need for this category of airport to relieve congested air carrier airports. In other words, the category was important at one time in the development of a system of airports . . . but it had outlived its usefulness. I am not certain what that means to airports such as Centennial, Jeffco, Front Range, Tri-County and Meadowlake . . . which have all been designated as general aviation reliever airports.

Apparently, what is happening is a general trend towards less federal involvement in the planning and development of airports. Consistent with this objective, the last Airports Bill identified only two categories of airports for funding. Airports which enplane 10,000 or more passengers/year are identified as Commercial Service Airports and receive entitlement funds from monies appropriated for airport development. The entitlements are based on a formula with a

minimum of \$500,000 to each commercial service airport. Airports have almost a complete voice in how these funds will be used.

Monies left over after distribution of entitlements are termed discretionary funds for use by all remaining airports not categorized as commercial service airports. The remaining group includes those previously categorized as relievers. As discretionary implies, these monies are distributed at the discretion of the FAA. As a practical matter, however, states have a significant role in determining the distribution of these funds. In those states which have accepted authority for administering funds to general aviation airports, these states have essentially complete control on how the discretionary funds are used.

Under normal circumstances the discretionary funds would be big money. For example, \$3.3 million in discretionary funds went to Colorado airports last year. This could expand to \$5.5 million this year . . . were it not influenced by the flow of revenues to the Trust Fund. For now, there is a lot of uncertainty.

■ It is worth mentioning that there is a

subtle evolutionary trend in how the airports grant-in-aid program is administered. When the program was created in 1946, and for something over 20 years, all funding was discretionary. FAA had complete control over how the funds were distributed. Through time, particularly as the amount of available funding increased, Congress changed authorizing legislation to earmark grant funds. At the same time, staffing authorized to administer the program was reduced, for what appeared to be a policy to reduce the size of central government and give greater control to local government. I suspect there was also a certain amount of distrust of federal management of the program.

Outcome of the trend is obvious to veteran watchers of the program. Eventually, in a way similar to the

welfare program, the states must accept full responsibility for administration of the discretionary part of airports grants program.

■ Discussion of the federal grant program brings up the question of what is happening to the grant program at the state level. From a call to Caroline Scott, Grants Manager at the CDOT Division of Aviation, we learned that revenues to the Colorado Aviation Fund total in the range of \$8-9 million/year. Over 85% of these funds derive from a 3% sales tax on commercial use jet fuel with the remainder from excise taxes on avgas and jet fuel for non-commercial uses. At least 75% of revenues are returned to the airports from which they were generated. After covering the costs of operating the Division of Aeronautics and the

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Aeronautical Board, something under \$2 million is left to fund the Division's Discretionary Grant Program. With leverage through use of local and federal funds, the division is typically able to encourage nearly \$10 million in needed airport development each year in the state.

The division will experience some impacts, however, as federal funds dry up. There will not be the federal share of funding for many projects in which there is joint funding. So additional demand will be placed on state funds. Also, the state share of a project will not leverage the amount of total work that could be accomplished with greater federal share.

■ Less than one month to opening of ROCKY MOUNTAIN AIR FAIR '97 on March 8-9. It will be staged again at the Wings Over the Rockies Air & Space Museum at the former Lowry Air Force Base. Last year nearly 30,000 visitors attended. Same format this year. Nearly 100 trade exhibits. Safety seminars. Fantasy of Flight. Featured speakers include Scott Crossfield, the first individual to fly beyond Mach 2 and Mach 3, and a return appearance by aviation humorist Rod Machado..

Look for the complete program on the FAA Aviation Safety Program mailing. It will be sent to everyone holding a current certificate in Colorado, Wyoming, and the western half of both Nebraska and Kansas. Mailing is scheduled from the FAA Academy on February 17.

Also, those with access to the Internet, will find information on activities on the Wings Over the Rockies Air &

Space Museum home page, [www.abwam.com/air&space/](http://www.abwam.com/air&space/) and the Colorado Pilots home page, [www.airbase1.com/cpa/](http://www.airbase1.com/cpa/).

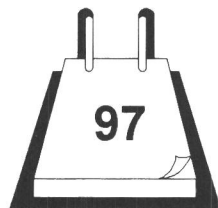
CPAer MARY SENFT is Air Fair Director this year and MARILYN TAYLOR continues as Marketing Director . . . but you will also see Marilyn wearing a number of hats including Hospitality Chairman and Raffle Boss.

The raffle is a new feature this year. Tickets will be sold under a fundraising program to support the Colorado Aviation Historical Society, the Air Fair, the Museum and Air Power West. Prizes include airline tickets donated by United Air Lines, Southwest Pacific, Frontier, and Maverick. Air Power West has also donated a number of aircraft rides in T-6s, a Stearman, and even the DC-3 owned by Pat Weisner. Don't know why no one thought to ask Joe Thibedeau if he would donate a ride in his P-51.

