

CPA FLIGHT LINES

Volume 15, No. 5

June 1998



Fly-in to Brush for their annual fourth of July celebration. Pancakes, the "awesome parade", mule show, and ice cream social will keep you going during the day and the world's largest open rodeo and fireworks display will keep you going through the night. See story on page 6.

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President's Message

During the last two weeks in May the FAA held a number of public comment meetings on the subject of the Colorado Airspace Initiative (CAI). For the uninitiated, the CAI is a plan drawn up by the Colorado Air National Guard to reconfigure and modify their low altitude (as in 300 feet AGL) Military Training Routes (MTRs) to accommodate the training needs of their F16 pilots. The FAA has responsibility for airspace designations and therefore must evaluate and approve this plan, thus the requirement for these meetings.

Many, but by no means all, of these low altitude MTRs are located in the southern part of our State, extending easterly into Kansas. These MTRs have been around for a long time and one of them (IR409) comes out of the LaVita MOA, SW of Pueblo, heading north near the Pueblo reservoir, crosses the broad valley of the Arkansas River west of Pueblo and culminates in a bombing range, the "Airburst Complex" (which is the restricted area R-2601) just south-west of Colorado Springs.

The Guard has suffered for years with complaints about low level high speed jet noise in sensitive areas, in particular the Wet Mountain Valley in the vicinity of Westcliff. To their credit, with this CAI, the Guard has proposed changes which will lessen the impact in some areas. The low level route down the Wet Mountain Valley has been eliminated for example and many of the routes have been made considerably narrower while minimum altitudes have been raised. Other changes, however, pose new and serious issues. In particular, a new MOA (the Airburst C MOA) is being proposed to incorporate the low level bombing approach across the Arkansas Valley west of Pueblo to the Airburst bombing range. This MOA would join the restricted area to the north and the La Vita MOA to the south effectively sealing off the entire Arkansas Valley west of Pueblo for those pilots who will not fly through, over or near an MOA. The rapidly growing Freemont County

airport, which is just to the west of this proposed MOA feels particularly isolated and threatened by this proposal.

We could probably live with this new MOA if it was just a temporary fixture pending the relocation of the Airburst bombing range. Indeed, the advisory group that had been working with the Guard since 1994 to craft this CAI had been assured repeatedly that the Airburst Bombing range would be moved in "three to five years". The final version of the CAI makes no mention of any impending move and members of the advisory group feel they have been deceived. Furthermore, they report that the number of sorties being flown into the bombing range can be expected to increase dramatically. In years past there were several hundred sorties a year. Now there is expected to be several thousand sorties per year as F16 units from all over the country use this range.

I have spoken on behalf of the CPA at some of these public meetings. Our position is that the population growth in the communities west of Pueblo is self evident and the continued use of the bombing range is therefore problematic. We would like to see a declarative statement in the CAI to the effect that the bombing range will be moved within a specified time frame. Further, a dramatic increase in the number of sorties into the bombing range has flight safety implications for this area of increasingly active VFR traffic. If the Airburst C MOA becomes a reality, we feel it is necessary to have real time information available to us from the Flight Service Stations to let us know exactly when bombing runs are in progress.

All this just goes to show that our skies are getting more crowded with the needs of legitimate users. The Guard is entitled to our support in every reasonable way but we believe their continued use of the Airburst bombing range is becoming increasingly untenable from a noise impact and a flight safety point of view.



Warbird Fans take Notice

The skies over Denver and Colorado Springs will be thundering to the sweet sounds of four Wright Cyclone R1820-97 radials and two Rolls Royce Merlin V12s this June. The Arizona Wing of the Confederate Air Force will be touring their polished aluminum B-17 Sentimental Journey and the world's last flying Heinkel He-111 Blitz Bomber through various events, giving you several chances to get up close and personal with these rare aircraft. During each of the stops, they will be open to the public for tours through the aircraft where you can see how the young fighting men of both nations fought.

After a brief stop-over at the new Scaled Composites facility in Montrose, the two aircraft will arrive at Front Range Airport in the afternoon on June 12. They will remain there throughout the weekend as a part of the Front Range Airport Nostalgia Days event. Besides these and other WW2 aircraft, like the DC-3, there will also be more modern jets like the L-39, Provost and Colorado National Guard airpower display. You can also view vintage Model A's, Mustangs, Corvettes, bicycles and motorcycles. The Colorado State Patrol will be showing their 50's patrol car and a rollover simulator so bring your crash helmet! K-9 Patrol demonstrations will be given by the Adams County Sheriffs Department. Burgers and brats will be served by the airport management.

