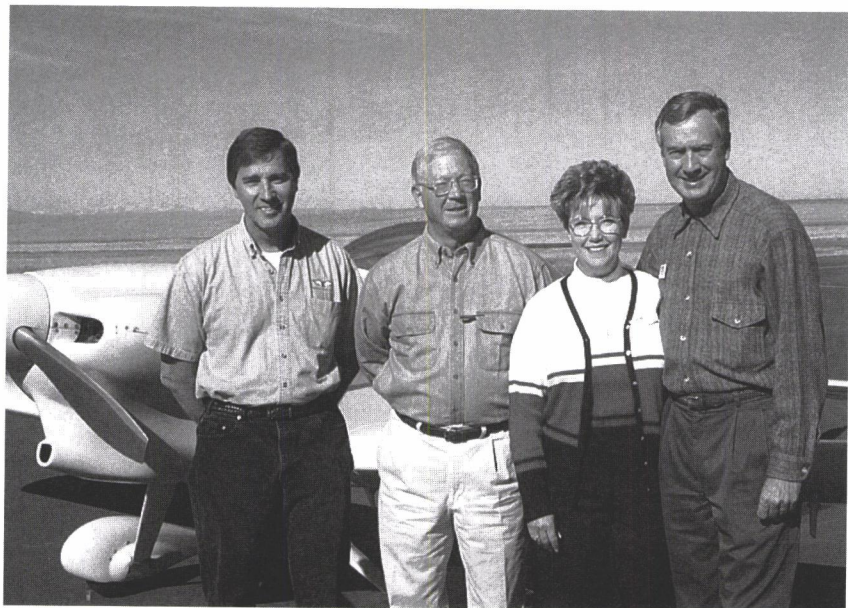


CPA FLIGHT LINES

Volume 17, No. 8

November/December 2000



Welcome newly elected Colorado Pilots Association board members. From left to right, Doug Mass-president, Walter Bell-vice president, Sarah Jane Dolliver-secretary, and Bart Jones-treasurer. The gang looks forward to another big year for CPA. Lets keep our membership growing!

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Ex-President's Message

As I write my final president's message from the terminal Building at the Boulder Airport, the mountains are invisible, the runway is coated with ice, the aircraft are heavily frosted, and snow is on the way. A couple of dedicated students are receiving ground instruction, but otherwise the airport is as quiet as I have seen it in 5 years. I wish I had the right airplane and the right destination so that I could climb through this cold mist to the sunny day that exists only half a mile away – straight up.

I guess I had better tell a flying story that goes with this type of weather. I have a good friend named Klaus who many of you have heard of. We met ferrying aircraft transatlantic and he is full of good transatlantic adventure stories. One of my favorites involves cold weather and snow. It seems that a friend of Klaus' was delivering a Beech 18 across the Atlantic. He was over the Greenland Ice cap – a glacier the size of Mexico over 13,000 feet high – when one of those wonderful Pratt and Whitney 985s lost power. The pilot secured the bad engine and was flying along happily on one when he realized that he would not be able to maintain enough altitude for long enough to get clear of the ice cap. He was landing. He feathered and secured the good engine, cranked both props horizontal, called for help, and set it down undamaged in the fresh snow at about 12,000 feet. The authorities came and collected him with a helicopter and took him to a phone whereupon he called Klaus. Within one week Klaus and he were back at the site with a 206 on skis, and parts to repair the engine.

They lowered the gear, fashioned temporary fall-away skis, dug long trenches to allow for taxi, warmed up the engine, and

flew the Beech back off. Sometimes it takes a bit more work, but it is often possible to fly safely in tough winter conditions.

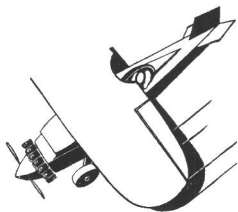
We just finished the coldest November since the 1880s but there was still a lot of flying out of Boulder. We are all fortunate to live and fly in a state where there is generally plenty of good flying weather in the winter. Make your plans for the spring, but keep flying all winter when you can

Two years have gone by quickly and I am no longer the president of the Colorado Pilots Association. I have enjoyed being President and I feel very honored to have held the title. Thanks to all those who did the hard work necessary to keep the organization functioning over the last two years. I don't expect Doug to need as much help as I did, but if he gets half as much he will have no problems. I leave the presidency with our Association in the same good financial condition I found it and with membership at an all time high. I am confident that we can continue to grow and prosper and make general aviation in Colorado more fulfilling and safer for all. I look forward to serving as a Trustee and I will try to continue to write for the newsletter and volunteer where I can.

