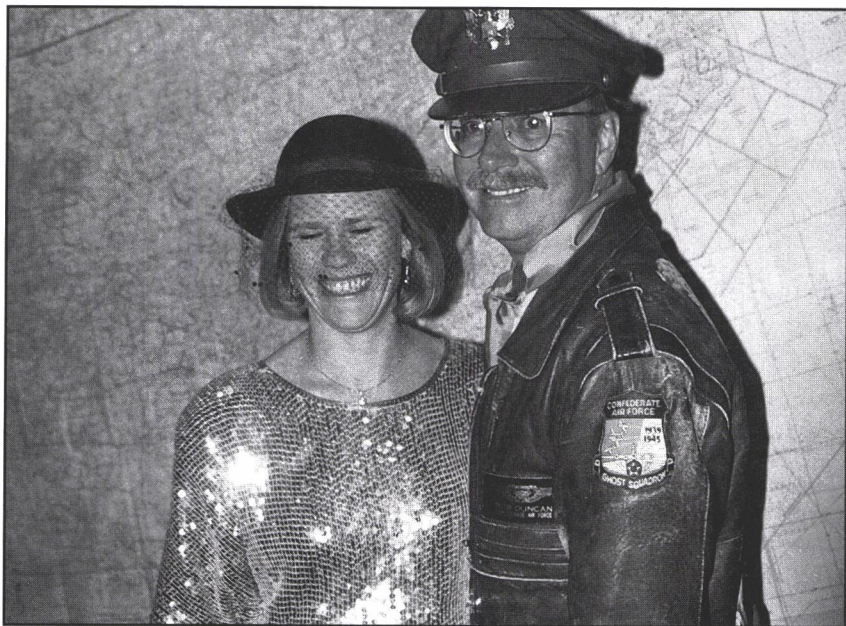


CPA FLIGHT LINES

Volume 15, No. 3

April 1998



CPA members, Rob and Andrea Duncan get ready to swing in 40's style at a recent hangar dance. Rob is also a member of the Confederate Air Force. CAF operates the famous B-17 Bomber, *The Sentimental Journey*. By the way, Rob and Andy are pretty good dancers too!

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President's Message

Bart Jones



The fly-in season is rapidly approaching so I thought this would be a good time to remind all our members of our SHARE THE RIDE PROGRAM. Through this program we hope to encourage those of you who do not have access to an airplane to join us on our fly-ins as a passenger . The sign up process is as easy as a phone call. Simply call and leave a message for Bart Jones, at 719-488-0653. In the message tell him how many people are involved and how much they weigh. With that information we will contact the people who have volunteered seats for the trip and try to arrange a suitable match. We will then put you in contact with each other and you can work out the details together. Several people utilized the program last year and had a great time. We almost always have extra seats on these trips so give us a call and join the fun.

Speaking of fun, Mary and I had a great time manning the CPA booth for a day at this years ROCKY MOUNTAIN AIR FAIR which was held at the Wings Over the Rockies Museum. There were 120+ exhibitors combined with excellent speakers and programs. We talked to scores of people and signed up six new members on our shift alone. The effort that goes into putting on this aviation trade show extravaganza is overwhelming and we should all proudly note that our own Walt Barbo is the man largely responsible for making this event happen. If you missed the Air Fair this year put it on your calendar for next year, it is a first class event.



Upcoming CPA Fly-in

COSMOS SPHERE IN HUTCHINSON, KANSAS

It's time to start thinking and planning ahead for our first CPA scheduled fly-in. We are going to be taking a spectacular trip to Hutchinson, Kansas to tour their famous Cosmos Sphere. Bill Hamilton, our illustrious member from Granby, stopped there for a visit last summer, and came back raving about the place. When he says it competes with the Smithsonian's Air and Space Museum - it has to be great. Watch for the flyer in our newsletter. The dates for this fly-in? June 20 and 21. If you have questions about it, call our trip coordinator, Rich Roberts at (970)407-8523.



