

CPA FLIGHT LINES

Volume 14, No. 2

March 1997



CPA President Bart Jones loads his Cessna 170 after he and wife Mary spent a fabulous weekend fishing the Green River and camping from the Dutch John airport in Utah. See related story page 10.

President's Message	2
Heard Along the Flight Line	4
Where to Go In A Plane	10



President's Message

Bart Jones



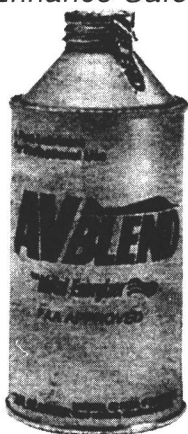
Last month I proposed an idea I called the “Share the Ride” program in the hopes that I could encourage those of us with capable airplanes to share the fun and adventure of our flying trips with our non-owner members. What is needed is a convenient mechanism through which “owners” and “non-owners” could indicate their desire to participate in the program. I can think of no better “mechanism” than our CPA HOT LINE. How many of us recall that we have such a thing? Simply call (303) 266-6266 and leave a message. Patty Arthur, our past president and I access and respond to these messages on a daily basis.

For the purposes of the Share the Ride program I would ask those interested in participating to call the HOT LINE and leave your name and evening phone number. If you have seats available indicate how many, the trip you are interested in, aircraft type and any restrictions that might apply (weight for example). If you are looking for seats indicate how many, the trip you are interested in and any special considerations you think would be appropriate (weight for example).

I will assume the mantle of clearing house coordinator and do my best to pair people up on a first come first served basis consistent with aircraft capability. I will leave it up to each of you to make your own arrangements for cost sharing and logistics.

As an opportunity to test fly this new program I call your attention to the up coming CPA fly-in to Los Alamos, NM, May 24-26. (See the flyer for more details.) If you have a plane and have never been on one of our trips, I encourage you to give these some consideration and to call the HOT LINE to Share the Ride. Likewise if you would like to participate but don't have a plane call the HOT LINE and let us see if we can pair you up.

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■ NO! There are no plans to change the name of the CPA newsletter from **FLIGHT LINES** to HEARD ALONG THE FLIGHT-LINE. Anyone opening its covers over the last few issues, however, had cause to wonder. Most of the content was “Heard.” A problem stemming from lack of contributors to the newsletter. And the editor’s decision to print “Heard” rather than mail blank pages.

■ Will GLENWOOD SPRINGS Municipal Airport be closed? It will if land developers are successful in their latest effort to acquire the site. Developers have had their eyes on this close-in airport for years as a potential site for commercial development. Prior efforts to close the facility have always been shot down, thanks to last minute efforts by the aviation community. But the developers could be successful this time. City officials appear willing to give it up. Their logic is that the property is too valuable for other uses. That it should be closed and a replacement airport built in the valley enroute to Aspen. Or, perhaps, not even rebuild. After all, Eagle County Airport is only about 30 miles away. Closer than some of us in the Denver Metro area commute to our airplanes. So it may be difficult to make a case for its retention.

As it now stands, a special mail-in election scheduled for May 20 will decide the future of the airport. Voters will be asked: “Should the city cease airport operations and keep the land for public purposes?” If successful in efforts to close the airport, expect the next action to be either a sale or a land swap in which developers end up with the site.

■ IMPACTS? To begin with, new homes

would have to be found for nearly 70 aircraft based at the airport. Also, aeronautical activity at the airport includes about 20,000 annual aircraft operations of which over 1,000 are air taxi operations and nearly 7,000 are transient general aviation (FAA data). The economic impact and value as an emergency access to the city must be immense. But it may be a hard sell.

■ HELP FROM OUTSIDE the local aviation community to help save the airport? Don’t expect much!

At least, not from the FAA. We understand the FAA, at one time, invested some money in paving the runway. Way back in the late 40’s or early 50’s. But the “red tape” that went with the grant requiring that the airport remain open would have long since expired. So there would be no legal basis for the FAA to get involved. Or the State Aeronautics Division. The Division recently awarded a discretionary grant for work that included pavement sealing and runway marking. But this would be considered a minor investment and probably not be the basis for a state stand on the issue.