On Monday morning, June 15, The two CAF aircraft will visit Colorado Springs and later take part in a fly-over ceremony at the Air Force Academy. After a couple days of display on the Colorado Springs jetCenter ramp, they will depart for a noon arrival at Jeffco Airport where they will remain throughout the Father's Day weekend. More warbirds will also be on static display outside the BJC Main Terminal Building. This last stop is sponsored by Firststate Bank of Colorado, Calling All Cars, Inc., and Warbird Recovery. Be sure to check out the authentic crashed Me-109 which will also be on display. The two bombers will leave for Cheyenne on June 22 with many other stops planned on tour. You can view the schedule from the CPA website at www.airbase1.com/cpa.

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Heard Along the Flight Line

LIGHTS OUT ON THE COLORADO AIRSPACE INITIATIVE.

At the FAA Informal Airspace Hearing held at the Centennial Airport Holiday Inn in Englewood, Colorado on May 27, 1998. At 8:44 p.m. Caused by a power failure on the airport.

Those emergency battery-powered lights that are supposed to come on when electrical power fails didn't happen. Nothing but blackness. Until someone struck a match. And more matches . . . to provide a dim light in which to exit the hotel. The small crowd milled around for 20 minutes or so outside the hotel entrance while options were considered to relocate to another building . . . or to complete the hearing on the lawn across from the hotel driveway. However, the hotel scrounged enough candles and flashlights to enable the group to return to the hearing room. By 9:30 p.m. testimony was completed . . . and candles out.

AIRCRAFT NOISE WAS THE MAJOR CONCERN

of most attending the hearing. There were about 50 individuals in attendance of which about half testified. Eleven of those expressed concern about potential noise impacts from low flying aircraft . . . an issue which may have fallen on non-sympathetic ears . . . for the reason that this was the wrong forum to complain about noise issues. While a valid issue, the FAA airspace hearings were for the singular purpose to determine the burden of the proposal on airspace users.

FAA representatives from the Northwest Mountain Regional Office conducted the hearing. In their introductory remarks they briefed on details of the Airspace Initiative and clarified how the hearing was to be conducted. Briefed that the purpose of the hearing was to gather additional aeronautical facts and information relative to the proposal. That testimony presented on the proposal would become part of the official record. And clarified that the FAA position was not to promote . . . or defend the proposal.

FAA representatives took notes on testimony, accepted written documents from those testifying, but took no recordings of testimony. Each speaker was allotted 5-7 minutes. This

gave speakers a license to say anything they wanted. And since aircraft noise and low-flying aircraft was the major concern . . . that was the focus of testimony.

The Centennial hearing was the 4th in the series of six scheduled hearings. It appeared that about a third of those who testified attended each of the six hearings . . . some repeating the same testimony from one hearing to the next . . . others adding new chapter and verse. With a common objective. Fight the proposal. Any way they could.

There were a few, however, who spoke in favor of the proposal. Including at least three from Aurora who lived near Buckley and didn't consider aircraft noise from the base to be a problem. And of course, a Buckley ANG official (who incidentally was one of the principle authors of the Colorado Initiative and related Environmental Impact Statement) who was so supportive of the Initiative proposal that he may have damaged the cause somewhat by putting down those who took exception. His testimony: "The Initiative narrows existing flight corridors, raises minimum altitudes and reduces impacts."

A representative from the City of Aurora read a letter from Mayor Paul Tauer in which the mayor suggested willingness of Aurora to compromise. . . and questioned why citizens of affected southern communities of the state couldn't do the same. Which brought out some later testimony from those communities that they didn't have the same economic benefits from the ANG as Aurora. Rather, all they got out of the ANG training flights was noise and safety impacts.

Representatives from Crestone presented something new in an issue along the line that the community was resident to large groups seeking religious freedom. And that the overflights interrupted that right . . . in violation of the first amendment to the Constitution.

Ray Kagoseck, former congressman and current lobbyist against the airspace initiative, commented that the ANG will not control use of the airspace. Rather, the USAF will control the airspace. And could invite use from all

over the U.S. and foreign countries. Accordingly, estimates on probable use of the airspace could be vastly understated. He also brought up the issue of infractions to boundaries of the airspace (such as low flying aircraft) and questioned the ability to control against infractions.