Sarah and I are hoping for a couple more flying adventures this year. Watch this newsletter for another trip out of Africa (maybe), another story from FlightSafety, and more.

Thanks again to all of you. Stop by Flatirons and say hello when you can.

----Will Barclay



CPA Christmas Party 2000

The annual CPA Holiday party held Dec. 2 at the Double Tree Inn, was bigger and better than ever this year. This party has the best CPA turnout of all the activities we do during the year, and it's not without a good reason. It's fun to renew old friendships, see fellow pilots we haven't seen for a long time, and win some fabulous door prizes.

This year we have several generous door prize donors to thank:

Nelson Aviation Products, www.nelson-aviation.com, for over \$650 worth of aviation products.

Jim Wark Photography, Jim is a professional aerial photographer and donated a beautiful framed and signed aerial photograph.

Doug Blake & Front Ranger Hangers, for two certificates for 25 gallons of av gas each.

Dean Hall, EAA & CPA member, for an exciting ride in his RV4

Bill Lindenberger, CFII, MEI, for two hrs of instruction or annual flight review plus a car wash kit from **Len Lyall Chevrolet**.

Bill Hamilton, AOPA Central Regional Rep, a gift from the AOPA organization

Mark Stevenson, Regional Sales Mgr, Cessna Aircraft, a book on the history of the Cessna aircraft

Carl Mason, for a wonderful gift of simulator time

And last, but not least, a super thank you to Sarah Jane Dolliver, who was head honcho of this whole thing: she set it up, took the reservations, paid the bills, and made sure there were plenty of door prizes. We all appreciate your efforts Sarah Jane!

Small Town Escape

by Sarah Barclay

When was the last time you slept in a town with a population of 1,696? Will and I were not sure if we *ever* had but Saratoga, Wyoming sounded good. It comes highly recommended by CPA members John and Cheryl Webb, it has an 8,400 foot strip, its close, its quiet, it has an outdoor hot spring and we needed a break.

If you need shopping, night life, and fine southwestern cuisine or sushi in your getaways, stay home. If you want a break from work, cell phones, hockey practice, cooking, and kid shuttling, pack your backpack, check weather, grab a Cheyenne sectional and a good book and head north. It was so quiet and non-eventful in Saratoga that Will joked with relief that we would be bored by the time we walked down the hill from the airport. You do not need a car in Saratoga to get around. Rental cars are available at the airport but only in the summer months.

The flight was a perfect ten. Over the Medicine Bow Range and down the North Platte River Valley at 200 AGL with nary a bump and the power pulled back to twenty inches does not get much better. Ghost ranches litter the valley. The snow was fresh. Elk and coyote tracks traverse the hillsides. Towns with names like Encampment, Coalmont, and Kings Canyon make it easy to imagine your self time warped into the middle of a dime store novel, maybe *Cowboy Willy's Escape from Encampment*?

We stayed at Hotel Wolf, which was built in 1893 and originally served as a stagecoach stop on the Encampment to Walcott Stageline. The Wolf is in the center of town and sports a nice restaurant, bar, and pool table. According to our waitress, Kay Marie Erna Wilder, steak is the best way to go at the Wolf, followed by the chocolate mousse. The rooms are clean, cozy, and old fashion. Our room was about \$65.

We prowled about town to see what we could see. There is a large wood mill, a nice breakfast place called Lollipops (get the homefries), and an excellent cigar shop where you can by Cubans, get your haircut and buy model airplanes. The hardware store is a classic. It has oiled floors, toys, washing machines, water heaters, bicycles, hunting equipment, ranch equipment, and Aviator playing cards. Will had his Leatherman sharpened for free. On our sortie about town we saw more deer walking the street than humans. Are you guys getting the picture yet? This town is quiet.

