

CPA FLIGHT LINES

Volume 14, No. 5

June 1997



Bahamas Found! CPA Members fly to this water paradise
(see related article on page 8).



President's Message

Bart Jones



The Colorado Pilots Association "share- the- ride" program is off to a modest but promising start. Our fly-in to Los Alamos was our first opportunity to find rides for our members who don't own a plane.

Hats off to Frank and Lynn Niehaus for being the first to offer two seats which were quickly filled by Sarah and Paul Manoogian. Other planes were filled as well.

The excitement and enthusiasm of these new participants is infectious and it is gratifying to know that we are providing a new and memorable experience to others who may be encouraged to expand their participation in aviation.

Our next trips are to Granby, Colorado on June 29, and then to Durango, for a private car railroad trip to see the fall colors, Sept 26 through the 28th.

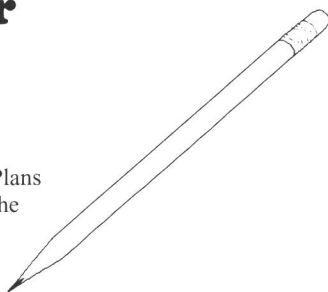
To join us or offer to share a ride, simply call the CPA Hotline (303) 266-6266 and leave a message with your phone number. We will take it from there.

Hope to see you on one of these trips!

Mark Your Calendar

CPA FLY-IN SCHEDULED FOR June 29

This is a one day fly-in that promises to be special. Plans are to fly into Granby in the morning, take a tour of the PUMP PLANT, enjoy a picnic lunch that you bring with you, and fly home again before the afternoon thunder busters build too high to make a get-away!



The tour will last about an hour, and the tour operators are busy all day long. People come from all over to see this unusual water supply system, and leave marveling at the accomplishments that have been achieved there. The tours are free of charge, but you may have to cough up some \$ for transportation to and from the facility if we have to rent a bus to get us around.

Flying there:

Granby/Grand County Airport (GNB) is about 1 mile northeast of town. Coordinates are N40-05.38; W105-55.03. The field is located on a mesa overlooking the valley. The elevation of the field is 8,203, so density altitude will be a consideration when you fly there. Runway 9-27 is 4,950 X 70 and paved. There is a drop-off at the end of runway 27. They recommend that you do NOT take off to the east due to a very visible rise in the terrain. Watch out for glider activity 3 miles to the south of the airport. Since there may be several planes arriving, bring your own tie-downs in case they are needed.

For more airport information, call (970) 724-9428. See the flyer that came with the newsletter for sign-up information, or call Mary Jones, (719) 488-0653.

Babette Andre, Broker Associate CFI-I, ATP, Airport Property Specialist

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STATE FUNDING DENIED FOR IMPROVED AIR SERVICE TO REMOTE COMMUNITIES. SB 97-146, which would have funded about \$5 million out of the general fund for development at 13 airport locations in the state, looked like a certain winner when it was introduced in the Senate in late January. By mid-February it had easily cleared the Senate Transportation Committee. But it died in the Senate Appropriations Committee . . . for what may have been a realization that the funding would not have achieved the objective intended. (April issue of *FLIGHT LINES* had extensive coverage of this issue.)

MEANWHILE, STATE FUNDING WAS APPROVED FOR IMPROVED AIR SERVICE TO DIA. At least that was the effect . . . when the Colorado Assembly passed a bill allowing state-collected fuel taxes to be used for financial assistance to airlines. The authorization appears in Section 8 of HB 97-1061, entitled, CONCERNING PERFORMANCE REPORTS REQUIRED TO BE FILED WITH THE AERONAUTICS DIVISION BY INTRASTATE CARRIERS. How this bill evolved from a bill intended to provide information on performance of intrastate carriers to one that also provides financial assistance to air carriers could probably be best explained by a Philadelphia lawyer. What it does, however, is to permit DIA fuel tax rebates to be used as collateral for a bank loan to finance relocation of Western Pacific Airlines from Colorado Springs to DIA. This will improve the quality of air service to DIA and permit Western Pacific a chance at survival.

Those who may question the silence from Colorado Springs on the Westpac move need only consider that the airline would have gone out of business had it continued as things were. In making the move to DIA,

Westpac committed to continue a level of service to Colorado Springs and to keep its headquarters there. Under the circumstances, it was the best the city could expect.

