

CPA FLIGHT LINES

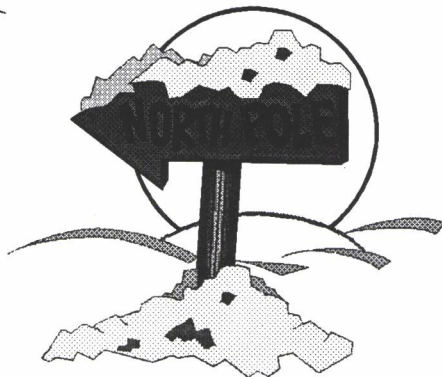
Volume 14, No. 11

December 1997

*Happy
Holidays*



*Best wishes
for a joyous
New Year*



President's Message

Bart Jones



Last month, on the topic of inappropriate land use, I reported on the City of Greenwood Village's public hearing on the issue of an annexation proposal put forward by a developer who wanted to build a 500 unit residential development one mile off the north end of Centennial airport's main runway. I am happy to relate that the developer has withdrawn his annexation request. This action no doubt is a result of the impact of the dramatic testimony of both the Arapahoe County attorney and CPA member Carl Mason. Given the impact of their testimony, my guess is that members of the Council signaled that the proposal was in trouble and encouraged the developer to withdraw.

If this in fact is what happened, I am much encouraged because it would be consistent with my impression that at least several of Council members were troubled by the public policy aspect of this proposal as it related to Centennial Airport. Indeed, there was only one Council member who was an unapologetic and vocal supporter of the proposal. The rest were much more reserved. It was suggested to me that the makeup of the Council may be reflective of the population at large in that while there is a highly vocal group of citizens that would like nothing better than to see the airport closed, they are in fact in the minority and that there is a much larger group of citizens with a more balanced perspective with whom common ground on airport issues can be found.

On a different subject, I was pleased to see so many members at the annual meeting. Mike Silva's weather presentation and Mary Senft's presentation on the restoration (re-creation) of the Alexander Bullet were both outstanding. The Wings Over the Rockies Aviation Museum proved to be a great place to hold the

meeting. Not only were the facilities excellent, but the opportunity to tour all the exhibits was a special bonus.

Speaking for myself and the other officers of your association, we are honored to be elected for another year of service. Congratulations also to Vern Foster who was elected to a three-year term as trustee, replacing Bill Hamilton, whose term had expired.

Together, with you all, we are looking forward with enthusiasm to the coming year.

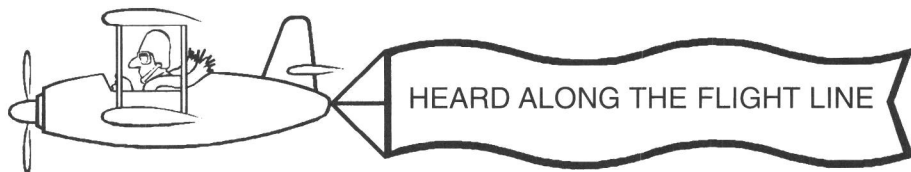
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MOONEY ... GO AROUND ... NO WHEELS! The communication was overheard on tower frequency at Jeffco Airport on a recent Friday morning. Followed by a sheepish reply from the pilot, "Thanks."

The incident followed miscommunication between the air traffic controller and pilot during which the aircraft overflew the airport southbound. This precipitated a scolding from air traffic along the lines of, "Mooney, where are you going? Declare your intentions!" Followed by more routine communications during which the aircraft was given clearance to enter a left downwind for a landing on Runway 29L. The pilot was apparently sufficiently distracted (or rattled) by the incident that he neglected to lower his wheels. But was spared that embarrassing scraping sound by an observant air traffic controller who noticed the wheels were not down.

And three days later, a Twin Beech landing at Centennial Airport, following a go-around for traffic, landed gear up. Both cases . . . examples of encounters with the unexpected and departures from normal routines. There is a saying along the lines of, "There are those who have and those who haven't . . . yet." However, it is worth noting that failure to lower gear incidents typically follow an influence that distracts from the normal routine. Must be a lesson here somewhere.

TALL ANTENNA TOWERS ARE COMING! An FAA notice of Aeronautical Study is currently circulating for a proposed antenna tower that would be 1,914 feet high at a location about 8 miles southwest of the Julesburg Airport.

