

CPA FLIGHT LINES

Volume 15, No. 4

May 1998



CPA member Mike Baldwin showed future pilots what a real airplane is all about at a recent EAA Flying Start program held at Business Aircraft Sales in Boulder. Mike's plane is a 1942 Stearman, restored to perfection. The big fans behind 735YP are from a 1941 Grumman Widgeon also flown in for the event.

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President's Message

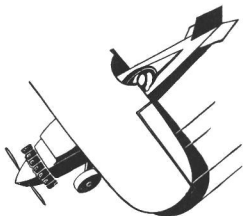
Bart Jones



One of the major events undertaken by your CPA is the annual Denver to Jackpot (NV) air race. The history of this event goes back to 1976 and it has proven so successful that we have been conducting it ever since. In fact, in the late 80's my first contact with the CPA was participation in this event. Mary and I had such a good time we have been active with the organization ever since.

The basic theme is to race from one of the front range airports to Jackpot, NV with a check point at Laramie and a fuel stop at Rock Springs, WY. Careful note is taken of each plane's departure and arrival time, and fuel consumption. Aircraft are grouped by category and prizes are awarded for best speed (as a percent of the manufacturer's stated top speed) and best estimate of fuel burn. Some people really take this race seriously, taping up the vents on their plane and going on diets to lighten the load. Others are much more relaxed and go for the fun of it all. Before the days of Loran and GPS the emphasis was on accurate navigation and winds aloft calculations. When I competed I got lost when I couldn't find the slot through the mountains I was looking for and ended up doing a time and fuel consuming spiral climb to get over a mountain. Nevertheless, I won first place in the fuel burn estimate, so luck also plays a big part in this event.

Upon arrival at Jackpot you will find the parking ramp is right next to the casino where we have nice rooms, golfing, swimming and an all around good time. The word must be getting around as we have three out of state registrations already. So get out your calendar and make plans to join us. The dates are July 11 & 12 so you have plenty of time to polish the plane. If you don't have a plane, call me at 719-488-0653 to participate in our Share the Ride program. Either way this is a great weekend that you are sure to enjoy!



Thank goodness for Maryville, Missouri

by Sarah Barclay

It was summer and my first cross country. My husband and I were in our 182 bound for Rhode Island from Denver. It was hotter than heck. There were cornfields as far as the eye could see. We were searching for a grass strip that supposedly had fuel. What we were really searching for was rural America; the special places where racing time and development do not exist. The kind of places with water towers emblazoned with the town's name, landmarks once the friends of flyers everywhere. Will flew over the telephone wires and touched down on the runway, about 900 feet of concrete that turned to grass cut neatly between acres of corn. An older gentleman came out to greet us with a little guy in tow. "Welcome to Maryville. I'm Joe and this here is my grandson, we call him Nail. We don't get too many transients in here these days, awful nice to see ya."

We had hoped for av fuel but Joe only pumps auto fuel these days. He called his son Kevin, who works at the "other" airport and said we were on our way. Kevin loaned us his car and we were off for lunch. We found a drive-in burger stand with an order speaker at every parking spot. Local kids carry your food out on a tray and hang it outside the driver's window.

Time is turned back in Maryville. Strangers have time to talk to strangers and share a laugh or two. We had time for a cold malt and a cheeseburger. We didn't worry about the calories. Somehow the heat did not bother us any more either.

These are the places we remember as pilots. They become part of our souls. As you fly around this summer please let us know about your favorite "airports with soul." I would like to include a write-up in each issue of Flightlines.

Rankin Airport (Joe's place) : elevation 976, coordinates: N40-19.00; W094-50.01
Maryville Memorial (Kevin's place) : elevation 1150, coordinates: N40-21.16; W094-54.93



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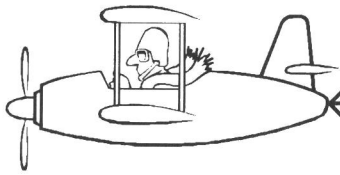
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HEARD ALONG THE FLIGHT LINE

SENATOR THIEBAUT AVIATION BILL KILLED IN SENATE APPROPRIATIONS COMMITTEE. Provisions of the bill, SB 98-028, would have created the Colorado Commercial Air Service Assistance grant program in the Colorado Aeronautical Division and funded approximately \$10 million in airport capital improvement programs to improve intrastate commercial air service. The funds were to be a general fund transfer for FY 1998/99. The existing Discretionary Grant program administered by the Aeronautics Division would not have been affected by the new program.