Have to wonder what United Airlines thinks about all of this. For the reason that most of the fuel-tax rebates to DIA are generated by UAL fuel purchases. In effect, UAL is participating financially in a program to bring more competition to the airport. Reflecting back a few years, however, one has to recall that the fuel tax was initially imposed under a 1991 bill as a means to finance a new UAL maintenance facility at DIA. UAL decided to build the facility elsewhere, but the tax continued. Meanwhile, UAL has been relatively quiet through all of this.

LEST WE FORGET, UAL'S SUPPORT OF THE 1991 FUEL TAX WAS PROBABLY THE BEST THING THAT EVER HAPPENED FOR COLORADO AVIATION. Prior to 1991 we had a grant program and an aviation fund . . . but no monies to implement the program. The new legislation created a revenue source and was largely responsible for today's very successful aviation grant program.

For those not familiar with the process, the Aviation Fund derives most of its revenues from a 3% tax on sales of aviation jet fuel. By law, 75% of the revenues from this source are returned to the airports on a prorated basis related to fuel sold. The remaining 25% is retained in the aviation fund as funding for the Aviation Division's grant program. Denver generates about 86% of the revenues from this source. Its fuel tax rebates last year totaled \$5.7 million.

Other revenue sources contributing to the aviation fund are a 6 cents/gallon tax on avgas and a 4 cents/gallon tax on non-commercial aviation jet fuel. But these sources are "peanuts" compared to revenues

generated by the sale of commercial jet fuel to the air carriers.

ANOTHER OF UAL'S GOOD DEEDS APPEARED IN PRESS COVERAGE

THIS MONTH in an announcement by the carrier that it will donate one of its Boeing 737-200s to the Wings Over the Rockies Air & Space Museum as a permanent exhibit. UAL will retire the aircraft from its fleet in the next year or two. Long range plans at the Museum include acquisition of the 2nd hangar from the Air Force and construction of an atrium structure between the two buildings. Plans are to display the aircraft in the atrium.

ANOTHER PAYOFF FROM AVIATION LEGISLATION.

Recall the contract authority granted to the Aviation Division last year under HB 96-1215. The division sought the authority such that economies could be realized for work such as pavement ceiling for a number of airports under a single contract. The wisdom of the effort was realized this year when over \$1 million was saved on a statewide paving project. \$2.5 million had been earmarked for work at 30 of the state's general aviation airports. Thanks to the size and timing of the project the division received very favorable bids. Savings from the contract procedure permitted end-of-year grants of \$1 million for itinerant ramp reconstruction at Centennial Airport and \$160,000

for ramp reconstruction and a fuel farm at Tri-County Airport.

CENTENNIAL AIRPORT ALSO GOT SOME UNEXPECTED HELP FROM THE ARAPAHOE COUNTY COMMISSIONERS

in late May when the commissioners denied approval for a high density residential development to be located about 1 1/2 miles north of the extended centerline of Runway 17R-35L. The tract is located within the 65 Ldn noise contour of the airport. A large airport support group appeared at the hearing to oppose the project . . . including AOPA regional representative BILL HAMILTON and Colorado Aviation Coalition President MIKE BALDWIN. The commissioners denied the development proposal on a 5-0 vote.

GLENWOOD SPRINGS MUNICIPAL AIRPORT SURVIVES.

A special referendum favored retention of the airport by a 3-1 majority. Another example of pro-airport forces at work.

GA TEAM 2000 FOCUSES ON FUTURE AVIATORS.

A national promotion to "STOP DREAMING - START FLYING" kicks off this month to attract new students to general aviation flying. The program-marketing materials,



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Find the CPA Homepage at: www.airbase1.com/cpa

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TV-promo spots and introductory flights - are part of an effort to complete the circle of turnaround in the industry which has suffered from years of going nowhere. It's geared toward the flight school industry - the first line of assault on the dying breed of men and women known as PILOTS.

GA TEAM 2000 targets a market of the age group 26-54 which is more affluent, better educated and has discretionary income - the group that can finally fulfill its dream of flying for the fun of it. Flight schools throughout the nation are asked to join in the effort to improve the pilot pool, which has dropped from a peak of 827,000 in 1980 to its current level of 622,000 today. (Above report excerpted from an article in the MOUNTAIN WAVE, a quarterly publication of the Aeronautics Division, Colorado Department of Transportation.)