Under FAR Part 77, proponents of structures exceeding 200 feet in height above ground (lesser heights in the vicinity of airports) must file a Notice of

Proposed Construction with the FAA. The FAA conducts aeronautical studies of those proposals that could have an impact on air navigation. A preliminary study of this proposal indicates impacts to GPS Runway 17 at Holyoke (Elevation 3,726 feet). The holding altitude at Amoho Waypoint would be raised from 5,400 feet MSL to 6,800 MSL. And the minimum descent altitude would be raised from 4,200 feet MSL to 4,800 feet MSL. The impact to visual operations will not be completed until after comments from the aviation public are received.

Deadline for comments is December 15, 1997. Which may be too late for those receiving word of this proposal for the first time. However, Colorado Pilots Association will be taking a position in opposition to the proposal and will encourage comment from others that may be affected.

THE FRONT RANGE AIRPORT WILL NOT SEEK REGULARLY SCHEDULED PASSENGER SERVICE. The future expansion will be directed to General Aviation and Air Cargo. Incremental expansion based on the growing use of General Aviation will continue to be the focus of Front Range Airport. (Excerpt from the Front Range Airport Mission Statement.)

AT LEAST TWO OTHER GENERAL AVIATION AIRPORTS IN THE DENVER ARE NOT SEEKING SCHEDULED SERVICE . . . but could receive the service nevertheless. Centennial Airport has been resisting commuter service for years . . . on the basis it is strictly a general aviation airport. However, the FAA has advised the airport that a proposed commuter operation would not violate provisions of FAR Part 119 - Certification Air Carriers

& Commercial Operators. The Airport Authority scheduled a public hearing on the issue for December 8. The matter will be history by the time this newsletter is in print. However, our best guess is that the Authority will yield to public opposition and deny the service. Which will almost certainly bring a lawsuit against the airport based on violation of anti-discrimination provisions of grant agreements under which the airport received federal funding.

Jeffco Airport Commissioners have taken an opposite position and say they will permit the service at Jeffco . . . because they have no power to stop it. Initial flights, scheduled to begin next March, will provide twice-a-day service to Western Slope cities.

And we suspect that Front Range Airport, if faced with the same situation, would also accept the service.

IN THE INTERIM, FRONT RANGE AIRPORT WILL FOCUS ON GENERAL AVIATION. It has created a very positive environment for construction and hangars are going up like crazy. As of this writing there were 179 based aircraft

of which all but 32 were stored in hangars. And is expected to have more than 200 based aircraft by next spring.

It is easy to see why Airport Manager Dennis Heap has no interest in competing for the vacant position of director of the Colorado Aeronautical Division. He is the catalyst behind the surge in growth at the airport. And determined to be part of its future.

TRI-COUNTY IS ALSO COMPETING AS A PREMIER GENERAL AVIATION AIRPORT. This small reliever airport started out in private ownership and converted to public ownership when it was acquired by the City of Erie a couple of years ago. CPA member Larry Pace tells us there are 197 aircraft currently based on the airport. And that the new concrete-paved apron (dedication scheduled on December 14) will provide tie-downs for another 34 aircraft. Larry shared with us that local pilots refer to the new apron as the "Cadillac Ramp."

We understand that cost of the apron construction was about \$860,000 in federal, state and airport funds. If the capacity of 34 aircraft is correct, unit price

(continued)

Just a reminder... *FLIGHT LINES*
is published 11 times a year. Your
next issue will arrive in February.



for the tiedowns would amount to something over \$25,000 each. Which may be in the Cadillac range.

Think of what a private investor would have to derive in rent just to amortize this kind of an investment. Using a hypothetical 20-year useful life with a 9% cost of money, tiedown rentals would have to be at least \$225/month for the investor to just break even.

Fortunately, government support is available for airport improvements. And, unlike a private developer, airports do not have to recover the cost of a depreciating facility. In fact, they are not even allowed to do so. Provisions of federal grants prohibit airports from charging fees to recover costs of the federal investment. Although, of course, airports are allowed (and encouraged) to charge fees sufficient to operate and maintain the facility. While not as familiar with policy under the state airport grant program, we suspect it would be consistent with the federal grant program.

Which leads us to the point, there is no way for private investment to come out financially when investing in airport infrastructure. Not when it is of the quality going into Tri-County Airport. And, as pilots, we should probably be grateful for federal and state participation in airport improvement. Helps to keep our cost down.