Much of the underlying objective of the proposed legislation was to improve air service to outlying areas of the state. Colorado Pilots Association supported the bill on the rational that development to improve outlying airports for commercial service would be of equal benefit to general aviation. Also, an extra \$10 million invested in the state aviation system had to be a plus.

Committee action on the bill followed a motion to PI (Postpone Indefinitely). Motion passed on a 5-yes, 3-no, and 2-excused vote. The five yes votes came from Rizzuto, Schroeder, Wham, Blickensderfer and Lacy. The three no votes came from Bishop, Tanner and Thiebaut. The two excused were Johnson and Mutzebaugh.

Opposition appeared to be on political grounds rather than financial considerations. It is a good bill, well written, and fully supported by the aviation community. Expect to see it back next year.

CENTENNIAL AIRPORT ISSUES JUST WON'T GO AWAY. In mid-April the Colorado Supreme Court ruled that regularly scheduled air carrier service at the airport could be banned. This issue goes back several years to when entrepreneur John Andrews proposed to create an airline and initiate air carrier service at the airport. The Airport Authority said no . . . and Andrews went to court. And lost. At each level through the Supreme Court.

Uncertain as to whether Andrews will appeal the case further.

The FAA has a role in the matter since the airport gave assurances, when accepting federal airport improvement funds, that it would make the airport available to all types and classes of aeronautical uses. The FAA has been silent on this issue, however, for the probable reason that, while airport made a commitment to keep the airport open to all types of uses, there was nothing to compel the airport to make the improvements and provide facilitation needed to accommodate large aircraft such as would be used by air carriers. So it may have been a case of "why get involved when nothing is going to happen."

SO WHY ALL THE FUSS? If it is not going to happen, why all the flack from activist groups about potential noise from large air carrier aircraft destroying the peace and quiet of the residential communities surrounding the airport? And safety?

A good rallying cry. Some suggest hidden agendas leading toward eventual closing of the airport. But that is not going to happen either. The airport is too valuable to the corporate and industrial users of the airport. They are also airport neighbors, and like the FAA, have chosen to remain silent. At least for the interim. If the threat of airport closure ever gets serious, expect to see a very vocal pro-airport activist group emerge from those interests. After all, it was the airport and its convenient location which influenced many of them to locate in the nearby industrial parks.

At least, that is how this writer sees it.

THE FAA DID TAKE A STAND AGAINST AIRPORT AUTHORITY ACTIONS TO BAN CHARTER OPERATIONS AT CENTENNIAL. This is the issue in which a travel broker proposed to carry passengers on small charter aircraft. As with the Andrews issue, the Airport Authority again said no. However, this issue is not as clear cut since the charter aircraft would be indistinguishable from other aircraft which operate out of the

airport on a daily basis. Also, it gets sticky because the FAA has now stepped in with a pronouncement that you either let them operate or we will withhold future airport funding.

Actually, the FAA wasn't quite that firm in its pronouncement. The FAA warned: "Should the Authority continue with its proposed action to 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." So the ball is now in FAA's court and I would expect, as a minimum, FAA will undertake the investigation as a first step in the regulatory process. The investigation could end with a recommendation to withhold funds. But, considering the sensitivity of the issue, don't expect that to happen any time soon.

To give some insight to how the process works, go back a few years to an action taken at the Aspen-Pitkin County Airport where the city banned night operations by general aviation aircraft, but permitted operations by air carrier aircraft. General aviation interests (thanks to AOPA leadership) filed suit . . . which brought an FAA recommendation for a finding of non-compliance with Part 16. Because of the political sensitivity of the issue, however, the recommendation went to the highest levels in the DOT . . . where it languished on the desk of General Counsel for something over two years. During the period, local political interests convinced the GAO to investigate the safety of general aviation flights over mountainous areas at night. The issue

was finally compromised out with certain restrictions placed on aircraft equipment for night operations at the airport. Worth noting, also, that FAA funding to the airport was never interrupted during the disputed period.