On our way to the hot springs we ended up at Great Rocky Mountain Outfitters and chatted with proprietor Bob Smith, his wife Merry and their two dogs Sunny and Kasey. Bob has been fishing the Platte for over 20 years and is the largest outfitter in town. He also has two exceptional riverside cottages that are only \$65 a night in the off season and can sleep groups. In addition to running



The Hotel Wolf in Saratoga, Wyoming was built in 1893. Today, after extensive renovation, the hotel affords a Victorian atmosphere in antique-filled rooms and in the dining and cocktail areas. The restaurant enjoys a regional reputation for excellence. Their homemade holiday eggnog is delicious!

trips on the river through out the year, GRMO has an excellent retail shop with all the outdoor and flyfishing goodies.

Hobo Pool was the highlight of the trip for us. It was even better than the hardware store. It is free and open 24 hours every day of the year. Much of the history of Saratoga revolves around the hot springs and thermal waters. The temperature ranges from 117-128 degrees. The pool is clean and has a nice changing room. Waterfowl and local Labrador retrievers provided a nice ambiance.

Departure day had weather in the afternoon forecast. We dropped the key through the 100 year old drop slot and headed up to field. Four deer walked across the street. Merry and the dogs

drove us to our plane. We paid our four dollar tie down fee and tried real hard to find antelope on the runway (one of the hazards of flying into Saratoga according to the AOPA Guide) on our departure. A slow circle around town and a climb over the mountains found us home less than forty five minutes later. We wished the flight could have been a bit longer so our cell phones would have had a bit more time to rest.

Hotel Wolf: 307-326-5525

www.virtualcities.com

Riverside Cottages & Great Rocky

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www.grmo.com



Walt Barbo

TALL FM RADIO TOWER JUST WON'T GO AWAY. Following an unsuccessful attempt to construct a 1,995 ft agl radio tower in Adams County near the northeast boundary of the Denver Class "B" Airspace, the proponent has now shifted the proposed site to a location about 3 nm southwest of Agate in Elbert County. About 35 nm south of the Adams County site. Less than 10 nm outside the southeast boundary of the Denver Class "B" Airspace. Same height above ground. In an area used extensively for flight training . . . by aircraft from the airports of Centennial, Front Range, and Aurora Airpark.

Not that we expected the proposal to go away. If the proponent could successfully build the tower, it would be worth millions. We in the aviation community can argue how hazardous the tower would be to general aviation activity. Tower proponents, however, see only the dollar signs. We are poles (or towers) apart. With the political process as the only means of challenge. **THE FAA WILL NOT HELP!**

Typically, if a proposed development does not intrude into IFR airspace, and if it meets minimum criteria for obstruction marking, the FAA will not object. The FAA determinations appear to be entirely clerical . . . with complete reliance on "adequate

marking" as a basis for determinations that proposed development would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft. It also appears that the agency chooses to wash its hands of anything that does not effect operations by commercial aircraft . . . and leaves issues of GA concerns to the local general aviation community and local governments.

How can anyone take a position that a tower, sticking up nearly 2,000 feet above the ground, in an area of extensive general aviation operations, NOT be a hazard to flight? Yet, that is exactly what the FAA has done. On the Adams County site. And an identical determination (dated 10/27/00) for the Elbert County site.

CAN ANYTHING BE DONE? Not through the FAA! Regional Airspace Offices (in the Air Traffic Division) process the paper and solicit public input from the aviation community on possible impacts of a development proposal. However, if the FAA Flight Standards Division determines that a development is adequately marked, the Airspace Office will, routinely, make a determination of "NO HAZARD TO AIR NAVIGATION." No matter what the aviation community thinks. As long as Flight Standards states the development is adequately marked.

And the Flight Standards goes by clerical logic that, as long as an obstruction is marked with high intensity strobe lights, pilots should be able to see and avoid an obstruction.

Over the years, I have pondered this issue frequently. Is it a "cop out" on the part of FAA? The agency does have a safety mission. For example, look at the current emphasis to minimize accidents from runway incursion. Yet, when one looks at the incidents of aircraft accidents from encounters with tall towers, I suspect towers cause a much higher accident and fatality rate than occurs from runway incursions.

FORTUNATELY, THE FAA DOES NOT HAVE THE FINAL VOICE ON THESE MATTERS. There is a recourse through use of the local political process. Local government can say NO! And this was the route taken in fighting the Adams County proposal. A cooperative effort by the Colorado Pilots Association, State Aeronautics Division, Front Range Airport, and the Colorado Aviation Coalition made a successful appeal at a hearing before the Adams County Commissioners and zoning for the proposed tower was denied.