Should also mention that EARL BOLTEN is heading the volunteer recruitment committee for the Air Fair. He tells us he has a need for many volunteers. He can be reached at 303/419-1214 if you would like to help.

■ Simplistic view on why aircraft engines appear to run rough over mountainous terrain. "Over high, rocky terrain, the air is broken up into little pockets as the wind blows over the ground, causing it to be pulled into the engine in varying amounts. This causes the mixture to change rapidly and cause the engine to run rough." Anonymous.

# Colorado Aviation Calendar



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- MAR 8-9      **4TH ANNUAL ROCKY MOUNTAIN AIR FAIR**, Wings Over The Rockies Air & Space Museum, Lowry AFB, Denver, 9:00 a.m. - 5:00 p.m. Info: Mary Senft, Director, 303/776-7481 or Marilyn Taylor, 303/659-7265.
- APR 8-10      **FANTASY OF FLIGHT PROGRAM**, Wings Over The Rockies Air & Space Museum, Denver, CO. Aviation education program designed to familiarize school children (approximately 8-12 years of age) with the thrill of aviation. Sponsored by the CDOT Division of Aviation and Jeppesen Sanderson Corporation. Volunteer opportunities. Info: Marilyn Taylor 303/659-7265 or e-mail: 74442.1044@compuserve.com.
- APR 25-28      **CPA FLY-IN TO PADRE ISLAND, TX.** Lazy weekend of beachcombing, fishing, sightseeing. Destination airport is Brownsville/South Padre Island International (BRO). Rio Grande Valley Wing of Confederate Air Force has a museum on the airport. Destination hotel is Fishermans Wharf on the waterfront of Laguna Madre. Info: Mary Jones 719/488-0653 or e-mail: mkstraugh@msn.com.
- APR 26      **FRONT RANGE AIRPORT OPEN HOUSE**, Airport Appreciation Day sponsored by the Front Range Airport Authority. Airplane rides, static displays, fly-bys. Free admission, food available on site. Info: Airport Manager's office 303/261-9100.
- MAY 5-9      **FANTASY OF FLIGHT PROGRAM**, Fort Morgan, CO. Aviation education program designed to familiarize school children (approximately 8-12 years of age) with the thrill of aviation. Sponsored by the CDOT Division of Aviation and Jeppesen Sanderson Corporation. Volunteer opportunities. Info: Marilyn Taylor 303/659-7265 or e-mail: 74442.1044@compuserve.com.
- MAY 24      **POKER RUN & FLY-IN BREAKFAST**, Spanish Peaks Airfield (4V1), Walsenburg. Meet at 8:00 am. Pot Luck afterwards. Info: Airport Manager 719/738-2050.
- MAY 24-26      **CPA FLY-IN TO LOS ALAMOS, NM.** Event still in planning stage. Info: Mary Jones 719/488-0653 or e-mail: mkstraugh@msn.com.
- MAY 31-JUN 1      **AIRSHOW '97**, Jeffco Airport. Features USAF Thunderbirds, Golden Knights Parachute Team, Northern Lights Aerobatic Team, Bud Light Micro-jet, Pepsi Skydancer, Jimmy Franklin, Sky Fighters, and 69th Battalion Pyrotechniques. Info: Air Sports, Int'l. 303/469-7479 or e-mail: airsports1@aol.com.
- JUN 7      **CPA MOUNTAIN FLYING - HIGH ELEVATION OPERATIONS GROUND SCHOOL**, Centennial Tower. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Flight portion of course may be taken at pilot's discretion at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Brian Lewis 303/665-5252.
- JUN 7      **SPRING/SUMMER FLY-IN**, Platte Valley Airport. Info: Marilyn Taylor, 303/659-7265.
- JUN      **AOPA FLY-IN**, AOPA Headquarters, Frederick Municipal Airport (FDK), Maryland. Info: Warren Morningstar 301/695-2162.
- JUN 10-12      **FANTASY OF FLIGHT PROGRAM**, Wings Over the Rockies Air & Space Museum, Denver, CO. Aviation education program designed to familiarize school children (approximately 8-12 years of age) with the thrill of aviation. Sponsored by the CDOT Division of Aviation and Jeppesen Sanderson Corporation. Volunteer opportunities. Info: Marilyn Taylor 303/659-7265 or e-mail: 74442.1044@compuserve.com.