If the same scenario applies to Centennial, there isn't much danger of Centennial Airport losing its federal funding. Also, expect a long delay in actions permitting air charter service on a scheduled basis. In the interim, we suspect that several operators on the airport currently provide a similar charter service . . . and would prefer that the issue not get too visible.

THE BEST SOLUTION MAY BE A POLITICAL ONE WHICH CHANGES THE LAW THAT PROHIBITS AIRPORTS FROM DISCRIMINATING ON TYPES OF

USERS. Last month we touched on efforts by Representative Joel Hefley (R-Colorado) to do exactly that. He has drafted an amendment which he hopes to attach to airport funding reauthorization legislation that will be considered in the House in coming months. Hefley's amendment, entitled "Protection of Reliever Airports," says "It shall not be considered unreasonable or unjust discrimination for reliever airport owners and operators to deny public charter access if the airport is not certified and no scheduled service was legally conducted there before October 1, 1996."

COLORADO PILOTS ASSOCIATION TOOK A STAND ON THE ISSUE AT ITS APRIL 4 MEETING IN BOULDER.

Partially over a concern about what is

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happening at Centennial Airport. But a greater concern over what could happen at airports in the state through arbitrary restrictions placed on types of aircraft operations permitted. Brian Lewis moved that the association go on record as opposing actions that would discriminate against select types and kinds of aeronautical uses at airports. The motion passed unanimously by the group of approximately 40 in attendance.

WANT TO KNOW WHAT YOUR AIRCRAFT IS WORTH? ASK AOPA! A new Aircraft Valuation Service is now available to AOPA members . . . that will give the approximate market value of any used aircraft . . . along with a bunch of other information for those thinking of buying or selling an aircraft.

Data for AOPA's Aircraft Valuation Service is supplied by Aircraft Value Reference (Vref). Though not an appraisal, AOPA representatives note, with the valuation service, a buyer or seller can go into an aircraft transaction knowing the average retail price for similar aircraft.

To obtain an aircraft valuation, an AOPA member need only call AOPA's toll-free Pilot Assistance Hotline at 1-800-872-2672. The valuation service will also be available soon on AOPA ONLINE at www.aopa.org.

When calling for an evaluation, AOPA members are asked to have the following information ready: make, model, year of manufacture, serial number, equipment list, total airframe hours, total airframe hours and engine hours since major overhaul.

In a call for the service today a technical representative gave us the average retail price and wholesale price for the aircraft we specified. It was based on a clean aircraft, inside and out, which would rate about seven in a scale of one to ten. From this price there was a deduct for each hour above a fleet average for that year aircraft . . . and an add for hours below the average. Similar adjustments for engine time since major overhaul. Additional adds for upgraded radios, engine monitors, etc. Takes less than two minutes for an AOPA tech rep to provide the information.

You will like this service! Particularly when AOPA takes it online (should be online by mid-May). **CHALK UP ANOTHER ONE FOR AOPA!**

LIVE PHOTOS OF

COLORADO MOUNTAINS. Something new on the Colorado Pilots Association webpage at www.airbase1.com/cpa. Thanks to CPA member ROB DUNCAN, images from over 20 mountain cams now appear on our webpage. Yes, the images are all of ski resort areas, but they give an idea of what the technology could offer if similar cameras were pointed at mountain passes. **FOR PILOT USE.** As part of a system to provide improved weather data for flying over the mountains. If you think it makes sense, please let us know. Contact Walt Barbo at 303/367-0670, e-mail: OldFlyer@compuserve.com.

LARGEST CPA MAILING YET. The last mailing included nine inserts, weighed in at nearly 150 pounds, cost \$244.30 to mail, was put together by 8 CPA volunteers over a two-hour period, and was fueled by only two bottles of wine.

The new Membership Roster of about 80 pages was by far the largest insert. The membership section has the most recent data available to us on members. Recall the recent mailing with an insert asking individual members to verify accuracy of the data. Changes you requested were made to the database and appear as shown in the roster. Where no response was received, we went to press with whatever data was previously in the database.