Procedurally, a proponent first seeks airspace approval from the FAA. The aviation community is invited to submit testimony on the proposal. The outcome, however, is predictable. For the Elbert County tower, six proposals were submitted. All were rejected on the basis that, if adequately marked, the proposed tower would not be an obstruction. Quoting from the FAA determination: "Federal Aviation 91.119(c) requires avoidance of structures by 500 ft. VFR flights should not

enter clouds and thus would not be harmed by the tower in cloudy weather. Provided pilots fly in accordance with FAR 91, they would be warned by the high intensity strobe lights in sufficient time to avoid the structure by 2,000 ft at 165 kts. (AC 70/7460-1K, Appendix 2, paragraph 3). This structure would also be equipped with a standby generator to negate or minimize the risk of having no lights on the tower. Obstruction lights or marking for guy-wires have not been developed."

The local government process starts subsequent to the FAA determination. It typically requires a submission before the County Planning Commission and opportunity for public hearing. The Planning Commission then forwards a recommendation to the Board of County Commissioners. The Board meets in public session and allows testimony on both sides of an issue. Decisions by the county board are the final determination of whether a proposal such as the tower will fly. In the Adams County proposal, the Board denied zoning for the tower.

The Elbert County proposal has gone through the first step of gaining FAA approval . . . but has yet to start its way through the local process. A call to the Planning Commission revealed that the application had not yet been received. Even if received today, it would be unlikely that a public hearing on the proposal could be scheduled prior to the first of the year. When scheduled, expect the aviation community team to be there in force.

Though I may appear somewhat critical of the FAA role in these matters, it is worth noting that the agency has little prerogative. It is

charged with administering strict application of handbook procedures. The agency does not try to influence decisions of local government on matters subsequent to the determinations. Proponents, however, probably feel they have the FAA blessing in the aftermath of a determination of "No Hazard to Air Navigation." Which leaves a burden on the aviation community to prove otherwise.

TWO COLORADO AIRPORTS RECEIVE RECOGNITION

AWARDS under the Colorado Pilots Association Annual Airport Recognition Program. Presented at the CPA Annual Meeting on November 4, 2000, Pueblo Municipal Airport was recognized in the Commercial Service Airport Category. The certificate read, "CY 2000 OUTSTANDING AIRPORT AWARD, in recognition of its contribution to general aviation through friendly, courteous FBOs, an ATCT staffed with controllers who handle a wide range of traffic with exceptional courtesy and professionalism, and a convenient and friendly restaurant."

Harriet Alexander Field, Salida was recognized in the general aviation category. The certificate read, "CY 2000 OUTSTANDING AIRPORT AWARD, in recognition of its contribution to general aviation by providing an exceptionally well maintained facility with a welcome mat that includes courtesy cars for transportation and personal involvement of airport staff to assure visits to this exceptional recreation area are a pleasant and memorable experience."

The awards are part of a new program to recognize airports that have gone out of their way to provide excep-

tional services and facilities to general aviation. Nominations are submitted by CPA members and selected by an awards committee. The awards this year were selected from a group of thirteen nominations.

OPERATORS OF AURORA AIRPARK GAINED A BRIEF REPRIEVE

Amendment, Question 2F was defeated in the general election. The amendment would have permitted Aurora, among other things, to provide services for a motor sports facility on a 5,500 acre tract which encompasses Aurora Airpark. The tract is in unincorporated Arapahoe County on land extending from the airpark eastward to the Watkins interchange on I-70. Significance of the vote is unclear. While it apparently prohibits Aurora from providing services such as water and sewer, there is precedence where Aurora has sold utility services to adjoining districts . . . such as the services Aurora currently provides to Front Range Airport.

This is not the first time Aurora Airpark faced the threat of closure. There were a number of financial crisis through the years. And the development of DIA seemed certain to consume its airspace. Because its location was right under the final approaches to Runways 35L and 35R at DIA, it seemed certain that Aurora Airpark would be closed. Thanks, however, to a strong aviation community involvement, including the leadership of Colorado Pilots Association in design of the Class "B" Airspace, a compromise was worked in which the floor of the Class "B" segment over Aurora Airpark was set at 6,500 ft msl.

This left 820 ft agl of airspace in which Aurora Airpark could continue operations. Fairly tight . . . though workable. But a continual irritation to DIA ATC controllers because of the frequent intrusions into Class "B" Airspace.