CPA member WALTER BELL, Airspace Committee Chairman, noted that military use of the airspace was typically just a few minutes at a time and urged the FAA to track aircraft in real time such that other users could use the space when void of military aircraft. BILL REEVES, CPA Area Representative from Salida, gave similar testimony at the May 19, 1998 meeting in Saguache. (Reeves reported

that the Saguache hearing was attended by 150 people of which 50 testified.) Walt Bell also recognized the rapid urbanization of the Fremont County area and urged that the Airburst MOA adjacent to the Fremont County Airport be retired after a period not to exceed five years.

And so it went. With the exception of excitement caused by the power failure, it was a quiet meeting.

AERONAUTICAL BOARD MEETINGS AN IDEAL FORUM to find out what's going on in Colorado aviation. Always open to the public. And an occasional free lunch. Take, for example, the meeting at Fremont County Airport on May 15, 1998. All seven board

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Hutchinson, Kansas Fly-in June 20-21 Update and Reminder

If you plan to do this CPA fly-in, don't forget there is a time difference that you need to take into consideration. We are to meet at the municipal airport at 10:00 am THEIR time – which would be 9:00 am Rocky Mountain Daylight time here.

If that seems like a serious early morning get-up time – some of the CPA members are going to leave a day early and fly in to SALINA, spend the night there, and fly on in to Hutchinson Saturday morning on a more leisurely basis. Tom Bein really planned on coming in to Hutchinson on Friday – but the Ramada Inn was booked, and he decided it would just be easier to stop in Salina. We are suggesting it to any others that may want to also leave on Friday.

For your further information – there is a Cessna 185 fly-in scheduled for that same weekend to Topeka, Ks. On Sunday, the 185's will be arriving in mass at the Hutchinson airport, where the

pilots and guests will be spending the day touring the Cosmos Sphere. Since the CPA pilots plan to leave by 9:00 am – that should pose few problems, but you do need to be aware that there is a potential for heavy air traffic on Sunday morning.

If you haven't made your reservations for this trip – there is still time to do it – this promises to be a spectacular event, and lots of fun. It's also a great trip for a family to make, with plenty of interesting things that all ages will appreciate.

The Ramada Inn has set aside a block of rooms for the CPA'rs at reduced rates – be sure to mention that you are flying in with the Colorado Pilot's Association when you call them for reservations.

Call Rich Roberts at (970) 407-8523 (w) or (303) 810-4267 if you need more information.

Brush with the Past

by Charles F. Luce Jr.

A flier in a Spring 1996 issue of Flight Lines caught my eye:.

Brush Community Airport Fly In

Thursday, July 4

6:00-9:00am Lion' Club Breakfast

10:00 Awesome Parade

Following Parade Ice Cream Social

1:00 Mule Show

7:00 World's Largest Open Rodeo

Best Fireworks in the State!

Wow. Talk about your old-fashioned 4th of Julys. A wave of nostalgia washed over me. As much as I love my adopted home, you have as much chance finding an old-fashioned 4th of July in Boulder as you would finding Mick Jagger headlining Hee Haw. Ahh, but in Brush there was hope! I promptly booked N7572Y, Crosswind Aviation's 1965 Twin Comanche, and set about the task of selling the concept to my oldest daughter, Tammy ("T.J."). It was an easy sale.

Early on the morning of the Fourth, Tammy and I lifted off from 48V and turned east into bright sunshine for the 45 minute trip to Brush. Tammy, who has always viewed my intercom as a chance to play disc jockey, kept up a steady patter of songs and commentary, over which the 160-hp Lycomings had no chance. I relaxed, turned the controls over to "George," and reflected on my few sorties into Brush air space.

Brush's airport is east of town, nestled in the "Y" formed where Colorado Highways 6 and 34 diverge. The east-west 60' x 4300' asphalt runway is easy to spot. I had only landed at Brush once before. The runway slopes downhill from east to west, and there

are some serious transmission lines south and east of the airport. The PA-30 made good time, and sooner than expected I was urging Tammy to "take a station break" so I could listen for other Fly In traffic.

There was other traffic in the pattern, and the wind slightly favored runway 25. The feedlot east of the airport is a good landmark for turning base when landing 25; if you don't turn before the feedlot, look out of the north-south power lines just west of it. This made for a short base, but with little concentration I managed to acquit myself respectably before what turned out to be a smaller panel of judges than I anticipated.

