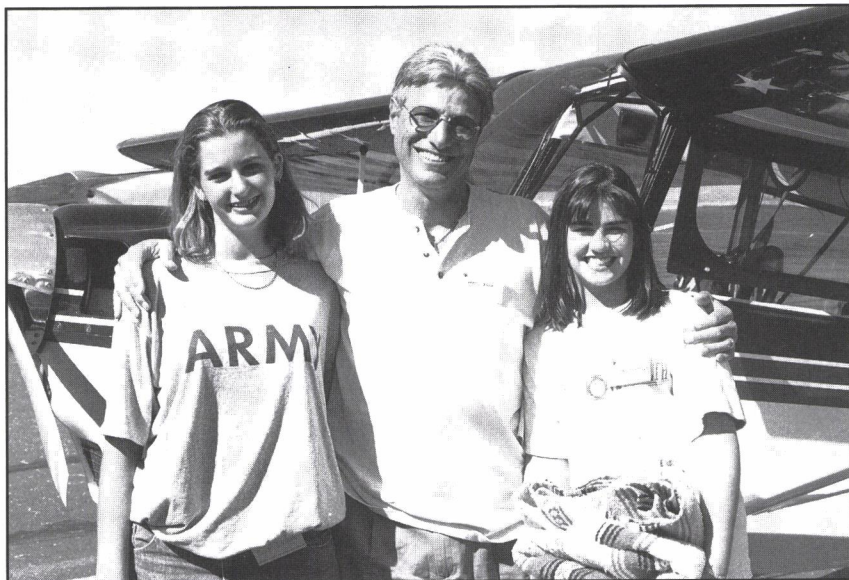


CPA FLIGHT LINES

Volume 14, No. 8

September 1997



CPAer Larry Merkowitz of Aurora with his "Young Eagles" passengers at the Colorado Career Education program held at Jeffco Airport in August. Each of the girls, Cynthia Jurinak (left) and Erin McClanahan (right), both from Broomfield and neither of whom had flown in a small plane before, hope to become fighter pilots. Larry's Super Decathalon is seen in the background.

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President's Message

Bart Jones



Today I had the opportunity to participate in the quarterly meeting of the Aviation Technical Advisory Committee of the Denver Regional Council of Governments (DRCOG). This committee is composed of airport managers from all our general aviation airports surrounding the Denver area and representatives from the Colorado Aeronautics Division and the planning staff of the FAA. The subject on the table was "airport environs land use compatibility issues".

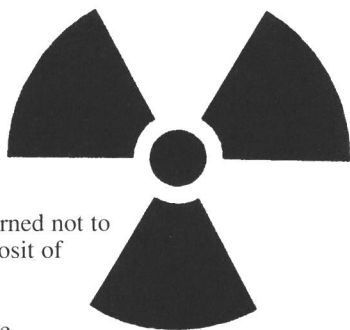
What I heard at this meeting was sobering. All across the country our airports are coming under the rapidly mounting pressure of non-compatible land use which has the very real potential to eventually restrict or even close our airports. And Colorado is not exempt from this trend. Three recent local examples should get our attention. The Meridian project consisting of 1,500 high density residential apartment units is located just one mile south of Centennial on the centerline of runway 35. At Jeffco a huge new housing development is going in on the northwest end of runway 27. And we should all be aware and concerned about the sustained and virulent attacks on Centennial's continued operation by the residents of Greenwood Village.

The FAA tells us there is no money allocated for the construction of new airports in the future. It is therefore imperative that we protect and preserve what we have. Until today I had only a vague awareness of this issue and was content to let the "big boys" like AOPA fight the battles. Now I realize that the "big boys" are not well equipped to fight this battle effectively because the encroachments are proposed by developers and approved at the county commissioner level. The allure of new tax revenue is so strong that little or no regard is given for the requirements of local airport operations. Further, these projects get approved with little or no opposition from the aviation community. I am now concerned that my past inattention and inaction has already jeopardized my personal interest in the long term viability of my local airport.

As a personal matter I intend to become more proactive in defending the interests of general aviation on land use issues. I am going to make it a point to know my county commissioners and I am going to make my voice heard at public hearings. I now feel a personal stake in this issue. I hope that you will too.

WHITE SANDS NATIONAL MONUMENT: THE TRINITY SITE

by Mary Kathryn Jones



The sand is radioactive - you are carefully warned not to take it - even though this is the world's largest deposit of gypsum sand.