AVIATION SCHOLARSHIPS, a new publication from Flight Time Publishing, is one of the latest in resource guides to assist high school and college students seeking financial assistance for aviation careers. It includes over 140 pages with a listing of awards that cover fields of aviation ranging from administration and maintenance to flight training. Some useful tips:

Contact business and industrial groups that provide services or products in your major or career field. This allows you to see if they sponsor students who are entering their profession or industry.

Contact successful leaders in your community to see if they are sponsoring students or know of associates who sponsor students to go to college.

Contact your parent's or spouse's employer to inquire about possible sponsorship for family members of employees.

Contact your local chamber of commerce to find out if the community is sponsoring students in specific professions.

Search the major companies, colleges, or universities of your choice on the Internet. Many schools have their own web site that provides invaluable information about scholarships programs and much more.

Carefully assess your particular needs and preferences.

Consider any special circumstances or conditions that might qualify you for aid geared for a special audience; and

Carefully research available aid programs. If you have a mentor, ask him/her for information about scholarships or sponsors. Use the telephone. Write letters. Find out what is out there!

The guide is available at bookstores or can be ordered from Flight Time Publishing at 1-800-243-1515x387. Their website is <http://idt.net/~sdh19>.

SPEAKING OF AVIATION SCHOLARSHIPS . . . a reminder that the Colorado Flight Safety Foundation will be funding three \$2,000 scholarships during 1988. Funding this year is derived from revenues generated by the Colorado Pilots Association Mountain Flying Course and from the Air Power West Red Williams Memorial Fund. Announcements on availability of the scholarships have been sent to over 200 schools in Colorado. CPA member BRUCE HULLEY is managing the program. For further information on the program, contact him at 303-344-2843.

CPA MEMBER MARY K. JONES GAINS RECOGNITION AS CONTRIBUTING EDITOR TO AVIATION PUBLICATIONS. Two of her articles appear in the December issue of Private Pilot magazine. In Cool Places, Hot Deals she shares information on fly-in trips to Granby, Colorado for skiing at Winter Park and Silver Creek, McCall, Idaho for skiing at Brundage Ski

Mountain, and trips to Angel Fire, New Mexico, Sunriver, Oregon, and Smuggler's Notch, Vermont. She also shares the adventure of a shopping trip to Cabela's in Sidney, Nebraska in her article, Fly-In Shopping.

Her writing fits in with her role as Chairman of CPA Fly-In-Events Committee. Those who have participated in Mary's past CPA fly-ins can appreciate her taste for upscale restaurants and fine food. Usually French. Readers of her Private Pilot articles will appreciate the time and effort this little lady takes to find the best lodging, restaurants . . . and deals . . . at all those locations she visits. Mary is also a frequent contributor to the CPA FLIGHT LINES.

CPA MEMBER GREGG MARSHALL ALSO A FREQUENT CONTRIBUTOR TO PRIVATE PILOT MAGAZINE.

Marshall, a Hawaii resident, joined CPA when he flew his Piper Lance to Denver to participate in the 1997 Denver-to Jackpot Air Classic. His article in the January 1998 issue of Private Pilot, Across The Pacific, is a fascinating and entertaining article on preparation of the aircraft and

the adventure of flying 2,500 miles non-stop to Hawaii. Anyone even thinking about a long overwater flight should consider his article must reading.

HAVE OUR AVIATION WRITERS FOUND THE PERFECT WAY TO WRITE OFF COSTS OF THEIR RECREATIONAL TRAVEL? Agree, it takes a bit of talent to produce articles that publishers will buy and the public will read. What a fun way, though, to get more use of an aircraft with someone else sharing in the overhead.

DIDN'T MEAN TO OMIT CPA MEMBER ED HUBER, Editor of Mountain Pilot Magazine, when talking about our contributing editors. Or **BABETTE ANDRE**, media consultant and past editor of Wings West Magazine. Even **BRUCE HULLEY** is getting into the act, with a paper he is writing entitled, "General Aviation, a Stepping Stone to a World Career in Aviation," for the World Aerospace Education Organization. He will present the paper at an international meeting of the organization in July at Perth, Australia.



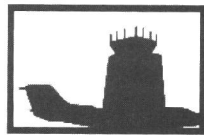
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Partial Panel Training

by Jim Trusty

Trying to build hours and experience is a great teacher, as this story will prove. Vacuum system failure? It can't happen to me, a brand-new instrument-rated pilot with over 200 hours. The warning light would come on, and I would switch over to the backup system, never missing a beat. Or so I thought.