THE MOUNTAIN WAVE, for those not familiar with the publication, provides outstanding reporting on a wide range of Colorado aviation activities. The spring issue contains 10 information-filled pages with

feature articles on the Colorado Airport Economic Impact Study, a behind-the-scenes report on construction of the Eagle County Airport tower, an introduction to Bill Hamilton and Dave Gordon, newest additions to the Aeronautical Board along with a number of other features including a legislative update and calendar of aviation events. Circulation is currently about 35,000. Those wishing to be included on the mailing list need only call the Aeronautics Division at 303/792-2160.

THE COLORADO AVIATION SAFETY FOUNDATION, a Colorado 501(c)(3) corporation, is completing final actions toward creating an Aviation Career Scholarship Program to fund aviation (non-flight) training at several of the state's public educational institutions. The initial program will fund an amount not to exceed \$2,000 per individual for tuition costs at any of the following schools: Metro State College, AIMS Community College, Colorado Northwestern College, and Emily Griffith Opportunity

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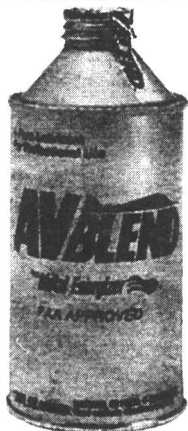
School. The schools were selected as eligible institutions in consideration of their strong aviation related programs. The scholarships will be funded primarily from monies donated for that purpose.

THE LAST MAILING OF THE CPA FLIGHT LINES included 9 inserts and was too heavy and bulky to qualify for automated postal rates. It filled 10 postal trays and weighed nearly 250 pounds. And since we could not take advantage of automated postal rates, mailing costs increased from a typical \$110 per mailing to nearly \$260. Eight volunteers met at the Barbo home and worked for nearly 2 hours to assemble and package the envelopes for mailing. As an aside, had it not been for the wine bought along by two of the volunteers, the assembly process might have been accomplished in much less time. Might have, but unlikely since the monthly sessions have gradually evolved into a social function referred to as a "Stuffing Party." All the latest gossip and aviation humor.

Volunteers participating this month included the Barbos (always there since the whole operation takes place at their residence), Bill & Marlys Marshall (frequent participants), Frank Gallo (up from Costa Rico for a few weeks and willing to give a few hours of his time), Babette Andre, Walt Bell (both frequent participants), and Bill Linenberger (first time participant).

Don't know if we should report this, but as the group was leaving, Bill Linenberger was overheard to offer Babette help in fitting a bra. But it was not as serious as it sounded. Turns out that Bill is a parts manager at Len Lyall Chevrolet . . . and the offer was to help fit a bra for her automobile.

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Another Bahamas Tale Of Fun And Good Times!

by
Frank & Lynn
Niehus

Early Sunday morning on January 26th, three Skylanes slipped out of Centennial for an unknown destination in the Bahamas. The first flyers off were Bob and Carolyn Doubek who took the long route to visit relatives in Texas. The second couple off was Frank and Lynn Niehus, followed by Harold Stark and Bill Cooper who took the more direct route. The three were able to talk to each other until they were more than 200 miles apart.

The first fuel stop was 4 hours away at Okmulgee, OK. This put Bill and Harold with their standard fuel tanks to the test trusting their fuel gauges even when the gauges rested on "E." They needed the confidence for the islands where fuel stops are sometimes few and far between. After a great lunch, which Lynn always seems to pull out of her bag (no wonder we are always overloaded) the next leg was 3 1/2 hours to Jackson, MS, an overnight stop. Next morning, Harold and Bill tested their new instrument ratings since it was IFR. On to Monroeville, FL, which had broken clouds, for a gas stop and another airport lunch, Lynn-style. The weather was to be better in Kissimmee but we filed IFR anyway. That was a good choice, since Florida weather seems harder to predict than Colorado. The clouds got thicker and darker, with heavy rain and (you guessed it) an IFR approach into Kissimmee. Harold got his first actual instrument approach.

All day Tuesday, we visited Epcot Center and at 9 p.m. watched the spectacular light show. Bill had a flight scheduled for Wednesday in the Crazy Horse P-51, which we all heard about for days after. Of course we couldn't let on how jealous we were. Thursday was rain and low clouds so we visited the Kermit Weeks museum and the Reiley Museum, where they rebuild old War Birds. That night, just around dusk, we heard the call on the hand-held radio, Sierra Fox (the third Skylane) was reporting on final approach going down to minimums for Kissimmee.