Twice a year, at the White Sands National Monument near Alamogordo, New Mexico, the site is open to the public to take a "Trinity Tour". For those of you who have been to Los Alamos, (the "Atomic City" where the bomb was built) - here, not far from Alamogordo, the bomb was set off.

People line their cars up at the gates at the crack of dawn waiting for the tour to begin. For those who would like to do a fly-in to the area, fly there the night before, rent a car, take a tour the Space Center Complex, and visit the Otero County Historical Museum. Relax in a comfortable motel, and set your alarm for an early-get-up time, so you can take this special tour.

The dates the site is open? The first Saturday in April, and the first Saturday in October of each year. This year the date will be October 4, 1997.

The Otero County Historical Museum has the historical account of the Tularosa Basin, with local history exhibits and Indian artifacts. The Space Center is a museum complex that includes the International Space Hall of Fame, an OMNIMAX Theater and Planetarium, the John P. Stapp Air and Space Park, the Astronaut Memorial Garden, and the Hubbard Space Science Education Building, home of the Shuttle Camp program for kids. Exhibits include the Mars Room, the Space Station 2001, an Imax theater, outdoor displays and a park.

Flying There:

Alamogordo White Sands Regional (ALM) is about 4 miles southwest of town. Coordinates are N32-50.40; W105-59.44. The elevation there is 4197. Runway 16-34 is 3512 x 200 and hard packed dirt. Watch for trees off runway 16. Runway 3-21 is 7000 x 150, paved, and has lights. There are three FBO's on the field, with services and fuel available. Airport phone number is (505) 439-4110. Rental cars are available, and several motels are within 4 or 5 miles of the airport.

The White Sands National Monument entryway is located about 10 miles out of town, on I-70 heading south.



MORE ON TAXES OF POSSESSORY INTEREST IN HANGARS.

Last month we noted that several counties, excluding Arapahoe County, were assessing property taxes for hangars built on leased land on public-owned airports. And they were doing so in apparent violation of a 1996 law prohibiting such possessory interest. Latest: Arapahoe County has now joined the group of counties assessing taxes. Statements are now being sent to hangar owners at Centennial Airport.

The courts will eventually decide the issue. In the interim, however, there has been a local interest in creating new legislation which would be more specific on property tax exemption for hangars built on leased airport land. A case could be made for the legislation considering that hangars constructed on leased land typically carry a provision that the buildings revert to airport ownership after a given number of years. One could also argue that lease monies paid to airport owners are in lieu of taxes. And that the airport is obligated by agreements with the federal government to keep all airport generated revenues on the airport. (Property tax revenues go off airport.)

New legislation could help clarify the issue . . . but with a probability of backlash. Think, for example, what airport neighbors would say to the perception that airport users were getting a free ride on property taxes . . . or that homeowners were subsidizing aviation.

FRONTIER AIRLINES SERVICE TO CENTENNIAL AIRPORT?

Airport neighbors thought their worst fears were realized when a Frontier Airlines Boeing 737 with 119 people on board landed at the airport on August 13. It was an emergency landing to offload a passenger who had suffered a heart attack. DIA, the destination airport, was fogged in and the pilot decided to get the passenger on the ground

as quickly as possible. Probably saved the passenger's life . . . but also demonstrated just how noisy a 737 is. And reinforced public outcry against air carrier service at the airport.

WHICH PROBABLY INFLUENCED THE AIRPORT AUTHORITY TO BAN OPERATION OF HEAVIER JETS AT THE AIRPORT.

The current aircraft weight limitation is 75,000 lbs. certified gross weight. A proposal to allow Stage 3 business jets with higher gross weights, but limited to a 75,000 lb. operating weight, was rejected by the authority at a meeting on August 15 . . . two days following the Frontier landing. The new aircraft would have been much quieter than most aircraft operating from the airport. But airport neighbors continue their opposition to these aircraft over an apparent concern that larger aircraft would open the door for aircraft like Boeing 737s and DC 9s.

MEANWHILE, RESIDENTIAL DEVELOPMENT CONTINUES TO ENCROACH ON THE AIRPORT.