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STAY AT HOME . . . UNLESS YOU HAVE AN URGENT NEED TO GO OUT! That was the message from radio and TV news commentators on opening of the ROCKY MOUNTAIN AIR FAIR '98 on Saturday morning, March 7, 1998. With near-blizzard conditions, it was probably good advice. But it did not stop nearly 4,500 visitors on the first day of the event. By Sunday, the weather had improved marginally. But not enough to attract the largenumbers of visitors to the AIR FAIR experienced over the prior two years. Overall attendance was 9,500 visitors, about one third that of prior years. Yet it was by far the best of the five AIR FAIRs staged thus far. The Career Corner and Learn-to-Fly Pavilion, new additions to the Air Fair, featured 14 exhibitors with the theme of attracting more people into aviation. The exhibit booths were popular beyond belief . . . to the extent one has to feel that aviation may be turning the corner . . . that aviation does have a bright future after all. The weather probably did discourage a large segment of the general public from attending. But it didn't seem to bother the "hard core" pilot types. Some observed that it was like a social gathering of friends from the aviation community. A drawing for a pair of airline tickets from United Airlines, one of the sponsoring organizations, supported this observation. Nearly one third of those registering for the tickets indicated that they were pilot rated. If those registering for the drawing were representative of the 9,500 visitors attending this Air Fair, it is the highest number of pilot rated to attend one of these events. Much to the delight of exhibitors with products and services which appealed to pilot types. And to the disappointment of those with products of appeal more to the general public.

"MEMPHIS BELLE REMEMBERED," the presentation by Colonel Bob Morgan, pilot of the Memphis Belle, filled the 500 seat B-1 Bomber Theater with a standing room only

crowd. Morgan is a very modest man who described his career as a bomber pilot starting at that time in his military career when he had to make a decision on whether to fly fighters or bombers. Morgan admitted to being a poor navigator. And he wanted company in the air. So the choice was easy. Bombers! How the aircraft got its name brought more than a few chuckles from the crowd. Seems that Morgan had a girlfriend in Memphis named Belle. Naturally, he wanted to name the aircraft after her. But the crew had other thoughts. Each had his own pet name. They had agreed to accept the name receiving the highest number of votes. But the vote was hopelessly deadlocked with each crew member supporting his own choice of a name. Until Morgan got together with the tailgunner one night over a few cocktails. The following day, the deadline for selecting a name before shipping out, the name "Memphis Belle" gained two votes. All other names received only one vote. The rest is history.

Morgan and his Memphis Belle crew were the first to achieve 25 combat missions in a B-17 in Europe during WW II. His presentation was a fascinating story of young airmen during the war, aircraft tactics, and a flavor of some of the behind-the-scenes activities that were part of the WW II adventure. To hear his presentation made all the effort to brave the weather worthwhile.

DELAY IN SETTING DATE FOR AIR FAIR '99. Organizers of the event are doing some soul searching as to whether the event should be slipped to get out of a season of predictably bad weather. Both March and April are historically months with the highest snowfall in Denver. While the event escaped bad weather in both Air Fair '96 & '97, the odds were against a repeat of that good fortune this year. Expect a decision sometime during late April.

The Air Fair was locked into a March time frame to accommodate timing requirements of technical seminars for the FAA IA Recertification Program. Completion of eight hours of FAA approved technical seminars is an optional means for IAs to gain recertification. In the past, the seminars were held at the Air Fair. FAA officials, however, felt that the Air Fair environment was not suitable for the IA seminars. Too noisy and no way to prevent intrusion by the general public. So this year, the seminars were relocated to another site at Lowry. Same time as the Air Fair . . . at a location about 8 blocks away.

To the FAA's credit, the agency was trying to support the Air Fair by scheduling the IA seminars at the same time as the Air Fair . . . at a nearby location . . . where participants could visit the Air Fair. In reality, however, the seminar participants were isolated for a period of 8 hours during which time there was no opportunity to leave the site. So the best of intentions didn't work. Rather than help, it had the opposite effect.

Which leads to an obvious conclusion. There is no longer a need to schedule the Air Fair around timing requirements for the FAA certification program.

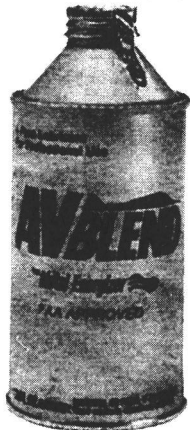
REFUSAL OF SOME AIRPORTS TO ALLOW POSTING OF INFORMATION ANNOUNCING THE AIR FAIR was one of the few disappointment to Air Fair organizers.

Though the cases were isolated, it is hard to believe that some airports would not be supportive considering the event had an underlying objective to stimulate growth of aviation from which they would benefit, was staged by a non-profit organization, and was staffed by individuals willing to donate their time and effort to support Colorado aviation.