I don't remember much emphasis being put on partial-panel practice or exactly what happens when the vacuum system malfunctions when I was trying to get my instrument rating, but I'm sure it was covered in some depth or I would not be here now, relating this little story.

One awful afternoon, I agreed to pick up a package and deliver it to a neighboring field. I hoped to get back to home base before the weather really got bad.

Upon departing airport radar service area, I went into solid IFR conditions at about 200 feet and stayed that way for the entire 2 fi hour flight. Rain, wind and partial darkness, and the Center controllers kept losing me on their radar.

I adjusted the direction indicator several times to align it with the compass; but, instead of figuring at the time that something was wrong, I thought it was just the weather beating me around.

After a good NDB approach, breaking out right in line with the field at about 500 feet, we landed at the small airport for our pick-up. With no time to waste and a long way to go to get to where I was supposed to make the delivery and then fly back home, I departed with nary a thought about the DG.

The controllers were still having problems with their radar. The weather was getting worse, and it was getting darker. We began to receive some warnings about icing, and I wished I could see my wings so that I could determine if I was picking up any.

The DG still seemed to have a mind of its own, and the DME quit for a few minutes. I thought idly that it must just need a little rest. But, at least the attitude indicator was working pretty good, considering the bumping I was taking in my faithful Cessna 182.

What I wasn't well versed on was that a vacuum system does not necessarily go out all at once. Actually, as the little carbon vanes inside the pump wear out, it can gradually stop doing its job effectively while giving little notice.

As the weather had now deteriorated to what the big boys call "hard IMC," I called Center and cancelled my drop-off because I would have had to shoot a localizer approach between some high-power towers, with my DME working only when it wanted to.

Everything was still going about the same. I hadn't seen my wings since I departed from the small airport two hours earlier. Finally, I was just about home free. I set up for the ILS approach. I was ready when the clearance came to maintain 3,000 feet until established on the localizer. The needle began moving. Move with it, I thought, hearing my old friend and instructor saying, "Don't chase it."

I was halfway into the turn when the attitude indicator sagged to one side and the

DG started spinning like a top. The approach controller advised that I was 20 degrees off to the right and high. "Want to try it again? Jim, you don't usually miss it by that much."

"Yes, sure!" Vectors and another clearance for the approach. No warning light from the vacuum system. The attitude indicator and DG seemed to be working OK. What had happened?

But, into the turn onto final approach, the instruments went crazy and lazy again. I overshot by 40 degrees this time. The controller asked me what I wanted to do. "I want to do whatever it takes to get this aircraft on the ground safely!" I actually said that.

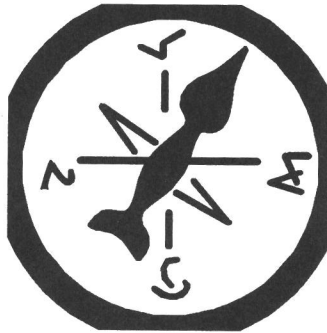
He actually said, "Would you like me to assist you in the approach?"

I said, "Yes, sir. And thank you."

The extremely cool controller then talked me through half-turns and a gradual descent. At about 200 feet, I saw the runway lights and proceeded to make a solid landing.

I made telephone calls to my wife, to assure her I was home and to ask that she call the company the package was destined for. I also called our mechanic, to ask about the malfunctioning gyros; to my old instructor, to see what I should have done differently; and to the controller, a friend of mine, to say "thanks."

It turns out that I did a pretty good job of handling a tricky situation, flying the airplane and not getting shaken. The vacuum pump was replaced the next morning, and my instructor made me do a full hour of partial-panel approaches with him so he could be satisfied that I was not doing something that could get me killed. And, of course, the FAA reviewed the tapes and they were satisfied I did what I should have done.

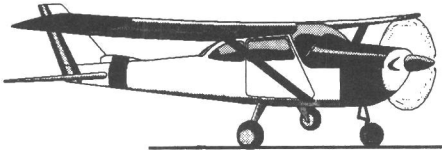


I don't think we will ever be able to convince everyone that to stay proficient, you simply have to fly. But, if this little story makes just a few of you do some extra work on your instrument skills, it was worth my effort.