Including the proposed Meridian development to build an apartment complex in the south approach zone to the airport runway. Airport officials tell us that the developer has yet to submit a site plan such that its impact on airport operations can be studied. In a worst case the development could affect operating minimums. Airport supporters have fought the proposed development on the basis that it is just plain STUPID to subject unnecessarily occupants of residential housing to aircraft noise and the potential aircraft accidents. We are told that funds to fight the development are now exhausted and, unless common sense prevails, the development will probably take place.

Which brings up the point of what can an airport do to protect itself from residen-

tial encroachment? Unfortunately, not much!

The Feds place a burden on airport sponsors to assure compatibility of land use in the vicinity of airports for which they have invested federal funds. The objective, of course, is to prevent the kind of encroachment that would limit utility of airports. An understandable interest. To carry out this objective the agency provides all kinds of guidance and counsel to airport sponsors on ways to assure compatible land uses. It even funds planning studies for that purpose. In a worst case, where airport sponsors do not protect their airports from encroachment, the FAA can find an airport in non-compliance with provisions of grant agreements . . . and can refuse to issue new airport development grants. The agency even has the authority to recover prior invested funds. But frankly, other than an occasional interruption in the flow of funds, there is no precedence for recovery of past investments in airports.

So the bottom line . . . airports can't look to the Feds to control residential encroachment. Lawsuits have proved of

little help. Airports must do it themselves by the same political process that threatens their existence. There is no other way.

HARD TO UNDERSTAND WHY DIA OFFICIALS CLAIM THE AIRPORT IS FREE OF WEATHER DELAYS.

When one looks at the Frontier 737 flight which diverted to APA because of ground fog at DIA . . . and July 27 when at least 17 flights diverted to COS because of weather delays at DIA . . . including an American Airlines flight which was lost from the system. At least it appeared that way when visitors waiting for passengers from the flight at DIA were told there was no record of the flight. Baggage handlers traced the aircraft to COS and provided the information to the relieved visitors.

CHAIRMAN SELECTED FOR AEROSPACE SCIENCE DEPARTMENT AT METRO STATE COLLEGE.

Barth Whitehouse tells us that Jo Carol Jones was selected for the position. She replaces Bob Mock who moved up to dean of the School of Professional Sciences, and Bill Greener



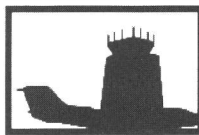
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who was acting head of the department. Jo was chairman at a community college in Texas prior to moving to Denver. She has been on the faculty of the Aerospace Science Department for the last four years, has a Ph.D., and a number of aviation credentials including commercial pilot, single engine and multi engine, instrument, and flight instructor with instrument ratings. She also committed to join CPA.

COLORADO FLIGHT SAFETY FOUNDATION TO OFFER AVIATION SCHOLARSHIP GRANTS.

At its annual meeting on August 26, 1997 the Foundation adopted a program to provide financial assistance to students seeking aviation careers. General provisions of the program are: 1) Grants in an amount not to exceed \$2,000 to selected students; 2) Funds applied to tuition of aviation-related programs (excludes flight training); 3) Qualifying educational institutions are Metro State College, Aims Community College, Emily Griffith Opportunity School, and Colorado Northwestern Community College; 4) Eligibility limited to U.S. citizens who are full-time Colorado residents; and applications will be received through March 15, 1998 with grants awarded for the 1998-99 school year. Additional information and applications are available from Bruce Hulley 303/344-2843.

ANYONE INTERESTED IN A NICE CLEAN CHEROKEE 235? CPA member CLIFF MALMQUIST

has a 1973 model with 2100 TT and 800 SMOH which he doesn't fly anymore. It is hangared at Jeffco Airport. One of our new members was looking for an aircraft of this type . . . but we lost track of the name. Should he read this he can feel to contact Cliff at 303/430-4484.

LINENBERGER SHARES HIS RECIPE FOR COOKING NORTHERN PIKE.

It was at a small social gathering at his home last month. The fish filets were fried in a large skillet in a generous amount of Parkay margarine (the kind that comes in a tub . . . label read 35% less fat). The filets were first coated with a thin layer of Aunt Jemima's Original Pancake & Waffle Mix. To coat them he threw them into what

appeared to be a clear plastic baking bag in which he had placed about a cup of the pancake mix. Couldn't help but notice that he blew the bag full of air prior to shaking the contents. As he described the process, the contents needed air to move around in. Next, fry until golden brown. That's all there was to it. Fantastic entrée! This guy can really cook! Have never written about recipes and cooking in this column before. Usually try to write about aviation stuff. Although, I guess one could call this aviation related . . . since Bill and Sonny Elgin claim they caught the fish while on a small-plane trip to Canada. But even if they caught them at the local King Soopers, the recipe was worth sharing!