TRAVIS VALLIN CONFIRMED AS NEW DIRECTOR OF COLORADO DIVISION OF AERONAUTICS. Travis is a "farm boy" type out of Kansas. He was briefly selected to play on one of the major football teams and, when that career didn't pan out, went into aviation planning with a consultant based in Utah. For the last five years Travis worked as an aviation planner with the Aeronautics Division. He is 29 years old, his wife is a schoolteacher, and he has a 15 month old son. He is also private pilot rated.

SOME THOUGHTS ON A RECENT AERONAUTICAL BOARD MEETING, as reported by an individual experiencing his first exposure to such meetings. It was the meeting of March 6, 1998 held at the Front Range Airport. Our observer commented that a large number of CDOT types attended to present a status report on the Statewide Development Planning Process . . . a process that was void of aviation input . . . even though it was noted that aviation should compete "head-to-head" for transportation funding against all other modes of travel.

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The situation was not as bad as it may appear. It is just that CDOT planners have not traditionally included requirements of the aviation system in their planning. Nor has aviation considered ground modes in its planning. Each transportation interest was singular in its considerations. Recognizing the need for joint planning was an essential immediate first step that was recognized for a long time. However, our observer was very encouraged that positive steps appeared to be in motion. He was very enthusiastic with what he saw. He sensed real progress.

SCHEDULED CHARTER SERVICE AT DENVER RELIEVER AIRPORTS CONTINUES AS A MAJOR ISSUE. The airport authority at Centennial Airport, for example, has been under extreme community pressure to ban such flights at the airport. Without federal intervention I suspect they would do so. It was never expected, however, that the Feds would take a leadership role. Then a surprising thing happened.

In a letter dated February 4, 1998, the manager of the FAA Denver Airports District Office wrote a letter to Polly Page, Chairperson, Arapahoe County Airport Authority warning that: "Should the Authority continue with its proposed action and restrict Colorado Connection/Air One from operating, we will initiate an investigation in accordance with 14 Code of Federal Regulations, Part 16, Rules of Practice from Federally-Assisted Airport Enforcement Proceedings.

The paragraph, and the enclosed letter, probably went through a coordination process extending all the way to FAA headquarters in Washington DC. It had an obvious input from agency attorneys. In effect, what it said was that the proposed action to ban the flights appeared to be unjust discrimination, in violation of past agreements signed with the federal government when it accepted moneys for airport development, and that the action could result in the loss of future federal funds to the airport. In a worst case, in fact, the federal government could ask for return of all prior funds invested in the airport. Needless to say, this is serious stuff.

Board action on the issue is scheduled to be heard at a meeting on April 9, 1998. However, there is another lawsuit in the wings in which entrepreneur John Andrews brought suit against the authority for its refusal to allow his airline to offer commuter airline service at Centennial. This suit is currently before the Colorado Supreme Court. And it is conceivable that the authority might defer action on the Colorado Connection/Air One issue until after the court ruling.

A CHANGE IN THE LAW MIGHT BE THE ONLY WAY TO PROHIBIT COMMUTER SERVICE AT BUSY RELIEVER AIRPORTS. And Colorado Representative Joel Hefley has drafted a bill that would do exactly that. It reads, in part, ". . . It shall not be considered unreasonable or unjust discrimination, nor shall it be a violation of the requirements of this section, for the owner of a reliever airport that does not have an airport operating certificate issued pursuant to part 139 of title 14, Code of Federal Regulations, to deny access to any passenger-carrying operation that is conducted as a public charter operation under part 380 of title 14, Code of Federal Regulations." The current legislation which authorizes funding for airport development expires September 30, 1998. It is our understanding that Congressman Hefley intends to attach his bill to the new airport funding bill. Hard to know how much support he will get on his proposal. But it has a certain amount of appeal. If you can't live with the law . . . change it!

STATUS ON COLORADO SENATE BILL 98-28, TITLE: CONCERNING INTRASTATE COMMERCIAL AIR SERVICE IN COLORADO, AND, MAKING APPROPRIATIONS THEREFOR Sponsored by Senator Thiebaut and Representative Entz, this bill would establish a one-time grant program in the amount of \$10 million for the described purpose. A summary of the bill reads:

"The provisions of this bill would establish the Colorado Commercial Air Service Assistance grant program in the Aeronautics Division, Colorado Department of Transportation. The

bill would allow a qualified airport or consortium of qualified airports to apply to the Colorado Aeronautical Board for grant moneys to fund capital construction projects that will improve intrastate commercial air service in Colorado. The bill would allow the board to appoint an advisory committee, set criteria for grant applications, and would require it to compile and submit an annual report to the Capital Development Committee and Joint Budget Committee identifying certain information about grants awarded by the board by no later than January 1, 1999. This bill would become effective upon signature of the Governor."