We started entering e-mail addresses in the database last year. The number of members with e-mail addresses has probably at least tripled since then. There are currently 87 listed, or about 15% of the membership. And I suspect that many with e-mail addresses failed to get the information to us . . . or chose not to have them listed because of interim addresses or plans to change Internet Service Providers. With the current trend, however, we expect the next roster will show at least 25% of our membership with e-mail addresses.

CPA Member Owned Aircraft is another nice feature of the roster. This year over 400 aircraft are listed. The way the database is set up, we are not able to show more than four aircraft for an individual owner. And as we recall, at least two of our members have fleets exceeding four aircraft. Sorry!

Worth noting that 356 of our members (nearly 62%) are aircraft owners. Last year the database was shown under the header, "Birds of a Feather," on our webpage. Unless

someone has the time and interest to do the work, don't expect the current aircraft listing to be posted. For those of you who frequent the Internet, the listing you will find is last year's data.

Should note also that a current set of Bylaws is also included in the roster. For the convenience of new members with a curiosity on structure and operation of the organization. We should note that the organization does not have an IRS 501(c)(3) designation, however, consideration is being given to obtaining that designation.

ACTIONS NEAR COMPLETION ON COLORADO AIRCRAFT INITIATIVE.

This is the airspace action which would designate military training areas needed for the F-16s based at Buckley Air National Guard Base . . . but would also be available to other military aircraft, including foreign. Hard to believe that this issue has been in the works for nearly seven years.

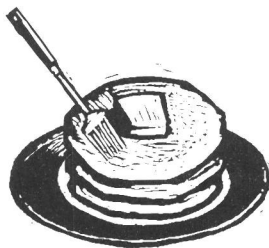
The FAA circulated notice of the proposal in Air Traffic Division Letter to Airmen No. 98-03, dated May 11, 1998. In its summary description of the initiative, the FAA states: "The Colorado Air National Guard is proposing to restructure some of the military airspace and training routes in Colorado, and surrounding states, to enhance and optimize the Buckley ANGB F-16 operations. Their proposal includes modification, additions and deletions to Military Training Routes and Military Operations Areas. Collectively these proposals

represent the project referred to as the Colorado Airspace Initiative."

The FAA letter consists of five pages, includes a brief summary of proposed airspace changes, and concludes with a list of locations and times for six scheduled airspace meetings. A little difficult to read through the document to find exactly what is proposed. Have to hand it to a reporter from the Denver Post, who summarized the issue by saying: "In a nutshell, the reconfiguration sets up a network of 8-mile-wide paths opening into broad training areas -- all funneling into an 'airburst' bombing range over Fort Carson near Colorado Springs."

All of the airspace meetings are scheduled between the hours of 7:00 p.m. and 10:00 p.m.. The schedule is: MAY 19, 1998. Saguache Community Center, 525 7th Street, Saguache, CO. MAY 20, 1998. Wet Mountain Saddle Club, 90 County Road 241, Westcliffe, CO. MAY 21, 1998. Penrose Middle School, 100 Illinois, Penrose, CO. MAY 27, 1998. Centennial Airport Holiday Inn, 7770 S Peoria Street, Englewood, CO. MAY 28, 1998. Sheraton Colorado Springs Hotel, 2886 S Circle Drive, Colorado Springs, CO. MAY 29, 1998. Quality Inn, 1325 E 3rd Street, La Junta, CO.

WALTER BELL, Chairman of CPA Airspace Committee will be attending the meeting on May 27. We are uncertain, at this time whether we will be giving testimony. Anyone having an interest is invited to attend.



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Welcome New Members

Harry Roberts
7310 S. Wellington
Littleton, CO 80122-1475

Glenn Chadwick
710 Cooper Avenue, Suite 200
Glenwood Springs, CO 81601-3446

Paul Buck
4099 S. Boston Street
Denver, CO 80237-1911

Rick Spears
7341 Nebraska Way
Longmont, CO 80501-8419

Membership Renewals

Your continued support helps Colorado Aviation!