Good instructors will tell you that if you are fully prepared for the worst thing that can ever happen, it never will. Pretty cheap insurance, don't you think?

Jim Trusty is the 1997 National Flight Instructor of the Year, an FAA Aviation Safety Counselor in Nashville, Tennessee, and is a member of the National Association of Flight Instructors (NAFI). He welcomes your comments. You can reach him at 103 Highland Drive, Old Hickory, TN 37138 Phone: 615-758-8434.

Cessna announces new Regional Sales Manager



Mark Stevenson has a dream job. It involves attending all the air fairs, fly-ins, going to all the airports in the region, attending aviation schools, and just plain turning over his life - to the world of aviation.

His job? He's the Regional Sales Manager for the Cessna Single Engine Division of the Cessna Company. It's his job to establish the sales teams from Denver to Los Angeles.

These teams are called "CSTAR's" - short for Cessna Sales Team Authorized Representatives. There are twelve of them in his region, and he's trying to help them in any way he can to get their business "off the ground" and growing.

New aircraft will be coming out in the future, in addition to the 172 Skyhawk and 182 Skylane that are currently on the market. Cessna plans to have a 206 and Turbo 206 Stationair available sometime in 1998. After that, you can look for the 182 Retractable

Skylane. Stevenson said in addition to that, there will be new planes they plan to build that have never been offered before.

The company recognizes all too well that you need a market in order to sell these planes. With that in mind, Cessna has developed a "Learn to Fly" program that they have put a great deal of time and effort into creating. They set up CPCs (Cessna Pilot Centers); "Learn to Fly Kits" have been developed; and they use computer based systems in these centers. There are currently two regional CPCs in the Denver area: one at Centennial Airport and one at Jeffco Airport.

These programs will be good not just for Cessna, but for the general aviation industry as a whole. If you would like more information about these programs, contact Stevenson directly at (303) 489-8316; or e-mail: stevensonm@cessna.texttron.com.

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Colorado Pilots Hold Annual Meeting

By Mary Jones



***this
talk
was
not to
be
missed***

The Colorado Pilot's Association held their annual meeting November 8, at the Wings Over the Rockies Aviation Museum, located on the old Lowry airport grounds. It was an all-day affair, with guest speaker Mike Silva, our well-known whirlybird pilot and weatherman, giving an excellent presentation on the weather, in the morning. His photos and slides and discussions about violent storms were fascinating.

The business meeting was held next, and the following people were elected to office: Bart Jones, President; Walter Bell, vice President; Robert Henley, Treasurer, and Sara Jane Manoogian, Secretary.

The club hopes to begin quarterly meetings in 1998, with special half-day programs that should be educational and entertaining. What we need in order to get that off the ground, is someone to head this up. We already have places where the meetings can be held, and we have volunteers who have offered to present programs. Anyone out there who is interested, please call Bart Jones, at (719) 488-0653.

The meeting took a lunch break (catered by CPA members) and had informal discussions before we began our afternoon session.

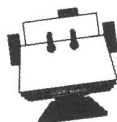
Our next speaker was Mary Senft, builder of aircraft, pilot extraordinaire - with a humorous talk/discussion about some of the episodes she has encountered in her life in and around airplanes. This talk was one not to be missed. Once she finished building a Kit Plane, she took on another major project. She and her crew are well into resurrecting a version of the old "Eagle Rock" that was built in the 1920s in Colorado Springs.

Her slide show took us from a photo of the original Eagle Rock (that never did fly), to the hunt and search for photos of the modified version built by a young genius named Mooney; to photos of the progression of steps they have accomplished so far in the construction of this graceful and sleek little plane.

The day ended with a special tour of the Aviation Museum, which is a marvelous facility, and a perfect place for aviation enthusiasts to gather.

Although we had people coming and going during the meeting, as several had other commitments, we hope we can do more of this type of meeting in the future. It was an education, in an easy and interesting environment.

CPA



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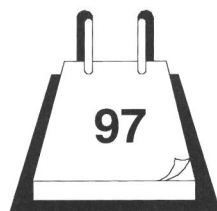
Articles for the CPA FLIGHT LINES are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles & letters should be sent to:

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Colorado Aviation Calendar



We are currently putting together the 1998 calendar. Please submit any known aviation related events scheduled for 1998.

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.



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check out the Fly Mart!*



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Colorado Pilots Association

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