Or AOPA. While AOPA has a firm policy to support retention of airports, the organization doesn’t have the resources or energy to fight every battle. So expect token support, if any, but nothing visible. When it all shakes out, it will be up to the local aviation community to justify its existence. Unless some of us who use the airport give them a show of support through contacts to city officials. Worth watching. And getting involved.

■ Should it close, the CPA MOUNTAIN FLYING COURSE would be one of the big

losers. It is one of the airports on the circuit of high altitude airports visited on the flying portion of the course.

■ EAGLE COUNTY AIRPORT is another one of our mountain airports in the news lately. It is not in danger of being closed. Quite the contrary. It has a very supportive community. But it has a few challenges in how to fund development.

One of the mechanisms used to finance growth is a Passenger Facility Charge (PFC). And that is the basis of the current press. The news item reads, "Federal Aviation Administration officials say they are unlikely to approve Eagle County's plan for a passenger fee to pay for its new terminal." "The FAA does not allow use of Passenger Facility Charge funds for facilities that are deemed to be of exclusive use, which is the crux of the situation in Eagle."

For those not familiar with PFCs, FAR Part 158, Passenger Facility Charges, allows the FAA Administrator to grant authority for air carrier airports to impose a fee on enplaned passengers at a level of \$1, \$2 or \$3 to be used to finance allowable costs of approved airport development projects. The fee level is determined by the nature of the

development project and revenue stream needed for its financing. Air carrier terminals, including cost of debt service, are eligible projects.

As an aside, where authority is granted to an airport to impose fees, collection of the fees becomes a burden on the air carrier. The carrier must collect the fees and remit the collections to the airport on a monthly basis. For their services the air carriers receive 8 cents for each PFC remitted. (The amount of the air carrier handling charge is specified in the regulation.)

The approval procedure for PFCs requires an application to the FAA . . . and coordination with affected airlines. (Coordination, not necessarily approval.) The FAA then makes a determination . . . after considering a number of factors . . . including discrimination. This is where the case at Eagle County Airport gets sticky.

In further background, there are two terminals at the airport. One was built by private interests a few years ago and served as the air carrier terminal when jet service was introduced to the airport. When additional terminal space was required, the county built a second terminal. It opened late last year and competes for traffic with the first terminal.

Colorado Pilots Association
"The Voice of General Aviation"

CPA Internet Page

<http://www.ra-ventures.com/cpa>

created by CPA member Rob Duncan of
RA Ventures -- 303-665-0466

RA Ventures is also the key developer of a new site which contains over 16 thousand aviation service providers (FBO's, prop shops, engine rebuilders, etc.) along with 1000's of hotels, restaurants, car rental agency's, etc., all of which may be found by airport proximity.
<http://www.airbase1.com/airbase.htm>

Rob is happy to discuss adding your ad to this service or developing a web site for your business.

The county hopes to finance part of the construction cost with a PFC. It gets sticky because carriers operating out of the first terminal would be required to help pay for the competing, county-owned terminal.

At first blush, it appears that the FAA is siding with carriers operating out of the private-owned terminal. Currently, only American Airlines operates out of the County-owned terminal. And it would appear discriminatory to apply PFCs on all carriers to accommodate the needs of one. However, if one looks at the situation in overview, it is the passengers that pay the fee . . . not the carriers. What little involvement the carriers have in the process they get paid for. Also, as Airport manager JIM ELWOOD (also a CPA member) points out, the new terminal was build to serve additional carriers and it should be obvious it is not an exclusive-use facility.

■ COLORADO AERONAUTICAL BOARD member confirmations were scheduled before the Colorado Senate Transportation Committee on March 6, 1997. Members seeking confirmation were James Fritz, Lynn Liebowitz, David Gordon and William Hamilton.

■ PADRE ISLAND FLY-IN update. MARY JONES tells us the 8 room Fisherman's Wharf Motel is completely booked and she has made arrangements for space at another nearby motel. If you are interested in this trip, it is not too late to sign up. She can be reached at 719/488-0653.