And now a new crisis. Threat of a private developer taking over an airport where the FAA couldn't. In the first round of the current threat, or is it the second or third round, the political process has thwarted development of the motor sports center from going forward. But this will change. Aurora Airpark is on a month-to-month lease arrangement on land owned by an investment group and held for future development. As soon as the right deal jells, don't expect its loyalty to be in support of airport retention. It is just a matter of time. The airport will be gone. With or without continued support from the aviation community.

SOME NEW WEB SITES WORTH A LOOK . . . though not necessarily a second look, include: <www.airportdiagrams.com> with a database of about 2,500 airport diagrams that can be selected and printed. Each depicts runway and taxiway layouts under a program that is publicized to support the FAA "Runway Incursion Program." Couldn't help but notice the disclaimer at the bottom of the opening page which states, "This information is not FAA approved. The diagrams provided with this site are NOT intended to be a substitute for FAA-approved publications. These diagrams are simply provided as a rough guide for the convenience of our pilot friends. Pilots should always use available FAA-approved charts and diagrams." In my view, the diagrams which appear in

NOOA and Jeppesen approach plates provide better drawings and are FAA approved. While the diagrams on the Web site are in color, the background colors make the diagrams difficult to read. They also use an excessive amount of ink when printing. When I wrote to the company with these observations I was told the diagrams can be printed in different ways and that the link on printing tips will help the average pilot/printer. It didn't . . . <www.maptech.com> is a commercial map site; however, it has a variety of maps that can be downloaded free. Including topographic, marine and aeronautical charts. The aeronautical charts seem to be a photographic image of a small segment of current Sectional Charts. Exceptional quality when printed on photographic paper. Image size, however, is only about 4 inches square. Not a substitute for a current chart. But useful for trip destination planning purposes. The site also contains some nice aerial photography of select coastal locations. <www.aero-news.net> is my favorite for a daily news on what is going on in the aviation community. Nice balance between commercial, general aviation and military. This site has been online since the beginning of the year. Exceptional reporting. A must for everyone with Internet access. <www.airbase1.com> is CPA member Rob Duncan's Web site. Worth mentioning for a couple of reasons. First, it has truly matured since Rob and wife Andi created the site a few years ago. When I looked in on the site this evening, I was the 2,281,028th visitor since May 1, 1997. It features the Aviation's Yellow Pages with list-

ings of 12,000 aviation businesses, an airports section with anything one might want to know on facilities and services. Nice mapping capability and a general aviation calendar of events (same calendar as appears on the CPA Web page). Worth mentioning the site for the additional reason that the Duncans have gone out of their way to host a number of sites . . . including <coloradopilots.org>.

EXPECT THE ANNUAL ROCKY MOUNTAIN AIR FAIR TO SLIP A YEAR. The Air Fair has been staged at the Wings Over The Rockies Air & Space Museum for the last several years. An ideal location, centrally located, with a aeronautical ambiance impossible to beat. However, the Museum no longer has space to accommodate the seminars which make up a vital part of the Air Fair. As the

Museum has expanded its exhibits, most of the rooms previously used for seminars are no longer available. This is all expected to change over the next year as the Museum aquires additional buildings. During the interim, Air Fair takes a sabbatical.

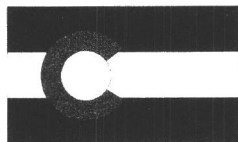
UNLESS AN AIRPORT VENUE PROVES TO BE A SUITABLE LOCATION FOR RM AIR FAIR

2001. The thought of an airport venue would add a new dimension to the Air Fair . . . with opportunity for flying exhibits and participant fly-ins. Potential sites are being investigated. However, the logistics challenges are immense. How to handle adverse weather? Exhibit space? Same challenge with seminar rooms. All of which work against a 2001 event. But not completely ruled out.

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For Sale-Complete exhaust system for a T210L -

TS10520, \$250.00. Call Bill 719/481-3230.

For Sale - 1974 Bonanza V-35B based 2V2,

www.wright.com/bonanza.html or call Douglas Tabor @ 303-652-0708(h),

303-272-5266 (w)

For Rent-New T-Hanger in Weld Co. airport. Insulated with electricity, lights, and BI-Fold door. Frank. 303-648-3461

For Sale- Sharp 3 bedroom, 2 bath ranch for sale at Park Land Estates Airpark in Erie, Colorado. Sweeping mountain views, 2.3 acres. Hangar site adjacent to taxiway. Possible taxiway extension to property. 4-car garage with workshop. Room for RV/boat. Call Tom MacKenzie @ Century 2 Gold-Erie. (303) 664-9324; (303) 828-1262.