SCOTT HAMILTON RELOCATES AGAIN.

For those of you who follow the career moves of past CPA President Scott Hamilton, we are told he has moved from the position of Assistant Attorney General in Cheyenne, Wyoming to the position of Lead Counsel for the Civil Air Patrol at its headquarters in Montgomery, Alabama.

COLORADO AERONAUTICAL BOARD ELECTS OFFICERS FOR FY 1997-1998.

George Brewer will continue as Chairman of the Colorado Aeronautical Board for a second year, James Fritze continues as Vice Chairman and Peter Lert was elected as Secretary. The elections took place at a retreat/meeting in Pagosa Springs on July 11, 1997.

Periodically the board modifies priorities under which it administers the Colorado Discretionary Aviation Grant (CDAG) Program . . . and it had opportunity to do so at the Pagosa Springs meeting. New funding priorities for the FY 1988 program are:

- 1) Airfield maintenance not eligible for federal assistance
- 2) Assistance with the local match of federal funds
- 3) Funding of federally and state-mandated programs
- 4) Development, enhancement and preservation of the state aviation system

Some additional guidelines remove a prior limitation on the amount of funds an

airport sponsor can request and places a requirement that projects for which funding is requested be shown in an approved 5-Year Capital Improvement Program. The new guidelines also place a percentage limit on the amount of state participation in a number of funding categories.

The objective of the new guidelines is to increase flexibility in administering the grant program. And to make it more user friendly to those seeking grants. The board will get an opportunity to evaluate the effect of the policy change at its grant hearing on October 4, 1997. There is somewhere near \$4 million in the till. And without a limit on the amount which can be requested it is likely that requests will exceed that amount by several fold.

LUCK OF THE DRAW. Graffiti written on the fiberglass wall on the inside of a port-a-potty at Oshkosh '97: "To think, I could've been a Glasair."

FLIGHT LINES

Advertising Rates

The rates for placing advertisements in *Flight Lines* are as follows:

1 full page	\$60.00
1/2 page	\$30.00
1/4 page	\$20.00
Business card size	\$15.00

Inserts

Commercial	\$30.00
Fly in events	FREE

All ads that contain pictures are subject to a one time only computer scanning fee of \$15.00.

These rates are per issue. Mailing list is over 600 with additional copies distributed for solicitation of new members.

CPA HOTLINE (303) 266-6266

CALL FOR THE LATEST
RECORDED AVIATION UPDATE

Editors note: Several members sent via e-mail items for the last newsletter that were accidentally deleted. Please resubmit your item if it did not appear in this issue! Thank you.

LOW ON FUEL

--- THEN IT HAPPENS

by Vern Foster

It has been roughly 93 years since the Wright Bros. made their first powered flight -- and -- pilots continue to run out of fuel prior to reaching the destination airport. WHY ? ? ?

The FAR's require a VFR day fuel reserve of 30 minutes and a VFR night reserve of 45 minutes. Keep in mind that these are MINIMUM reserves!

Think about this one. A single engine retract made a long trip, consisting of several legs, without refueling. During the approach, at the destination, the plane crashed because of fuel exhaustion. The airplane was totaled but luckily pilot and passengers were not seriously injured.

Another situation involved a large piston engine twin flown by the owner who was the president of a large construction company. On board were four key employees. One engine ran out of fuel while entering the traffic pattern. During the ensuing confusion the airplane crashed and all were killed.

be planned to be short one gallon of fuel for flight planning purposes.

Always make a VISUAL check of fuel quantity and type. Fuel gauges are unreliable and accurate only on EMPTY. There are horror stories of fuel being stolen after fueling - and fuel being ordered but not put into the tanks and Jet A instead of 100LL.

Always plan to have a fuel reserve of one hour or more at the beginning of your approach to land.

For a variety of reasons you may need to divert to an alternate airport - - even in VMC conditions. If the gear fails to extend during an approach you are looking at 20 to 30 minutes to do the emergency gear extension and return to the airport.

"I Think I Can Make It" is the non-plan of amateurs. Let's be conservative and professional in all our fuel planning.