Also, BOB & CAROLYN DOUBEK are trying to put together an extension of the FLY-IN to Veracruz, Mexico. It is only 421 N.M. from Matamoras to Veracruz which is a beautiful port city surrounded by many Olmec archeological sites. The proposed extension includes seven nights hotel, breakfasts and ground transportation to Veracruz, Xalapa, Tecolutla, Papantla, El Tajin, Cempoala, Quiahuiztlan, Catemaco, La Venta and Villahermosa. If fifteen people sign up, the cost will be \$660.00 per person based on double occupancy and \$880.00 per person

single occupancy. If interested, call Bob or Carolyn at 303/771-8148.

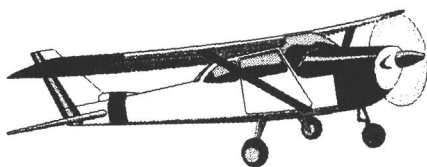
■ Six CPA members recently returned sandy and sun tanned from a trip to the Bahamas. FRANK & LYNN NIEHAUS, BOB & CAROLYN DOUBEK, BILL COOPER and HAROLD STARK flew their three 182's to Great Harbour, Hawk's Nest and Governor's Harbour. They reported CAVU WX while in the Bahamas but IFR most of the route to and from Florida in the U.S. The highlight of the trip for Bill Cooper was an hour and ten minutes of dual in the famous P-51 "Crazy Horse" based in Kissimmee.

■ Jack Wilhite (not a candidate but currently non-CPA member) plans to acquire a Mig 15 for use in flying air shows. Jack is a retired United Airlines pilot and current president of the Colorado Aviation Historical Society. The Mig-15 will fly with an F-86 as part of a Korean War routine at the Jeffco air show in June. Jack will be flying the show if successful in acquiring the aircraft before then.

■ Which reminds us of a story we saw on the Internet that is worth repeating.

This comes from a top secret recording describing what happened in a Soviet cockpit during approach to JFK under IFR conditions: Captain: "500 ft. low visibility, runway seems to be short. Co-pilot, lower flaps to 30 degrees ..." Co-Pilot: "Flaps down at 30... check." Captain: "300 ft, low visibility, runway looks very short Co-pilot, lower to 45 degrees!!!" Co-Pilot: "Flaps down at 45 ... check." Captain: "100 ft !!! Runway very short !!!" Co-pilot, lower flaps to emergency - 90 degrees down !!! Co-Pilot: "Flaps down to 90 degrees ... ready to land ... check." Aircraft lands and breaks immediately ... Captain wipes off the sweat and sighs ... "Oh, they make the runways so short in the West" Co-pilot: "Yes... (points out the window) ... but they are so wide "

Get Ready for the Memorial Day Fly-In



MAY 24 THROUGH MAY 26 - 3 DAY TRIP
TO LOS ALAMOS, NEW MEXICO

Take an adventure trip filled with history, hikes, and fun. CPA members are going to fly to Los Alamos, NM for the week-end. Bring friends and family, and enjoy a special place in this Southwestern part of the US. Visit the bomb museum, crawl into Anasazi ruins, sample gourmet dining in a tiny NM village.

Los Alamos is tucked on a hill of the Jemez Mountain chain that was formed by intense volcanic activity a million years ago. Later the first recorded dwellers in the area were the Anasazi, and they flourished until the 1500s. Adolf Bandelier "discovered" the area in October of 1880; and made studies and based conclusions that are largely intact to this day. Bandelier National Monument, to the south of Los Alamos, is now a place where we can see how these ancient people lived, walked, and worked.

The Puye Cliff Dwellings are located to the north of Los Alamos, and are near the Santa Clara Pueblo. It once housed more than 1500 people, and is considered a sacred site by the Santa Clara Indians. Few people have visited this site in comparison to Bandelier, and it makes an interesting contrast. Bandelier is deep in a canyon. It has paved walkways, movies, museum, gift shop and people there to keep you on the trail. Puye Cliff dwellings have stone walkways leading to the top of a mesa, artifacts may still be seen near the dwellings, and the view from the top of the mesa is breathtaking as you look across the wide valley to the mountains far in the background.