Current status: January 7: Introduced in Senate and assigned to Transportation & Appropriations Committee. February 13: Senate Transportation Committee sent the bill to the Senate Appropriations Committee where it is waiting further action.

Chances of success? Fair to good! An almost identical bill almost made it through the process last year.

WHAT A DIFFERENCE A LITTLE "s" MAKES! In talking about AIR FAIR '98 in the March issue of this publication, I made reference to the raffle held last year for complimentary airline tickets donated by several airlines. I noted also that the airlines had donated tickets for the current Air Fair, but that the raffle was scrapped in favor of a drawing. Somehow the "s" got lost when the article was e-mailed to the editor. Wanted to apologize in case the resulting word was offensive to anyone. Blame it on high-tech!

WINNERS OF THE DRAWING FOR AIRLINE TICKETS? An individual from Erie, Colorado won the set of United Airline tickets in the special door prize drawing. Though not a pilot, he plans to start flying lessons soon. An additional two pairs of tickets donated by Frontier Airlines, in a drawing reserved for the hundreds of volunteers who staffed the Air Fair, were each won by Civil Air Patrol cadets from the Mustang Squadron of Colorado.

Upcoming Aviation Seminars!

April 25, Saturday-EAA Flying Start

Learn what it takes to get **you** flying! Get involved with aviation, join local aviation pros and the *Experimental Aircraft Association* for a morning of fun! Seminar topics include instruction, ratings, renting and owning aircraft, glider ratings, even a slide show about flying a plane from Slovakia to Boulder via Iceland and Greenland. Flying is easier than you may think. 9am-noon. Free. Please call 444-5560 to reserve a spot and for further information.



May 2, Saturday-Flying Across the Atlantic Ocean

If you have ever dreamed about flying your airplane across the Atlantic to Europe, this all-day seminar is for you. Ferry pilot Ed Carlson takes you step by step, preparing you for actual approaches, weather, safety equipment, customs, insurance, and more. Extensive course materials and great food provided! Cost is \$225, space is limited, call 444-5560 for reservations.

Both seminars will be held at Business Aircraft Sales Corp.

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To Canyon De Chelly by Air

by Mary K. Jones

If you'd like to take a fascinating aerial flight, head west to Canyon de Chelly. It's located in the northeastern part of Arizona, close to the border of New Mexico, and not far from Shiprock or Gallup, New Mexico.

The canyon has been a site for many photo shoots, and has often been seen in those commercials where a car or 4-wheel drive sits perched on top of a pinnacle. This canyon is unusual, in that the canyon walls are the deepest of any of the ancient Indian dwelling sites. The walls range from 50 to 1000 feet high. The canyon is about 60 miles long, and has several branches that run off in several directions.

It's a hidden oasis of little fruit orchards, alfalfa and corn fields, and secluded dwellings where a few Navajo families live in the summertime. Tucked away in unexpected spots throughout the canyon, are ancient ruins, pictographs, petroglyphs, and over 800 other documented sites, left from people who lived in the canyon over 1000 years ago. Those can only be seen by taking a guided tour that takes you deep into the canyon along rough roads, through the stream bed, and across hard-packed sandbars, to haunting, beautiful places.

The canyon is located on Navajo tribal lands, and your access into it is carefully controlled. There is one steep trail that you can hike on your own, or you can take one of many guided tours. There are several lookout

points along the rim of the canyon, where you can stop to see specific highlights of the canyon; but after driving the route, and flying over it later - the aerial trip was a thousand times better than the rim view, by car. Later, taking the guided tour of the canyon, makes a perfect combination. You get the history and close-up view of the canyon to round out your visit to the area. Chinle is the small town near the park headquarters. It's located on Arizona Highway 191. The little village has a short dirt runway that is owned and operated by the Navajo Indian Nation. You can land there, take a guided tour of the canyon, and return home, all in one day. However, no services are available on the field, and there is no public transportation.

When you call to make arrangements for a guided tour, be sure to check to see if they will pick you up and return you to the airport. For guided tours, call the Tsegi Guide Association at (520)674-5500; or Canyon Hiking Service at (520)674-1767. If you want more information on this trip - call the airport at (520)871-6283. The Chinle landing strip coordinates are N36.09-15; W109.33-02. The landing strip is 4200 feet long and 60 feet wide. The elevation at Chinle is 5515 feet. After a rainfall the dirt turns to deep, slippery mud. It is graded occasionally. Be sure to ask what condition the runway is in, when you call the airport to ask for permission to land there.