There were only a handful of airplanes on Brush's commodious ramp, but our welcome was prompt and gracious. The organizers had erected a free-standing awning under which was the registration table. We were greeted, signed in, and given an information packet about Brush and the day's activities, to which had been added a Western Art Show. Tammy and I especially liked the commemorative "Brush! Fly In" buttons, festooned with a large green ribbon proclaiming "First Annual 1996." It looked like we'd won a prize at the Morgan County Fair. These buttons, were our free ticket to all events, including the evening rodeo and fireworks show, and to free ground transportation. Given the small pilot turnout for the Fly In, I doubt this gesture cost the Chamber of Commerce much, but it sure made us feel like a million bucks.

The organizers had solved the ground transportation problem by chartering a wonderful taxi/minivan service called the County Express. To get from here to there, all we had to do was to call the County Express' pager number, and key in a three-digit code identifying one of designated

many pick-up points. The County Express had just departed the airport on another run, but two citizens offered Tammy and I a ride to town right away. Too late for pancakes, and not wanting to miss the "awesome parade," we gratefully accepted this first of many acts of Brush hospitality and were on our way.

Arriving in Brush, it was apparent that nearly the entire town was turned out for the parade. Tammy and I maneuvered to a shady spot near the corner of Cameron and East Edmunds. Waiting for things to start, I asked one of the local lads to preview the parade. "Three bands and about a million fire trucks," he replied. Direct, succinct, and accurate. In fact, the only major element he missed was that, 1996 being an election year, the number of campaigning politicians ran a close second to the number of fire trucks. That was a bonus for Tammy since the politicians, ever playing to the crowd, rained fists full of candy from open convertibles upon the assembled bystanders. Tammy, who rates parades largely based on candy collected, gave Brush's "awesome parade" an "8" out of a possible "10." I gave it a solid "9."

I am sure there were other parades in other towns that day with bigger, more polished bands and flashier floats, but I doubt any had more heart (or more fire trucks and emergency vehicles). I had come searching for small town America on that most American of holidays. I came for the out-of-tune school bands, for kids pulling dogs in wagons and riding decorated bicycles. For endless ranks of marching Girl Scouts, Boy Scouts and veterans. For horses and home-made floats, like the one with an outhouse --

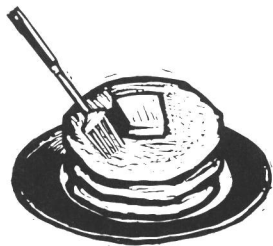
complete with a newspaper-reading gent seated on "the throne" -- titled the "Morgan County Reading Room." For the exchange of greetings and laughter between paraders and spectators who knew each other by first name. For the horrible mismatch between kids armed with water pistols and an occasional garden hose, and the "million" fire trucks which repelled the young insurgent's attacks with volleys of water cannon, keeping everyone cool and in high spirits. These things Brush's "awesome parade" delivered in spades.

Refreshed by our fire truck "baptisms," following the parade T.J. and I made for the ice cream social. The timing (it was getting downright hot) and the price (a buck a bowl), couldn't have been better. Tammy and I found a grassy spot to eat and survey the afternoon's events. We decided to check out the Western Art Show, just a block away, but not before Tammy had a chance to play on the playground behind the East Morgan County Library.

What Brush's art show lacks in size, it makes up for in quality. Bronzes, oil paintings and mixed media by local and regional artists, all with a western flare, filled the narrow makeshift gallery at the Central Public School. Bring your checkbook and a bigger plane if you plan to pack home some of these gems. There are values to be found; I found some beautiful cowboy note cards, reproductions of paintings by Linda Loeschen, for about ten bucks.

The mule show was at the fairgrounds, further than we cared to walk, so we summoned the County Express. Sarah Ely, the delightful County Express driver, pointed out the municipal swimming pool in

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this summer.

FLY MART



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Partnership Wanted. Glenwood Springs, Rifle, Eagle area. High performance desired. Call Bruce or Jessica (970) 947-1181, email: brucem@rof.net.

FBO Closeout. Unicom transceiver, Geneva Alpha 10 transceiver, Jackhouse 32" hyd. a/c jacks, aircraft stand, Hastings 510,000 btu gas hangar heater, Electromode RT40 quartz radiant heater, Howe Richardson XL balance beam scale, Central bench grinder, 5x 7 Ramp utility car, KX99 transceiver. Contact Ray Wells, (303) 779-4525 or (303) 814-9190.