The town of Los Alamos is best known for the Manhattan Project (the atomic bomb) established in the early 1940s. The top-secret program took over the Los Alamos Ranch School, and now there is an excellent little museum in town that tells about the early beginnings of the town: the Los Alamos Historical Museum.

After the war, the Los Alamos Scientific Laboratory (now Los Alamos National Laboratory or LANL) became a permanent fixture in town. Their Bradbury Science Museum has 40 different high-tech, interactive exhibits about the history the technology of the lab; and especially interesting, an up-to-date look into current science that they are working on today with lasers, computers, and different demonstrations.

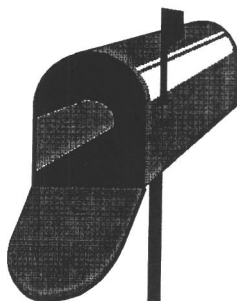
Our plans are to visit them all. Watch for the sign-up flyer coming with your newsletter.

FLYING THERE

Los Alamos is a private airport run by the Dept. of Energy. You can land here with prior approval by calling ahead. (We will be doing this for the whole group.) This is a one way runway no matter what the wind is. You land towards town, and take-off going away from town. There is a restricted area just south of the runway. Beware of down drafts, watch the vasi - this is a carrier type landing at high altitude. Their phone number is 505 662-8420. Car rental and taxi service are available there at the airport. (We have 2 vans reserved for our excursion on Sunday.)

If you have questions, please call Mary Jones at (71)0488-0653, or e-mail at mkstraugh@msn.com.

Letters to the Editor



June 14 will be the national EAA Young Eagles day. The EAA Young Eagles program is an effort to introduce one million youngsters to aviation by the year 2003 which is the 100th anniversary of the Wright Brothers' first flight. There will be EAA chapter and affiliated organization flight programs on that date all across the country. However, the Young Eagles program is an ongoing, year-around program, and can be done at any time by any individual.

To date, 16,875 pilots of the EAA and affiliated organizations have flown 265,172 children. As an example of the enthusiasm in this effort, two pilots have each flown more than 1000 kids, and ten pilots have each flown more than 400 kids.

There are now 89 affiliated organizations including such as the ABA (American Bonanza society, the International Flying Farmers, NAFI (National Association of Flight Instructors), the Popular Flying Association of England, The Canadian Owners and Pilots Association, The New Zealand Aero Club, The Tuskegee Airmen, many Universities, and a number of national and international organizations.

The EAA invites others to take part and participate in this effort. IT IS necessary for the participant to be a member of the EAA or an affiliated organization both of which must have basic insurance which is then supplemented by EAA insurance.

The EAA has been conducting both junior and adult academies to further aviation interest and skills. It is now in the process, enhanced by recent donations of approximately \$3 million, of expanding these programs including a series of Junior Academies at Oshkosh, and ultimately around the country.

The EAA would like to have the CPA affiliate and become a part of this program.

Best,

Dean Hall

(Dean Hall is CPA Chairman of the EAA Liaison Committee)

Mark Your Calendar

SIGN UP, IT'S NOT TOO LATE!!

CPA FLY-IN: to Padre Island, TX

April 25 through 28; 4 days



We are getting a good response to the fly-in sign-up for the Texas CPA fly-in. In fact it has been so good that we have reserved all the rooms in a motel beside Fisherman's Wharf, so we have 4 more double room suites (\$70), 2 single rooms (\$55), and 3 efficiency apartments (\$44), giving us a total of 17 rooms altogether.

If you are still interested, but haven't made up your mind, one of the more exciting adventures on this trip will be the 4X4 drives (we rent the cars) heading north along the beach where there are no roads, and you can only go by 4 X 4's, horseback, or tie up on the beach from a boat. Well yes, you can walk - but it is miles! Of course the other alternative is renting a horse, and riding back into the dunes!

Pirates made this their hideout years ago, and there are thousands of ships that were shipwrecked in the area. High up on the beaches the windblown sand is constantly covering and uncovering ancient relics of the past. We have seen people pouring over maps drawn in the 1700's - trying to pinpoint wrecks that are supposed to hold shipments of gold. Who knows what we may find when we are there!!