Jim Over, Crawford
Ron Musick, Gunnison
Neil King, Boulder
Ken Perry, Pagosa Springs
Frank Niehus, Lakewood
Larry Wilson, Englewood
Dennis Lovold, Englewood
George Dempsey, Englewood
Mike Brennan, Meeker
Dennis Roberts, Frederick, MD
James Barrow, Lakewood
Gary Silence, Monument
Vern Foster, Aurora
Ronald Lowe, Palisade
George Spettigue, Aurora
Jeff Sands, Denver
Barbara Fey, Littleton
Peter Paul Luce, Englewood
Caree Musick, Gunnison
Joseph Fox, Golden
Joseph Cox, Castle Rock
Howard Cammack, Littleton

James Custis, Denver
Earl Tighe, Littleton
Carl Boecher, Conifer
Dean Kloepper, Littleton
Irving Friedman, Lakewood
Jack Burson, Superior
Tony Wodishek, Pueblo
Jan McKenzie, Windsor
John Kane, Littleton
David Robertson, Louisville
Traver Metcalf, Aurora
Ian Hastie, Arvada
Chris Wiant, Aurora
Gary Self, Littleton
David Branch, Victorville, CA
L. W. Bridges, Broomfield
Sylvia Harper, Englewood
Donald Hopkins, Aurora
Mike Kellam, Estes Park
Richrd Hahn, Englewood
Terry Barbo, Aurora

Colorado Aviation Calendar



- May 8 **COLORADO AERONAUTICAL BOARD MEETING**, Freemont County Airport. Info: 303/792-2180.
- 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 Downtown Airport. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Qualifies of FAA Wings program and biennial flight review. 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.
- June 6-8 **ANNUAL AOPA FLY-IN AND OPEN HOUSE**, AOPA Headquarters, FrederickMunicipal Airport, Maryland.
- June 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.
- June 12-14 **FAA WINGS PROGRAM**, Walker Field, Grand Junction. Sponsored by Strand Flying School. Info: Deanna Strand 970/243-4359
- June 13-14 **NOSTALGIA DAYS FLY-IN**, Front Range Airport (FTG). 10:00 am-3:00 pm both days. WW II aircraft displays including a B-17 "Sentimental Journey" and HE-111 from the Arizona Wing of the Confederate air Force. Warbirds of Airpower West, and a vintage car show. Fly-bys and aircraft rides. Family event. Info: Lori Martin 303/261-9100
- June 17 - 19 **COLORADO AIRPORT OPERATORS ASSN.**, Spring Meeting, Montrose, CO.
- June 19 **COLORADO AERONAUTICAL BOARD MEETING**, Montrose, CO.
- June 20 **GUNNISON COUNTY AIRSHOW**, Gunnison County Airport. 7:00 a.m. - 3:00p.m. Pancake breakfast, parachute jumpers, aerobic competitions, staticdisplay aircraft. Airport closed 10:00 a.m. - 1:00 p.m. during aerial demos. Info: 970/641-2481
- June 20 **COSMOSPHERE FLY-IN**, Hutchinson Municipal Airport (HUT), Hutchinson, KS!. Sponsored by CPA. Two-day fly-in to tour the Kansas Cosmosphere Space Center followed by a movie in the Imax theater. See museum website at www.cosmos.org. Info: Rich Roberts 970/407-8523 or Mary Jones 719/488-0653 e-mail:mkstraugh@msn.com
- June 26 - 29 **MOUNTAIN PILOT FLY-IN**, Gunnison County Airport. Ground school and flight instruction for mountain flying, survival instruction, evening dinners, daily recreational activities available. Info: Ed Huber 303/397-7600, ext. 284, FAX 303/397-7619 or E-mail: ehuber@winc.usa.com.
- Jun 27 - 28 **20th ANNUAL EAA ROCKY MOUNTAIN REGIONAL FLY-IN**, Vance Brand Airport, Longmont, CO. Customs, antiques, classics, ultralights, warbirds - no admission for fly-ins . Friday arrivals welcome. 2 hr aerobatic competition Sunday. Info:Bill Marcy 303/798-6086,Tim Barth 303/651-8431.
- July 4 **ANNUAL OPEN HOUSE FLY-IN** Chaffee County Airport (OV2), Salida, CO.