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A Museum of National Significance?

By Walt Barbo

Without question, the Wings Over the Rockies Air & Space Museum has made dramatic progress since opening its doors as a publicly-owned museum on December 1, 1994. After overcoming some early start-up challenges, the Museum has gradually evolved into a facility that attracts nearly 100,000 visitors annually and has gained recognition as a major cultural center in the Denver Regional Area. It also has the potential to become an aviation museum of national significance. And it will, if the Museum Board of Directors has its way. To do so, however, requires Museum expansion. And there are a number of difficult challenges along the way.

Acquisition of Hangar #2 is a key element of the long-range plan for Museum expansion. The acquisition is essential if the Museum is ever to grow to something more than a museum of local interest. There has always been uncertainty, however, as to when the Defense Finance & Accounting Service (DFAS), which uses the building for storage, would vacate the space. Or whether the Museum could successfully acquire the hangar once it was vacated.

Recently we learned that DFAS will likely vacate the space before the end of the year. Obviously, the Museum is taking aggressive steps to obtain ownership. However, there can be no assurance the effort will be successful. Others, including the Lowry Redevelopment Authority (LRA),

also have an interest in acquiring the property. LRA officials have given cautious support to our plan to acquire the hangar. It should be appreciated, however, that the Authority is not as optimistic as some of us that we can afford the cost of necessary improvements or that we can create a facility that is not an eyesore to the rest of the Lowry Complex.

If we are successful in getting the hangar, the next stage of Museum expansion would be to construct a glass atrium structure tying the two hangar buildings together. The atrium would become the new Museum visitor entry, house museum offices and gift shop, and display the Boeing 737 offered by United Airlines.

Other Museum plans include repositioning the B-52 to a location near the current visitor entry. The Lowry Redevelopment Authority (LRA) timing for redevelopment of the current site underlying the B-52 requires repositioning of the aircraft during May or June. Long range plans provide for placement of the aircraft on a pedestal. There is also the possibility of placing it inside Hangar #2. But during the interim, plans are to place it at ground level near the current visitor entrance. Obviously, since the aircraft is owned by the Air Force Museum, coordination and approval with that organization must take place prior to repositioning.

In other actions, we had hoped to acquire

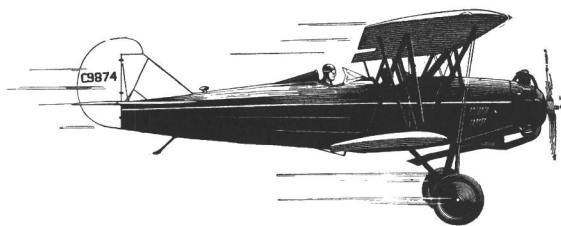
Buildings #363 & #366 (the historic hangars), relocate them to a site adjacent to the Museum and restore them to what they looked like when they were relocated here from the old Lowry Field. The buildings would then become a cohesive part of the Museum complex and be used to display historic aircraft and artifacts. However, we learned from the Air Force Base Conversion Agency (BCA) that the proposed relocation site is contaminated from petroleum spills and is not scheduled for environmental cleanup for at least two years. This places an extended hold on the plan to acquire and restore the two buildings.

Regarding more immediate plans, the Museum hopes to convert Room #149 from a storage area to a new exhibit room to showcase Colorado's aeronautical history. Individuals, including those

inducted into the Colorado Aviation Historical Society's Hall of Fame, would be a principal focus of the exhibit. As with any project, it takes money to make it happen. Hopefully the Scientific Cultural Facilities District (SCFD) will help. The SCFD has been very supportive of several of our current exhibits. It has contributed to the development costs of several of our exhibit rooms, including the Science of Flight, Avionics Lab, and WW II Exhibit. If successful in gaining SCFD funding for the new exhibit, it should be open for public viewing by March of 1999.

Obviously, creating a museum of national significance is an uphill battle. Is it worth it? Of course! We already have a proven track record. We are so close. And we have the organization and capability to make it happen.

Wanted! Stories about your grand adventures! Help support your newsletter.