If this whets your appetite - don't wait, sign up now! Call Mary Jones at (719)488-0653, or e-mail: mkstraugh@msn.com.

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The Green River
near Dutch John,
Utah, is a
legendary float or
fish stream that
makes a back-
country fly-in that
easily competes
with anything
you'll find in
Idaho; plus it has a
long paved landing
strip.

Boat, float, camp and fish.

Dutch John itself is a tiny village where the Bureau of Reclamation employees and outdoor sports guides live. There is one gas station in town, a small "quick stop" store that has an excellent supply of fishing tackle, sandwiches and a few basic camping supplies; and one school.

The airport hanger is filled with boats, lifejackets, paddles and fishing equipment, and has hot and cold showers for men and women. Shuttle vans run people to and from the river. If you have a belly-boat, bring that - saw several people using them; even saw scuba divers going down the river!

The FBO, the Flaming Gorge Flying Service, specializes in guided fishing trips, guided float trips, raft rentals and shuttle service to and from the river. In addition, you can do primitive camping in beautiful spots on the field, get water by the hanger. (No aviation fuel or services available at field. They specialize in water sports.)

Week-ends have the river filled with "floaters" - people coming just to float the river in anything that will get you down the

"WHERE TO GO IN A PLANE"

by Mary Jones

river! Fishing guides refuse to book any fishing trips on week-ends.

You should call ahead to reserve a raft, kayak, or set up a guided fishing trip before you come; the Flaming Gorge Flying Service phone number is (801)885-3338. You can get fishing licenses at the Quick Stop store on the way to the river.

FLYING THERE:

Dutch John (33U) is one mile south of town, and sits on a plateau overlooking town. The elevation is 5826. Runway 11-29 is 6800 x 100; paved, and in good condition. It has a downhill slope towards 29. Powerlines are off runway 11. Watch

for deer, elk and coyotes that may be out feeding in the nearby meadows. No fuel is available; pilots usually fuel up in Vernal, UT or Rock Springs, WY. At the present time there is no unicom.

A dirt road runs around the airfield, and is an active route for people living in Dutch John out for a family bicycle ride.

The airport is open daily from March through October. They do have an old car that you can rent (reserve it early if you plan to drive anywhere). The roads are very steep and narrow going to and from the river, and the drive can be significant; a bicycle is not a practical way to get around.

Colorado Pilots Association welcomes Phil Weiss as the new Production Manager of the FLIGHT LINES newsletter. Babette Andre is the new Managing Editor.

Thanks to David Robertson, who volunteered his time and effort in this position over the past three years.

MEMBERS: PLEASE NOTE . . .

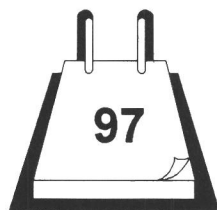
That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

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.

If you subscribe to **Flying Review** magazine, please inform them directly of any change of address at:

FLYING REVIEW
4801 Charlotte Ct. NE
Albuquerque, NM 87109

Colorado Aviation Calendar



- MAR 26 **99s FLIGHT WITHOUT FEAR**, United Training Center, Denver. Eight week class designed to help people afraid to fly. Info: Donna, 303-780-5524.
- APR 7 **COLORADO PILOTS ASSOCIATION MONTHLY MEETING**, Centennial Airport Tower, Ashbrook Room. 6:30 p.m. All members welcome. Info: Walter Bell, 303-488-0653.
- 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 Pare 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 FLY-IN**, 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 OR 800-654-9136.
- MAY 5 **COLORADO PILOTS ASSOCIATION MONTHLY MEETING**, Centennial Airport Tower, Ashbrook Room. 6:30 p.m. All members welcome. Info: Walter Bell, 303-488-0653.
- 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**. History, hikes and fun. 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.

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 Phil Weiss, *Flight Lines* Production Manager, 646 Lowell Ave., Denver, CO 80204.

Welcome New Members

Over 600 Members Strong

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Ron Redde
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Douglas J. Blake
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Denver, CO 80204

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