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Get your Taildragger Sign-off in a genuine L-21 Super Cub. Learn what rudder pedals are for! Owned by a CPA member. On leaseback with Dakota Ridge at the Boulder Airport. 444-1017.

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Two Acre homesite on Crawford Airport (99V) w/ water tap. Elec, tele, irrigation water to property line. Protective covenants apply, \$70,000. Jim Over (970) 921-5438.

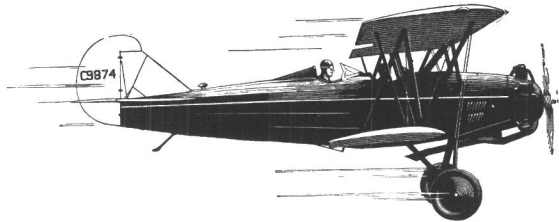
Partners Wanted - 1968 Twin Comanche - Loaded: 2600 TT, 500 SFRM, Counter Rotated, Turbo Charged, Q-Tipped, Tip Tanks, StormScope, Dual GS, RNAV/DME, 16 Ch Engine Analyzer, Dig Fuel Flows, Coupled AP w Alt Hold, Loran, Alt Alert, Dual Vac, Dual Alt, Alch Props, Tanis Preheat, Flap & Gap Seals, Stereo Music, Stereo Intercom, 1 Pc Windshield, Thick Glass, Factory Corrosion Proofed, 200 Knots+, FL250, 1200+NM, P&I 8/8, NDH, Heated Boulder Hangar, Call Will (O)444-5560 (H)433-2022.



Fly Mart is a free service provided for CPA members only.

If you have a personal item to list, please submit the ad to the *Flight Lines* editor, (address in the back of the newsletter).

Thanks for articles and news! I barely fit it all in this month! --Sarah



Welcome New Members

Treva Edwards
2289 Durango Drive
Loveland, CO 80538-2975

Mark Emmer
9395 County Road 160
Salida, CO 81201-9534

W. H. Wilson
P. O. Box 102255
Denver, CO 80250-2255

Mary L. McKinnon
205 Hillcrest Avenue
Rangely, CO 81648-3106

Membership Renewals

Your continued support helps Colorado Aviation!

Erik Bernstein, Boulder
J. D. Papka, Greeley
Mike Myshatyn, Ft. Collins
Robert Starck, Berthoud
Ron Lizar, Salida
Mark Greenberg, Denver
Brad Dolliver, Pueblo West
Gail LaFreniere, Gardner
Ralph Kibler, Palisade
Delbert Miles, Greeley
Carl Williams, Englewood
Maynard Kealiher, Aurora
Paul Nunn, Pueblo
Bill Greener, Lakewood
William Wright, Thornton
Lloyd Land, Brighton
James Kettering, Boulder
Phillip Wright, Morrison
James Crowder, Loveland
John Martyny, Boulder
Norman Hodge, Denver
Scott Brownlee, Denver

Lynn Merrill, Boulder
Chris Roark, Niwot
Donald Rodewald, Lake City
Vanita Gallo, Aurora
Peggy Long, Denver
Douglas Blake, Denver
Jim Nelson, Littleton
Jeffrey Cain, Denver
Bill Linenberger, Aurora
Bryan Johnson, Parker
Stanley Tremaine, Monument
Brian Lewis, Louisville
Michael Baldwin, Evergreen
Mike Mann, Walsenburg
Patricia Kelly, Colorado Springs
Janna Shea, Parker
John Schnackel, Fort Collins
Charles Winter, Denver
Pat Murphy, Morrison
L. W. Jones, Denver

Colorado Aviation Calendar



- 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, aerobatic 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, KSI. 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
- Jul 10 **COLORADO AERONAUTICAL BOARD MEETING**, Walker Field (GJT), Grand Junction. Info: Caroline Scott 303/792-2180.
- Jul 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).
- Jul 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.
- Jul 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
- Jul 18 **WELD COUNTY AIRPORT OPEN HOUSE & FLY-IN** (GXY), Greeley, CO. Info: Dennis Moss 970/356-9141.

Heard by Walt from page 5

members in attendance, plus division staff, and 19 visitors. Including CPA member BILL TOTTEN (who owns two aircraft, but ended up driving to the airport from Aurora), SANDY & JOANN BUSH, who flew a Cessna 340 in from Gunnison, and WALT & TERRY BARBO, in their T210 from Jeffco. And there was a free lunch, hosted by the City of Canon City, which wanted to show off an emerging, first-class industrial airport at the airport.