Who among us can maintain altitude after the TANKS RUN DRY?

Points to Ponder-

"TOPPED" tanks are seldom really full. In order to contain the amount of fuel listed in the POH the wings must be level and the nose strut extension must meet the manufacturers specification. These conditions are rarely met in the real world. Further the tanks must be filled till they will hold no more fuel ! I suggest that each tank should

Vern is a past President of CPA, with 52 years of CFI experience in 91 makes/models of GA airplanes. He retired from United Airlines after 34 years as pilot and instructor.

CPA ANNUAL MEETING

**SATURDAY,
November 8**

WHERE: WINGS OVER THE ROCKIES AIR & SPACE MUSEUM - at
the Former Lowry AFB

TIME: 10:00 am to 4:00 p.m.

COST: \$10 includes \$4 entry fee & generous lunch

GET READY FOR A PHENOMENAL STUPENDOUS
ILLUSTRIOUS MEETING OF THE YEAR!

10:00 Guest Speaker: The famous and well-known whirlybird
pilot and weatherman, Mike Silva, who will be speaking on
"WEATHER and FLYING"

11:00 Business meeting; election of 1997-98 CPA officers

12:30 "Build Your Own Sandwich" Lunch

2:00 Guest Speaker: Amelia. Will She Really Appear? (Also
known in the inner circles as our own Mary Senft, builder of
aircraft, pilot extraordinaire) - "FLYING AS YOU LIKE IT"

3:00 Tour of this wondrous facility: the Aviation Museum

If you'd like to attend, please send a check made out to the CPA for \$10.00 to Mary Jones, at 290
Rangely Dr, Colorado Springs, 80921.

Phone: (719)488-0653 by October 31.

AOPA COLORADO TOWN MEETING

with AOPA President, Phil Boyer

Tuesday, November 11, 1997 7:30 p.m.

Radisson Hotel Denver South

7007 South Clinton, Englewood, CO

No Registration Required, Admission is Free

Mark Your Calendar for the Train Trip!

To those of you who may have been thinking about it, or not yet considered it... We still have room for more.



This is the last scheduled CPA fly-in for the year and one that will be special. It's the Durango/Silverton train trip to see fall colors, take a walking tour of the town, see a melodrama, enjoy gourmet food, and sleep in an elegant Victorian Hotel.

September 26-28 are the dates for the trip. Contact Mary Jones at (719) 488-0563 ASAP if you would like to join us. Right now we have 10 planes flying in; some people are going to drive and spend more time there before returning home. If you'd like to go, but don't have a ride, remember, we can help with that too.

Colorado's Most Wanted



Replacement CPA newsletter editor needed immediately for desktop publishing of this newsletter. Takes about 8 hours of computer work. Will train.

Help out and keep in touch with Colorado Aviation.

Call David Robertson (303) 666-8284 for details.

Welcome New Members

Over 600 Members Strong

Stephen C.A. Dalfollo-Daley
915 N. Sheridan Avenue
Colorado Springs, CO 80909-3717

Christina M. Bentley
7704 S. Grape Court
Littleton, CO 80122-3810

Sandra D. Glantz
280 County Road 645
Granby, CO 80446

Richard A. Jensen
132 Willowleaf Drive
Littleton, CO 80127-4347

Howard G. McClure
11123 Zephyr Street
Westminster, CO 80021-2642

Ken Crismon
1675 S. Indianfield Street
Bennett, CO 80102-8447

Jeff Clarke
1164 S. Logan Street
Denver, CO 80210-1523

Jay Mairley
1150 Galapago, #315
Denver, CO 80204-3517

David A. Soleta
P. O. Box 2512
Greeley, CO 80632-2512

Membership Renewals

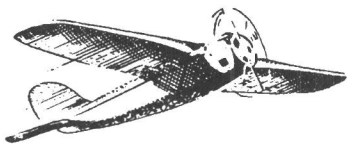
Your continued support helps Colorado Aviation!