- Breakfast starting at 7am. Experimental, antique, and military aircraft static displays and fly-bys. Parachute jumps. Family event. Info: Jim Dickson, Airport manager 719/ 539-3720 or Bill Reeves at reeves@chaffee.net
- July 4 **INDEPENDENCE DAY FLY-IN**, Brush, CO. A CPA event, one day fly-in to participate in community celebration of July 4. Info: Marie Mozden 303/442-4294 e-mail: skipmerlin@compuserve.com
- July 10 **COLORADO AERONAUTICAL BOARD MEETING**, Walker Field (GJT), Grand Junction. Info: Caroline Scott 303/792-2180.
- July 11 **SAN LUIS VALLEY AIRSHOW AND FLY-IN**, Bergman Field (ALS), Alamosa, CO. Pancake breakfast starting at 7:00 a.m. Airport closed from 9:30 a.m. to 12:30 p.m. for aerobatic demonstrations and fly-bys. Participating aircraft include a T-33, Yak 52, Warbirds of Airpower West, and a variety of aerobatic aircraft. Info: Paul Foster 719/852-9860 (evenings).
- July 11-12 **22nd 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.
- July 13 - 18 **COLORADO AVIATION CAREER EDUCATION (CACE)**, Jeffco Airport. Sponsored by Fantasy of Flight Foundation and Colorado Division of Aeronautics. CACE is a summer camp that introduces teenagers to career opportunities in aviation. One week of intensive ground school and field trips including an introductory flight in a small plane. Info: Walt Barbo 303/367-0670 E-mail: OldFlyer@compuserve.com
- July 18 **WELD COUNTY AIRPORT OPEN HOUSE & FLY-IN** (GXY), Greeley, CO. Info: Dennis Moss 970/356-9141.
- July 29 - Aug 4 **EAA OSKOSH FLY-IN**, Oshkosh, WI.
- Aug 1 **CANTALOUPE FLY-IN**, La Junta Municipal Airport. Sponsored by Colorado Pilots Association. One-day fly-in, tour of Bent's Fort and stops at fresh produce stands on return to airport. Info: Mary Jones 719/488-0653 E-mail: mkstraugh@msn.com
- Aug 15 **CPA MOUNTAIN FLYING - HIGH ALTITUDE OPERATIONS GROUND COURSE**, Centennial Airport (APA). Course designed to prepare pilots for flightover 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 E-mail: blewis@mho.net.
- Aug 21 - 22 **20th ANNUAL OKIE DERBY**, a proficiency air competition sponsored by Oklahoma Chapter 99s, flying from Wiley Post Airport, OKC; registration fee \$35 received prior to August 5. Info: Phyllis Miller 405/721-2573, fax 405/842-5159.
- Aug 22 - 23 **NATIONAL MONUMENTS FLY-IN**, Black Hills, SD. Sponsored by Colorado Pilots Association. Aerial tour of Mt. Rushmore, Crazy Horse and Devil's Thumb monuments and walking tour of Spearfish. Info: Marie Mozden 303/442-4294 E-mail: skipmerlin@compuserve.com
- Sep 12 **CARROT FLY-IN**, Leach Airport (1V8), Center, CO. Sponsored by Colorado Pilots Association. One-day fly-in, tour of carrot industry in San Luis Valley conducted by Rep. Lewis Entz followed by lunch. Info: Mary Jones 719/488-0653 E-mail: mkstraugh@msn.com
- Sep 18 - 20 **BUFFALO BILL MUSEUM FLY-IN**, Cody, WY. Sponsored by Colorado Pilots Association. Three-day trip to visit Museum. Accommodations at the historic Irma Hotel. Info: Marilyn Hutchins 970/731-9414
- Sep 19 **PUEBLO AIRPORT FESTIVAL '98 AND FLY-IN**. Airplane rides, static displays, fly-bys, pancake breakfast. Info: Jim Tarter, (719) 948-4964. All proceeds donated to the Fred E. Weisbrod B-24 Memorial Museum in Pueblo.
- Sep 19-20 **GREAT WESTERN AIRSHOW**, Durango, La-Plata County Airport (DRO), Durango, CO. Features Air Force Thunderbirds. Expect an assortment of military aircraft in performance fly-bys and on static display. Airport closed from 12:00 p.m. to 4:00 p.m. Info: Michael Cooney 970/259-3381.