Don't know how the advocates of this airport gained all of the local community support. First class all the way . . . starting from a memorial park and highway rest area at the entrance, with an F-4 jet fighter up on the pedestal as its focal point . . . to new industrial buildings, hangars, and taxiways. What is happening gives a great deal of credibility to the remarks by WALTER BELL at the May 27, 1998 hearing on the Colorado Initiative. The facility is experiencing dramatic growth and the nearby MOAs will certainly have an adverse impact on future development and operations at the airport.

May not be politically correct to say this, but one of the better ways to tell how serious board member take their appointments, and how much effort and interest they take in representing their constituency, is apparent by the board member reports. Accepted . . . that new members may not have had time to get their feet wet . . . such that they may not be able to contribute constructively. Those of us who appear as guests, however, are there for the purpose of learning what is going on in state aviation . . . and find it disappointing to hear board members appear with nothing to report.

Some of the more significant reports included comments by boardmember Jim Fritz (Western Slope constituency) who noted that the FAA presented the Eagle Airport with an award for the new airport terminal. He also noted that American Airlines will provide five flights/day from San Francisco during the next ski season. Chairman George Brewer bemoaned the lack of aviation awareness existing in the CDOT and spoke of efforts of various board members to educate CDOT representatives on aviation matters. The effort is timely considering that CDOT is in the process of updating its 20-Year Transportation Plan. Where aviation was previously included as an appendix to the plan, under

new policy aviation will be included as an integral part of the plan. Aviation input to the plan will require public support. Meetings for this purpose will start in July in a process that will take nearly a year to complete.

The Aeronautical Board meetings invariably have requests for out-of cycle grants. The normal cycle involves an application period, usually July until about the end of August, followed by board hearings and grant award in the October timeframe. But a lot can happen during the time of grant issuance until completion of construction . . . such as funding requirements for emergency work or unforeseen shortfalls from previously funded projects. Typically, more than half of a board meeting is consumed by actions related to consideration of these requests. To give an idea of the process, at the Fremont County Airport meeting Akron asked for funding to repair a runway lighting system that was installed new only six years ago. It appears that rodents had a taste for insulation covering underground cables. The predictable happened. System failures and high maintenance. The temporary fix was to place cables on the ground. The board agreed to help fund a project that would install the cables in underground duct.

Jim Elwood, Manager, Eagle County Airport presented an interesting dilemma in which the county had successfully acquired approximately \$2 million in FAA funds to acquire land and improve a runway safety area . . . but lacked money needed for the local share. The board came through. Also with funding support for Lake County which lacked funds for a new self-fueling facility, and Steamboat springs for a fuel farm, and Aspen, for a project I can't remember because I was too busy wondering why an airport as financially self sufficient as Aspen would need state monies for anything.

IF YOU WANT INFORMATION ON COLORADO AERONAUTICS AND CAN'T MAKE THE BOARD MEETINGS, call Caroline Scott at the Aeronautics Division. She is grants administrator and has been around long enough to know what is going on. Or Travis Vallin, the new division director. For example, in a call to Caroline today we learned that the division is about to award a grant of approximately \$100,000 for a feasibility study on GPS approaches at outlying airports. It will

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Brush continued from page 7

Memorial Park adjacent to the fairgrounds. Expecting a scorcher, we had brought our swimming suits, and decided to head to the pool after the mule show. The pool was not a designated pick-up point, but Sarah was happy to create a new code for the swimming pool just for us.

The mule show was sparsely-attended, but quite interesting. Getting a mule to do anything is a challenge, but here contestants had to drive their mule-drawn carts through an obstacle course that included straddle-walking the length of a telephone pole, and crossing an orange tarp, which the announcer informed us would look to a color-blinded mule like The Abyss.

The heat got the best of us, and we headed for the pool. Brush's pool was the only place our Fly In buttons were not recognized as legal tender, but a couple bucks a piece gained us admittance. The pool is huge, with a water slide, wadding pool, and a diving area with low and high boards. We had plenty of company as Brush families of all sizes sought the cool refuge of the pool and surrounding Memorial Park for lunch. After a cannon ball contest with Tammy, I relaxed in the sun and watched the inevitable convection building above us.