*Contact: Sarah Barclay
303-444-5560
e-mail: Barclay@eazy.net*

Welcome New Members

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Denver, CO 80202-

Richard Brennan
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Grand Junction, CO 81505-9711

Denis Walsh
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Denver, CO 80237-2015

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Aurora, CO 80013-

William A. Hessin
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Ron Zasadzinski
305 W. Magnolia, #154
Fort Collins, CO 80521-2804

Mark Holliday
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Fort Lupton, CO 80021

Michael Maya Charles
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Erie, CO 80516-8112

Bob Stucklen
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8007 Morningside Drive
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3707 Bromley Drive
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Jay Jones
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John Linz, Englewood
Chuck Kellerman, Aurora
Dave Hinkins, Westminster
Charles Montez, Pueblo
Norm Avery, Denver

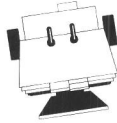
Colorado Aviation Calendar



- Apr 19 - 25 **SUN 'N FUN**, Lakeland, FL.
Apr 25 **COMPANION FLYING COURSE**, Aspen Flying Club, Centennial Airport. Sponsored by Colorado 99s. 8:00 a.m. - 4:00 p.m. Limited to 16 participants. \$50 registration fee includes lunch. Info: Sue Osborne 303/799-6794.
- May 8 **COLORADO AERONAUTICAL BOARD MEETING**, Freemont County Airport. Info: 303/792-2180.
- May 4 **CPA MONTHLY BOARD MEETING**, 6:30 p.m. 2nd floor, Centennial Airport Tower. ALL MEMBERS WELCOME!!!!
Info: Bart Jones, (719) 488-0653 or (303) 765-7403.
- May 9 **4th ANNUAL CENTENNIAL AIRPORT OPEN HOUSE**, 8AM-3PM, Free admission and free parking. Fly-in, vintage and military static aircraft displays. Info: Matt Grow, 303-790-0598.
- May 15-17 **COLORADO BACKCOUNTRY AIRSTRIP FLY-IN**. CPA needs volunteers for a work party to improve runway environment. Cabins available and camping allowed. Guest ranch's private airstrip located near Del Norte, Colo. Contact Ed Huber at Mountain Pilot magazine, (303) 397-7600, Ext. 284; e-mail: ehuber@winc.usa.com; or FAX (303) 397-7619.
- May 15-17 **TRI-COUNTY PILOTS ASSOCIATION FLY-IN TO MILES CITY, MT.** World famous bucking horse auction, horse races, street dances, western celebration of spring. Info: Marie Mozden 303/661-9146.
- May 23 **SPRING FLY-IN / PANCAKE BREAKFAST**, Aurora Airpark, 7:00 a.m. Birthday salute to Capt. Hank Smith, WWII pilot in the CBI theater, 1:00 p.m. Warbirds, fly-bys, rides. Info: Dawn Wilson 303/216-0031.
- May 23-25 **COLORADO BACKCOUNTRY AIRSTRIP FLY-IN**. CPA needs volunteers for a work party to improve runway environment. Cabins available. Quarter Circle-Circle airstrip located west of Saguache, Colo. Contact Ed Huber at Mountain Pilot magazine, (303) 397-7600, Ext. 284; e-mail: ehuber@winc.usa.com; or FAX (303) 397-7619.
- May 30 **CPA MOUNTAIN FLYING** and High Elevation Airport Operations Ground School, Fort Collins Airport.
Info: Brian Lewis (303) 665-5252, email: bclewis@mho.net
- June 1 **CPA MONTHLY BOARD MEETING**, 6:30 p.m. 2nd floor, Centennial Airport Tower. ALL MEMBERS WELCOME!!!!
Info: Bart Jones, (719) 488-0653 or (303) 765-7403.
- Jun 6- 8 **ANNUAL AOPA FLY-IN AND OPEN HOUSE**, AOPA Headquarters, FrederickMunicipal Airport, Maryland.
- Jun 6 **PAGOSA SPRINGS FLY-IN**, Stevens Field. Sponsored by Colorado Pilots Association. Private guided tour of Chimney Rock Monument. BBQ lunch at airport. Overnite on your own - great recreational activities available.
Info: Marilyn Hutchins 970/731-9414.
- Jun 13 **SUMMER FLY-IN**, Platte Valley Airport. Info: Marilyn Taylor, 303/659-7265.
- Jun 17 - 19 **COLORADO AIRPORT OPERATORS ASSN.**, Spring Meeting, Montrose, CO.
- Jun19 **COLORADO AERONAUTICAL BOARD MEETING**, Montrose, CO.

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 CPA, PO Box 200911, Denver, CO or call Terry Barbo 303-367-0670 or e-mail OldFlyer@compuserve.com

CPA



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