Colorado Calendar of aviation events 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. Please submit events and/or changes to CPA, PO Box 200911, Denver, CO 80220 or call Terry Barbo 303-367-0670 or e-mail Old Flyer@compuserve.com

To ensure that an event date has not changed please contact the information person.

The Sound of Freedom

by Will Barclay

As our planet becomes more crowded, it becomes more difficult to avoid stepping on each others toes. Whatever you do is bound to annoy someone. There are many people who consider their toes stepped on if they can hear your airplane. The same people who can't stand airplane noise are annoying their neighbors when they mow the lawn on a beautiful Saturday morning with a power mower instead of a pusher, when their dog barks, or when they forget to use their turn signal on the highway. It's always something.

My first reaction to the airplane noise whiners is anger. Why can't they see both sides? (Aren't these the same people who are more than happy to board the jet that is going to whisk them off to Chicago, or Europe?)

While attending EAA's annual convention in Oskosh last year I saw a bumper sticker that said:

**Airplane Noise
The Sound of Freedom**

I wonder if the complainers know how many of those flights are carrying the lifesaving organ to the site of the transplant, or the burn victim to treatment, or the retired fighter pilot who risked his life to guarantee them the right to complain, or the public servant who finds in the freedom of flying the release she needs to continue to serve her community well. Let's make another bumper sticker for the whiners, one that they can proudly display to broadcast their position to the world. It could look something like this:

**Abolish Airplane Noise
Abolish Freedom**

Okay, I'm done whining about whiners. What can we do to help the situation?

The first thing is to make less noise. I am not suggesting that we compromise safety in any way, but there are a couple of things we can do to diminish the noise impact of our aircraft:

First, if you fly behind a constant speed propeller, make sure that your prop is not over-revving. The faster those propeller tips go, the more noise they make. Propeller tips in some aircraft can actually hit supersonic speeds and create a series of very noisy sonic booms. Many tachometers are less than perfectly calibrated. Your mechanic can check yours quickly, and you can check it yourself even more quickly. After sunset, taxi your aircraft into a position where the turning propeller is illuminated by a fluorescent light fixture. The fluorescent light is actually flashing 60 times per second or 3,600 times per minute. When your engine is turning at fi or /of that 3,600 times per minute, the stroboscopic effect of the light will cause it to appear to stand still. Adjust your throttle until the prop blades appear to be still, then read the tachometer. Check it at 1800 and note the error.

Second, reduce the Prop RPM as soon as you reach a safe altitude and select full high RPM after your power reduction during landing so that the prop does not drone along on downwind annoying the neighbors and tormenting your engine unnecessarily.

There are also some good old- fashion grass roots things you can do. Let AOPA know if there is anything adverse cooking up at your favorite airport. They have recently started a program called the **Airport Support Network** that helps pilots get organized on airport issues. For more information or to volunteer for this effort at your local airport please contact Bill Hamilton at bill.hamilton@aopa.org or call him at 970-887-2101.

Send e-mail alerts to your friends about upcoming town and/or residential meetings that may effect our airports. Ask friends to attend the meeting and to forward the alert to their personal e-mail list. CRITICAL MASS is what saving airports is all about!

Write a letter to the editor of your local newspaper and entitle it "Airplane Noise, the

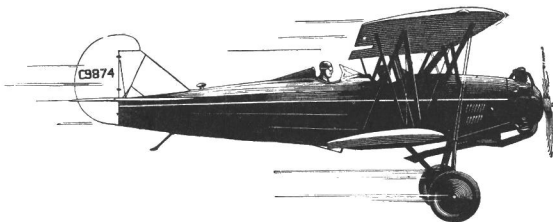
Sound of Freedom" and write something about how wonderful flying is. Lets start getting the general public used to the idea that airplane noise can be a happy noise. You will be surprised how well a grass roots campaign can work to turn the tide.

Many people who are not flyers are at home on a Saturday or Sunday morning reading the newspaper and having a cup of coffee instead of preparing for an airborne adventure. Avoid overflying residential neighborhoods. Go wide, go high.

Take a neighbor, your daughter's class, a co-worker flying (especially if they whine about airplane noise)! The more folks that get airborne the more hope there is for general aviation.

Be considerate, be responsible, then **STAND YOUR GROUND.**

Wanted! Photos from your grand adventures! Help support your newsletter.



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