I would have liked to stay all day, but we were due at a barbecue in Boulder and both the clock and the clouds said it was time to get going. So, after about an hour, we summoned the County Express and headed back to the airport. I was glad I had taken the time to install the Twinkies' reflective sun shields, since the outside temperature was now 105°. I was also glad the wind still favored runway 25 with its downhill departure. Our timing to "get out of Dodge" was good; on our way back to Tri-County we were treated to a spectacular view of a thunderstorm pounding Greeley, and landed in a brisk crosswind.

When Brush announced its Second Annual

Fly In, Tammy and I decided to preserve our perfect attendance. We flew a Skyhawk since the Twin was not available. I convinced my youngest daughter, Samantha ("Sam") to join us, and persuaded everyone to get an earlier start. Not only did we arrive in time for the Lions Club's pancake breakfast (cheap, plentiful, and for a good cause), but we discovered a used book sale in progress in the adjacent library, one of the best bargains of the day. Tammy and Sam dove into the children's section with a gusto that required me to recompute both my budget and weight and balance calculations about twice a minute.

The awesome parade and art show were as good as before, and Sarah Ely not only remembered us, but even our special pool pick-up code. The ice cream social had been moved closer to the pool, and its flavors expanded. We decided to skip the mule show, and were among the first in the pool. Tammy found a frog near the deep end, Sam played in the wadding pool, and I watched the clouds build. Again, we had to leave the party early, which was a shame. Being able to stay for the rodeo and fireworks, followed by a nice night flight back to Boulder, would truly be icing on an already rich American birthday cake.

Scott McClure, who coordinates the Brush Fly In, says this year they're hoping to add blue grass music and sheep herding dog trials. If you go, bring your sunscreen and swim suits. Bring a picnic too, since most of Brush's restaurants observe the holiday. Tammy and I have already booked N733XB. Please come join us for Brush's old fashioned Fourth, and a taste of real Western hospitality.



Eyes on the Pattern

by Paul Buck

Uncontrolled airfields are more fun to fly in and out of. Until recently, I thought they were safer too. I'm no longer sure.

Safety should be, the foremost consideration for all pilots. How many accidents could have been avoided if the pilot had made more conservative decisions or exercised better judgment? Why do so many of us use poor judgment or push the limits in ways that may not lead to an accident today, but.....?

Twice recently at Front Range, in the traffic pattern while I was giving instruction, my twenty hour student asked the question, "Why would he do that? Isn't it dangerous?" If a student can recognize a poor decision or a dangerous situation shouldn't an experienced pilot?"

The first incident happened on a recent busy Sunday. My student and I were working on touch and gos. Turning downwind for our final landing of the day, we heard another aircraft announce 45 to the downwind. I searched for him while my student continued the pattern. Abeam midfield at pattern altitude, I instructed to make a normal pattern and almost immediately, the other pilot called midfield downwind for a full stop. I was getting a bit concerned. When I found him, I was astounded. He was 500 feet below and slightly behind us turning downwind. I made a radio call informing that we were established at pattern altitude above him and intended a full stop. He said he would extend downwind.

We continued our pattern, began our descent, and turned base. I could not longer see the other aircraft. When he made his base call a short time later, I assumed he had maneuvered for spacing. My student did a nice job on final, touched down in the first 1000 feet, and turned off at the first taxiway. As we cleared the runway, I was surprised to see the following aircraft taxi past us to the next turnoff and clear the runway.

Imagine my surprise! He was seconds behind us on final and landing. He landed on the same runway before we had cleared. Could he possibly have had adequate spacing behind us on final? What about FAR 91.111(a): No person may operate an aircraft so close to another

aircraft as to create a collision hazard; or 91.13: No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another?

Here are some of my concerns. With a decelerating aircraft on the runway there is still the possibility of something going wrong. We could have blown a tire or lost nosewheel steering for starters. The following aircraft would have had no options except to run into us or turn towards the dirt. A go around would have been out of the question. One aircraft in a compromised situation is bad enough, potentially making it two, through poor judgment, is irresponsible.

The second scenario involved the same student again doing pattern work. A Super Cub entered the pattern directly ahead of us and began stop and go practice. In itself, this is not unusual or unsafe. My concern was the excessive time the pilot was spending on the runway with a pattern full of aircraft practicing touch and go landings.

On our first pattern after the Cub entered, we went around for spacing. I will not land on a runway with an airplane already on it. Besides, my student needed to do a "real" go around anyway.