Friday morning it was still IFR so we took our time and purchased groceries for our stay at Great Harbor Cay. It was socked in so we filed instruments to Ft. Pierce, a 45 minute flight that took an hour and ten minutes due to traffic, and someone's stuck mike. We hustled to the island to check in before customs closed for the day. Incoming planes said it was clear ten miles east of the coast, so we stayed low until it cleared and got into the islands just in time to beat the Customs closing hour. Two great days walking the

beaches, renting a boat to cruise around the island, running aground trying to get to the nude beach (where they tried to chase us off) and visit two huge cruise ships anchored next to a couple of small islands. We swam, snorkeled in the beautiful turquoise waters, visited a light house, worked on our tans, and looked at the stars. The stars are spectacular at night since there is not much light on the islands.

Monday morning, we were off to Cat Island with a fuel stop in Eleuthera, Governor's Harbor. Wouldn't you know it when calling in to ask for fuel, the answered was negative. Quickly checking the next closest fuel stop, we decided it was Moss Town. It was better to go direct because our Skylane would be very thirsty when we got there. After a refuel, and a quick heavy rain shower, we decided to have lunch on the tail to wait out the cloud build-up towering towards our next destination.

Cat Island was just 40 miles but we had to divert 10 miles and go between two rain showers to find it. Thanks for the GPS, don't leave home without one. Calling in on unicom, we got a response from our friends Maury and Martha from MD who we met on Crooked Island last year, and who have since bought a house on Cat Island. They had been waiting for us for three days on the beach with their hand-held radio. The guys who had never been to the Bahamas before were surprised by the Coast Guard chopper flying the coast. It followed the three planes and landed in the middle of the runway. Two DEA agents walked over with automatic weapons to just get some information from us. Nothing serious, but it does get your attention. I guess we were lucky the agents didn't see Harold's camcorder fall out on the end of the runway when he opened his door for ventilation. Things falling out of airplanes don't amuse DEA agents.



The Bahama Group: Harold Stark, Lynn Niehus, Bob Doubek, Bill Cooper, Carolyn Doubek, and Frank Niehus.

Maury gave us a slow driving tour of half of the island one day due to the condition of the roads. We ended snorkeling on the opposite side of the island. The next day was fishing for some of us, getting sick for others, and diving for the rest of the group. We had two great evening meals at the friends house on the beach, but watch out for the bugs. It is hard to find them. They are called no-seeums. That's right, you cannot see them because they are so small. The welts that they leave are very large, and last for a long time.

Next morning we journeyed to north Eleuthera for a destination on Harbor Island, 1/2 mile wide by 3 miles long. It took two taxi rides and a water taxi to get to the motel. Bob and Carolyn SCUBA dived for two days, and the rest of us walked the pink beaches and drove the golf cart into the ground, literally, (sorry Harold). It's OK, as they gave us another one. We snorkeled, drank rum and Cokes and relaxed, meeting many new friends from all over the country.

It was time to head for home, back to Ft. Pierce and check into customs. Bob and Carolyn went to see some friends on the panhandle of Florida and Frank and Lynn went to Clearwater to see his cousin. Next day the thunderstorms kept us on the ground until mid-afternoon, so we only got to AL before dark. It also took another instrument approach. Next morning, there was frost on the wings, and it took until 8:30 a.m. for the sun to clear it. It wasn't long and we were in total overcast again, all the way (4-1/2 hours) to OKM, where there is cheap gas. When filing IFR, I found out that Bill and Harold were just an hour ahead of us and were stopping in Ft. Dodge, KS for fuel. We didn't need to stop, so we caught up to them. They beat us into APA by 10 minutes.

A note on our car told us that Bob had made it in two hours earlier. What a great time, great friends, and a great place to visit in January, but remember to watch out for the no-seeums!

The Aviator's Realtor

David Robertson

CPA Editor, Pilot, and Realtor.

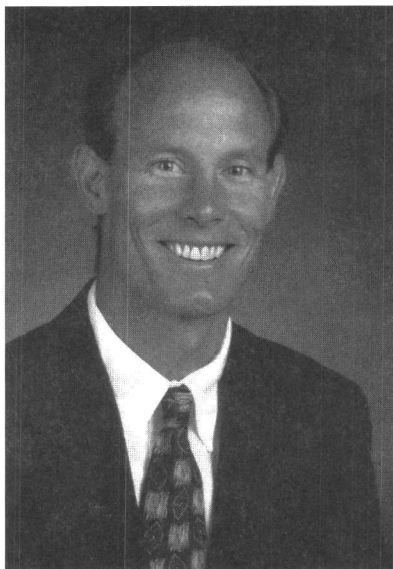
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The B-17 Monumental Bronze Memorial will be unveiled at the USAF Academy, Colorado Springs, CO at 10:00 a.m. Friday, August 22, 1997