- JUN 14 **ANNUAL AIR RODEO AND FLY-IN BREAKFAST**, Spanish Peaks Airfield, Walsenburg, 8:00 a.m. Rodeo events include flour bombing, spot landings, balloon bursting. Info: Airport Manager 719/738-2050.
- JUL 8-10 **FANTASY OF FLIGHT PROGRAM**, Wings Over the Rockies Air & Space Museum, Denver, CO. Aviation education program designed to familiarize school children (approximately 8-12 years of age) with the thrill of aviation. Sponsored by the CDOT Division of Aviation and Jeppesen Sanderson Corporation. Volunteer opportunities. Info: Marilyn Taylor 303/659-7265 or e-mail: 74442.1044@compuserve.com.
- JUN 21 **CPA FLY-IN TO GRANBY, CO.** One day trip for a special guided tour of the pumping plant that delivers irrigation water to the eastern slope. Info: Mary Jones 719/488-0653 or e-mail: mkstraugh@msn.com.
- JUN 28-29 **19TH ANNUAL EAA ROCKY MOUNTAIN REGIONAL FLY-IN**, Vance Brand Airport, Longmont. Homebuilts, antiques, classics, ultralights and warbirds. Info: Bill Marcy 303/798-6086 or Airport Manager 303/651-8431.
- JUL 19-20 **21ST DENVER-TO-JACKPOT, NV, AIR CLASSIC.** Sponsored by Colorado Pilots Assn. Overnight at Castus Pete's. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman, 303/766-0742.
- JUL 30-AUG 5 **OSHKOSH '97**, EAA Annual Convention & Fly-In, Wittman Regional Airport, Oshkosh, Wisc. Info: 414/426-4800.
- AUG 9-10 **CENTENNIAL AIRPORT AIRSHOW**, Englewood, CO. Event in planning stage. Info: Jim Bauer 303/840-8233
- AUG 12-14 **FANTASY OF FLIGHT PROGRAM**, Wings Over the Rockies Air & Space Museum, Denver, CO. Aviation education program designed to familiarize school children (approximately 8-12 years of age) with the thrill of aviation. Sponsored by the CDOT Division of Aviation and Jeppesen Sanderson Corporation. Volunteer opportunities. Info: Marilyn Taylor 303/659-7265 or e-mail: 74442.1044@compuserve.com.
- AUG 16 **CPA MOUNTAIN FLYING - HIGH ELEVATION OPERATIONS GROUND SCHOOL**, Centennial Tower. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Flight portion of course may be taken at pilot's discretion at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Brian Lewis 303/665-5252.
- SEP 6-7 **GRAND JUNCTION AIRSHOW**, Walker Field (GJT). Features Navy Blue Angels, Golden Knights Parachute Team, Red Baron Stearman Squadron, and a variety of static displays. Info: Air Sports, Int'l. 303/469-7479 or e-mail: airsports1@aol.com.
- SEP 9-11 **FANTASY OF FLIGHT PROGRAM**, Alamosa, CO. Aviation education program designed to familiarize school children (approximately 8-12 years of age) with the thrill of aviation. Sponsored by the CDOT Division of Aviation and Jeppesen Sanderson Corporation. Volunteer opportunities. Info: Marilyn Taylor 303/659-7265 or e-mail: 74442.1044@compuserve.com.
- SEP 13 **PUEBLO AIRPORT 5TH ANNUAL AIR FESTIVAL AND FLY-IN**, Pueblo Memorial Airport. Airplane rides, static displays, fly-bys, Fantasy of Flight Program, pancake breakfast. Event to benefit the Fred E. Weisbrod International B-24 Memorial Museum on the field. Info: Del Greg 719/948-3355-Ext. 18.
- SEP 13 **SPANISH PEAKS AIRPORT OPEN HOUSE** (4V1), Walsenburg, CO. Activities begin at 10:00 a.m. Info: Airport Manager 719/738-2050. (Note: Date may change due to conflict with open house at Pueblo Airport.)
- SEP 26-28 **CPA FLY-IN TO DURANGO**, Durango-La Plata County Airport (DRO). Private rail car round trip to Silverton on Saturday via narrow gauge RR. Additional details to follow. Info: Mary Jones 719/488-0653 or e-mail:

Colorado Calendar is compiled by the Colorado Pilots Association for the benefit of its members; and in the interest of creating an awareness and support for aviation activities in the State of Colorado. Information on current activities is also maintained on the CPA HOTLINE (303) 266-6266. Please submit events or changes to *Flight Lines* Editor, 627 Wildrose Way, Louisville, CO 80027.

## Membership Renewals

Your continued support helps Colorado Aviation!

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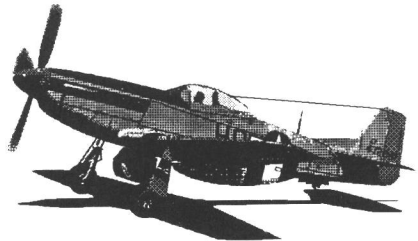
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## PUBLISHER

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P.O. Box 200911  
Denver, CO 80220

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