We started our climb, called "on the go" offset to the north of runway 08 and watched the Cub start his takeoff roll. We turned an early crosswind with sufficient altitude, airspeed and spacing on the preceding aircraft, leveled the wings, checked the downwind and started our turn. Whoa! Where did he come from? The Cub turned downwind not more than 500 feet in front of us.

I called him on the radio. We don't need to go into specifics here, but he wasn't very nice. He wasn't listening to the radios very well, didn't hear our "on the go" call, and decided to teach us a lesson for cutting him out of the pattern. We called for a full stop then went around for him twice more before we finally got our full stop. We had good go around practice that day, but using an airplane to force a point of view, in a busy pattern, at an uncontrolled field, with student training, is a dangerous way to teach an etiquette lesson. **Safety saves lives.**

also include weather reporting for pilots, a program promoted by boardmember Bill Hamilton.

The economic study of the 78 public and private airports in the state is in a final draft and should be ready for distribution within a month. Caroline hints that it will show some surprising data on the value of individual airports to the communities they serve.

Caroline also shared that there is a real bonanza of used CDOT construction and maintenance equipment available to airports at unbelievable bargains. Selling prices reflect undepreciated capital costs of the equipment. Publicly-owned airports (as well as other state agencies) have first priority acquisition rights. If not sold, the vehicles and equipment will be auctioned off to the highest bidder. Worth letting you airport operator know about this potential windfall.

Forgot to ask Caroline what is happening to the program to update the state aeronautical chart. Gives us an excuse to call back.

MAILING ADDRESSES OF CERTIFICATED PILOTS NO LONGER AVAILABLE to non-government users. Addresses were available on a number of web sites including www.avweb.com and www.aopa.org. And through a number of commercial sources. Existing databases will probably remain in place . . . until hopelessly outdated. Caught the aviation community a little by surprise. Appears to be an FAA action (or overreaction) to pilot concerns about invasion of privacy. Expect to see a lot written on the issue over the next few months.

No indication the new policy will extend to addresses of aircraft owners. That could be next. If so, those of us who own aircraft will miss all those nice mail solicitations seeking to buy our aircraft.

SPEAKING OF THE FAA, WE WERE DISAPPOINTED THAT THE LOCAL FSDO REFUSED TO TALK TO US ON THE ISSUE OF THE PROPOSED ADMINISTRATIVE ENFORCEMENT PROGRAM.

Extensive press on the issue on the Internet. It is a procedure in which FAA inspectors could issue a ticket (as some describe the action) when evidence of a violation is readily available (such as during a ramp check). FAA Form 2150-7 is

the document that would be used for the action.

Aviation interests are concerned that the policy would allow FAA inspectors to issue violations against pilots without opportunity for appeal. The violation forms would go into a pilot's license file for a period of two years . . . where it could adversely impact individuals seeking employment as commercial pilots. (Note: Airlinesnow must review an applicant's FAA license file under provisions of the Pilot's Records Improvement Act of 1996, particularly if the pilot was wrongfully charged.) From an FAA standpoint, the agency looks at the procedure as a streamlining of a process that is already in place.

This must be a sensitive issue. Representatives of the local FSDO office declined to talk to us on the matter and referred us to the public affairs office in the Northwest Mountain Regional Office. We were assured a callback from that office. That was two days ago. Should they return our call we will update you in our next issue. To be continued . . .

FAA CENTENNIAL AIRPORT COMPLIANCE ACTION ON A FAST TRACK. We learned that the FAA is following up on its threat to initiate an investigation should the airport authority restrict Colorado Connection from operating at the airport. In Docket No. 1698-10, signed by Lowell Johnson, manager, Airports Division, Northwest Mountain Region, on May 15, 1998, notice was given to the authority that the FAA has initiated an investigation, pursuant to 14 CFR Part 16, into the denial of an application by Colorado Connection Executive Air Services, to engage in commercial aeronautical activity, pursuant to 14 CFR Part 380.

The authority has until July 1, 1998 to respond to the notice. The notice warns if matters are not resolved by July 1, 1998, and the investigation establishes violations of federal law, grant assurances or federal restrictions on state and local government regulation of air carrier prices, route and services, the FAA may issue a determination that the authority violated federal law and its grant assurances in the operation of Centennial Airport. The FAA also warns that the authority could be found ineligible for FAA grants, and ineligible to receive payments on existing grants until this matter is resolved.

Next move . . . Centennial Airport.



Colorado Pilots Association

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