For Sale- One serviceable blade and hub for rear prop on turbo 337- \$200 obo. One ATC 610J Simulator with rudder pedals. This is a real cockpit simulator w/ the wheel, throttles, mixture prop control, and gear lever. Has instruments and radios for all approaches and the software for operating in certain US. areas. Includes all manuals and charts. Like new, low hours. \$2000 obo 303-758-2380 or 970-728-4295.

Lanceair 360 For Sale \$30,000. All glass work complete, Call Gary Irwin, 970-481-2834.

For Sale- Diecast metal airplane banks. Large assortment - Mustangs, Corsairs, Stearmans and more. 10% discount to fellow CPA members. See them on my website - <http://piperpilot1.hypermart.net>

Partner Wanted-1987 Bonanza A-36, E-2391,turbo-normalized, tip tanks, Ultimate engine w/Millennium cylinders, high performance aircraft, based at KPUB. 303-247-9061, r.w.randolph@worldnet.att.net

Wanted: Used David Clark HEADSETS. (We use them for our rental pilots.) Please e-mail me with the model number, approximately how old they are and how much you would like for them. Thank you! Deanna Strand, ifyl@strandflying.com or call (970) 243-1 FLY.

For Sale-hangar manufactured by "Diversified," \$12,500. Platte Valley AirPark, Len Adler, 303-988-6193.

1/4 Mooney Share available. 1965 Mooney M-20-E, new engine in 1997, IFR equiped, 3200 total time, share costs \$12,000, hangared at Jeffco. Call George o:303-433-3434 or h:303-429-8079.

We do fabric work! A&P, IA certified fabric, call Rick or Gary 970-481-2834.

For Sale-Continental A-75-8, O-SMOH, tapered shaft, w/carb, mags and logs-\$3,800. Call Bill, 719-597-1620/Fax 719-636-5060 or e-mail billchandler@friwoemc.com

For Sale-black leather 3rd bench seat for turbo 210. Excellent condition. Needs a good home and to be flying again. Call Bill or Penny Hamilton, 970/887-2101.



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).

Membership Renewals

Arthur Mott, Waxhaw, NC

Bruce Barr, Rifle

Homer Lyle, Aurora

Michael Jolovich, Granby

Chris Stults, Wray

Bill Totten, Aurora

Michael McRhodes, Erie

Gary Jamieson, Denver

Edward Haase, Evergreen

Carl Mason, Parker

Walt Giffin, Pueblo West

Walter Bell, Denver

Gilberta Jones, Denver

Bob Doubek, Centennial

Marilyn Brand, Lafayette

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Burke McClure, Highlands

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Thomas Hanson, Evergreen

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Martin Prater, Denver

Dailey Bugg, Colorado Springs

James Martin, Lakewood

Dr. Lynn Ferguson, Longmont

Bruce Prestien, Sherman, TX

Harry Young, Pagosa Springs

Foley Gordon, Denver

Shara Stevens, Boulder

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Colorado Pilots Association
APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____ Spouse _____
Street Address _____
City _____ State _____ Zip _____
Phone(H) _____ (W) _____ E-mail _____
Pilot Rating Held _____ Profession _____
A/C Owned (make) _____ Model _____ N # _____
Principal airport based at or flown from _____

Applying for:

- ☐ Renewal or
☐ New Membership
☐ *The Flyer subscription (formerly GA News & Flyer) ***
☐ *America's Flyways (formerly Aviator's Journal)**

Check enclosed, payable to CPA, to cover membership & Flight Lines Newsletter:

- ☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership
☐ \$100 for corporate membership (includes 3 free 1/2 page ads)

** Add \$19/one year only

* Add \$7.50/year

Mail to: CPA
P.O. Box 200911
Denver, CO 80220

I am interested in serving as an Area Representative for the _____ area.

I am interested in serving on the following committees:

- | | |
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| ☐ Airspace | ☐ Membership |
| ☐ Air Classic | ☐ Newsletter |
| ☐ Education | ☐ Programs |
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