THE FINAL MISSION

B 17 DEDICATION, Warbird Memorial Reunion Announced

Retired Colonel Robert K. Morgan, pilot of the renowned B-17, Memphis Belle, will represent the World War II veterans and family members whose contributions brought the memorial to fruition as guest speaker for the dedication ceremonies. Negotiations are underway to secure a B-17 fly-by and tour availability for a more tactile, memorable event. A Warbird Memorial Reunion is scheduled August 21-23 to commemorate the dedication, the fiftieth anniversary of USAF, and bring together those who are bound in common courage, heroism, devotion and memories.

The monumental bronze replica of the famous aircraft will join four other Warbirds already in place in the distinguished "Study Hall" Sculpture Garden on the USAF Academy Honor Court, including the P-38, P-40, P-47, and P-51. The creator of the Sculpture Garden, Robert Henderson, has dedicated his art over the past decade to crafting planes from the WWII era. However, as the number of surviving veterans and therefore participating contributors continue to decline, Henderson believes the B-17 may be

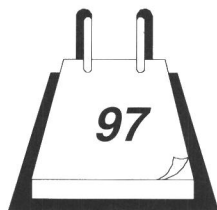
the final warbird in the series.

Henderson is the only sculptor in the world making these unique sculptures. The bronze monuments will forever capture the distinctive legacy of those who so unselfishly sacrificed to defeat a great threat to this nation, which they defended so well.

Fund raising for the project is an ongoing endeavor to allow men and women throughout the world to honor the B-17 Flying Fortress. According to Maurice Thomas, project manager, limited spaces are still available for those who want their name inscribed on the monument. There will also be a special "Little Friends" section on the plaques to allow those associated with the various fighter support groups to be listed. Individuals contributing to the memorial include those who flew, serviced and designed the plane, family members, individual bomb and fighter groups, and various Little Friends.

For more information,
call 1-800-305-1738.

Colorado Aviation Calendar



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- 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: mkstrough@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: airports1@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: mkstrough@msn.com.

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 David Robertson, 627 Wildrose Way, Louisville, CO 80027. E-mail: dsrhomes4u@aol.com.

Welcome New Members

Over 600 Members Strong

Patricia A. Kelly
20125 Bright Wing Trail
Colorado Springs, CO 80908

W. R. McGill
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Crested Butte, CO 81224

Tad Keegan
476 Pluto Court
Littleton, CO 80124

Suzanne Jannicky
P. O. Box 2621
Crested Butte, CO 81224

Rick DeWitt
5844 Shasta Cr.
Littleton, CO 80123

James D. Papka
P. O. Box 484
Greeley, CO 80632

Membership Renewals

Your continued support helps Colorado Aviation!

Jeffrey Cain, Denver *
Maynard Kealiher, Aurora *
Robert Jay, Ft. Collins
Steve Green, Steamboat
Springs *
Mike Myshatyn, Ft. Collins
Bill Greener, Lakewood
Bruce McMillan, Boulder
Roy Pogue, Littleton
James Elwood, Eagle *
Jack Salewski, Littleton *
John Papalia, Littleton
Ron Lizar, Salida
Norman Nash, Greeley
Chuck Montez, Pueblo *
Robert Sumner, Sarasota, Fl

Joe Cook, Castle Rock
(rejoined)
George Walter, Denver *
Henry Fore, Colorado Springs
Bruce Ray, Boulder *
Margaret Dwelle, Aurora
George Brewer, Evergreen
Dr. David Barth, Lakewood
Charles Allan Winter, Denver

* These renewals received too late for inclusion in the 1997 Roster

Due to a Membership Records error DAVID C. GORDON, Broomfield, was omitted from the Roster.



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Ken Carter (H) 303/494-3663

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Walter Bell (H) 303/488-9780 (O) 303/757-9334

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Rick Reisman (W) 970/874-5181

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GREELEY

*open

GUNNISON

*open

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Ursula Gilgulin (O) 719/486-1743 (O) 719/486-2627

LONGMONT

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MONTROSE

Roger Lake (H) 303/249-8390 (O) 303/249-2944

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PUEBLO

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SAN LUIS VALLEY

*open

STEAMBOAT SPRINGS

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TRI-COUNTY

*open

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Mike Mann (H/O) 719/738-3782

WRAY

Lucile Bledsoe (H) 970/332-5143 (O) 970/332-4955

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