Robert Ruehle, Denver
Bill Hamilton, Granby
Joel Flamenbaum, Boise, ID
Kraig Lorenzen, Pagosa Springs
Marty Watz, Fort Collins
Ger Eberhard, Fort Collins
Robert Reed, Longmont
Harold Steffens, Monte Vista
Richard Orr, Denver
Bill Janssen, Ault
Joan Bubb, Littleton
Robert Brown, Castle Rock

Russ Tarvin, Denver
Grant Besley, Evergreen
Loren Pottorff, Stratton
Lea Blohm, Parker
Charles Stone, Durango
Bill Farrell, Boulder
Dr. Phil Card, Aurora
Steven Mutzig, Parker
Odin Christensen, Aurora
Lee Porter, Pueblo West
Jon Fullmer, Gunnison
Jack Cronin, Denver

Somebody dropped in unannounced

we like it when that happens



*We support the Colorado
Pilots Association*

One day we returned from a trip and discovered a pilot washing his plane and drinking one of our root beers. We wish this would happen more often.

To drop in on us, taxi up to the big blue hangar at the Boulder Airport (building N). We'd love to chat with you.

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CPA Editor, Pilot, and Realtor.

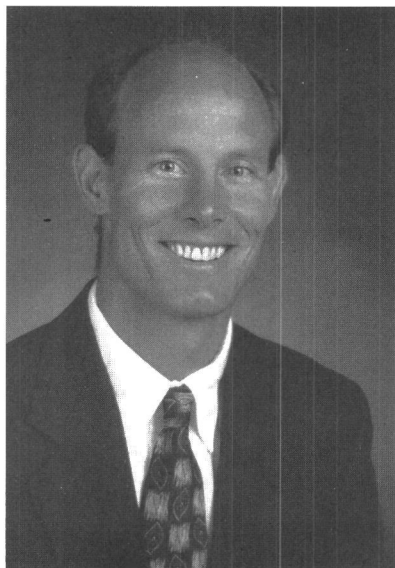
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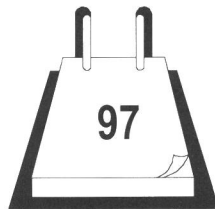
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Colorado Aviation Calendar



- 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: mkstraugh@msn.com.
- SEP 27-28 **MILE HIGH AIR DERBY '97**. Sponsored by Colorado 99s. Terminus race from Centennial Airport to Four Corners Regional (FMN), Farmington, NM. Open to all pilots. Info: Gretchen Jahn 303/450-6557.
- SEP 29-OCT 3 **FANTASY OF FLIGHT PROGRAM**, Blanca, 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.
- OCT 4 **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.
- OCT 4 **FLY-IN FLEA MARKET & OPEN HOUSE**, Front Range Airport (FTG), 10:00 a.m. - 3:00 p.m. Flea market is for the aviator with extra "stuff" and non-aviator who is cleaning out a room or closet. Info: Airport Manager's Office 303 261-9100 or 800 654 9136.
- OCT 6 **COLORADO PILOTS ASSOCIATION MONTHLY MEETING**, Ashbrook Room, Centennial Tower, Englewood. 6:30 p.m. All members welcome. Info: Bart Jones, 719-488-0653.
- OCT 7-10 **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.
- OCT 23-25 **AOPA EXPO '97**, Marriott's Orlando World Center, Orlando, FL. Info: Warren Morningstar 301/659-2162.
- NOV 1 **COLORADO AVIATION HISTORICAL SOCIETY HALL OF FAME BANQUET**, Air Force Academy Officers Club, Colorado Springs, 12:00 p.m. noon. Info: Jack Wilhite 303/697-4775.
- NOV 8 **CPA ANNUAL MEETING**. Wings Over The Rockies Air & Space Museum, former Lowry AFB, Denver, 10:00 a.m. - 4:00 p.m., includes Museum tour and lunch. Cost: \$10 - reservations requested. Info: Mary Jones 719/488-0653 or e-mail: mkstraugh@msn.com. or CPA Hotline 303/266-6266.
- NOV 11 **AOPA TOWN HALL MEETING**, Featuring President Phil Boyer, Radisson Hotel Denver South, 7007 South Clinton, Englewood (near Centennial Airport), 7:30 p.m. Info: AOPA Regional Representative Bill Hamilton 970/887-2101 or e-mail: 75401.2152@compuserve.com.
- NOV 18-20 **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.
- DEC 14 **CPA CHRISTMAS DINNER**. Location & details to be announced. Info: Mary Jones 719/488-0653 or e-mail: mkstraugh@msn.com.

NOTE: Please call ahead to confirm event time and dates!

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: dsrhomies4u@aol.com.

CPA



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