

# CPA FLIGHT LINES

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Sedona, AZ airstrip, from left to right: Debbie Jensen, Jan McKenzie, and Kathleen Morse, helping to tie down the Morses Cessna 206 at the CPA November fly-in trip.

HAPPY HOLIDAYS TO ONE AND  
ALL



# President's Message

By accepting the position as president of our association I violate all of my personal philosophies on organizational leadership. I have always advocated that our leadership should be made up of newer and younger faces rather than a few of us old goats . . . who never seem to drift away. And here I come on board as what has to be your oldest president ever. However, I promise not to stay too long. For only a year. After which I hope you will see a number of bright new faces around.

But I am not the only one getting older. As I look around, I can't help but notice that the average age of our membership is also getting older. At least, in my observation. Of members participating in our various activities. This could be reflective of the high cost of flying, a cost that is not affordable to younger pilots. But it could also be an indication that what we have to offer as an organization does not satisfy the needs or interests of younger pilots. Which would give me a great deal of concern . . . since the future strength of any organization is dependent on its ability to attract and retain members with a wide variety of interests and economic characteristics. So, expect your leadership to do considerable soul searching on how we can best accommodate the needs and interests of our members.

Obviously, we are doing a lot of things right. Membership continues to grow. We currently have over 700 members and I couldn't help but notice, in our November mailing, that over 50 of our members are from

out-of-state. We publicize ourselves as a statewide pilot association, but obviously, we offer a service that reaches much farther than the State of Colorado . . . though I doubt that we will ever give AOPA much of a challenge as a national organization. Of possible interest, about half of our new members gained membership through forms posted on our Web site. Which may explain the relatively high number of memberships from out-of-state. But it also is an exceptional testimony to the value of a quality Web site and the visibility it gives to our organization.

Looking ahead, I think it in our interest to seek increased membership. However, there are some things that I feel we can do to improve the effectiveness of our organization as well. Particularly in the aftermath of the September 11 tragedy. Security will be certainly be one of the major concerns of airport operators and governmental agencies. As the dominant representative for pilots in the state, we could and should have a constructive input to policies affecting the general aviation aircraft operations. We have a history of actions in support of pilot rights. Much of our activity is reported to you in my column of "Heard Along the Flight Lines." With all that has happened, I expect that our involvement as an activist to protect pilot rights will intensify. In which case, having an "old war-horse" at your helm may not be all that bad. ###



## Sedona AZ even better seen from the air

### CPA Fly-In to Sedona AZ

by Jan McKenzie

The Sedona Nov. 9-11 fly-in drew 11 airplanes and 23 participants. We experienced amazingly good weather from beginning to end. Some even had easterly tailwinds on the way out and everyone enjoyed mild temperatures and sunshine. The broad views of the red rocks and cliffs in this wonderful area were at their best, and as you came in to land, aerial views of the rock formations were dramatic and majestic.

We had Friday lunch at the fine restaurant right on Sedona's mesa-top airport. In the afternoon small groups headed



Sedona Airport Cafe, CPA members meeting there for lunch

off to some of the many great sights and attractions in the Sedona area. Among the activities were hiking in spectacular Oak Creek Canyon and viewing dramatic 12th and 13th century Native American petroglyphs.

For happy hour we all relaxed at pool-side enjoying appetizers, drink, and good fellowship. Dinner at *El Rincon*

in the old historical Tlaquepaque square featured patio dining. Their outdoor heaters took the chill off the evening air--as did the delicious food and margaritas.

Saturday small groups again formed for a variety of tours. Most did two half-day events. Several went to Montezuma Well, a geologically fascinating sinkhole that served ancient cliff dwellers as a source of irrigation water.

The canal still flows. Other trips included a hike around Bell Rock and a trolley tour of the historic sites of Sedona. Happy hour was just as happy as Friday's. The evening's finale was dinner at *Heartline Cafe*. This was a truly excellent meal-everyone came away happy and we would recommend for future visits...We also sat outside, and stars filled the sky, a snapping fire and fancy heaters kept us warm.

Sunday most headed back-though some stayed on, lured by Sedona's scenic beauty into a bit longer of a vacation. Three airplanes, flying together, detoured to Santa Fe on the way home. Lunch at *Pasquals* was the perfect capstone to a really great weekend.

We were especially pleased to have some new faces at this event. This was Lynn and Shirley McCulloch's first CPA fly-in. We hope to see them as well as other new participants at future events. Watch for announcements of the 2002 program. ###



## HEARD ALONG THE FLIGHTLINE - by Walt Barbo

**ADAMS COUNTY COMMISSIONERS APPROVE CONSTRUCTION OF 1,995 FT AGL RADIO TOWER.** At a hearing on October 29. To no one's surprise. Considering the strategy used by the proponent to offer free antenna space on the tower for Adams County police, fire protection, medical, and a variety of emergency use communications.

With the consequence that it was no longer a consideration of potential hazards to general aviation from construction of one of the tallest radio towers on earth. It quickly became an issue of us against them. A contest of the interests of a few general aviation pilots against the critical needs of emergency communication requirements for Adams County.

A brilliant strategy by the proponent. Which left the commissioners in a predictable situation of yielding to the interests of their most vocal constituency.

But it was not a complete loss for general aviation. At a prior public meeting, the commissioners had wisely asked the proponent to seek a compromise solution that would be acceptable to the interests of Front Range Airport. In earlier testimony, CPA and other aviation advocates had testified against the proposal

over concerns about the potential hazard of the proposed tower to VFR general aviation traffic routing around the east side of the Denver Class Bravo Airspace (the tower is located within three miles of the Class Bravo Airspace), and the adverse economic impacts that would accrue to Front Range Airport.

Which may have influenced a stipulation in the Commissioners' approval. The stipulation (offered by the proponent) provides that \$400,000 will be placed in an escrow account for use by FTG to construct a control tower, plus \$100,000 for each additional commercial broadcasting antenna hung on the tower.

The payments are based on the logic that an ATCT will mitigate some of the flight hazards and adverse economic impacts associated with erection of the radio tower. The radio tower should be in place by July of next year. And if FTG can get its financing package together, the ATCT in place the year following. At least, it wasn't a "win/lose" solution to a difficult issue.

General aviation got something out of the decision. But I still felt like a loser when observing the hugs and embraces engaged in by the proponents following the decision.

**ARBOLES AIRSTRIP UPDATE.** The aviation community had hoped that the Colorado Aeronautical Board

would take a proactive stance towards reopening this backcountry airstrip located on Navajo Reservoir.

As reported in earlier issues of FLIGHT LINES, closure of the airstrip appeared to be a unilateral action by park management of the Navajo State Park. Which, as part of its strategy, may have "used" the Colorado Aeronautical Division in an airstrip inspection which left some questions as to the safety of the airstrip for continued operations.

While there is some question as to the interpretation of the Division's findings, State Parks used the report to support its position that the airstrip should be permanently closed. General aviation proponents, unable to find a favorable audience within Navajo Park management, appealed to the director of the Colorado State Parks for assistance in reopening the airstrip.

Fortunately, the director had personal experience in flying Alaska "bush operations" and was appreciative that the Navaho Airstrip was a "piece of cake" compared to most backcountry airstrips in Alaska. And committed to seek clarification on safety issues related to reopening the airstrip.

He forwarded a letter dated September 7, 2001 along those lines to the Colorado Aeronautical Division. However, Navajo Park management supporters were also active in their lobbying efforts and somehow convinced Carol DeAngelis, area manager of the US Department of Interior, to write a letter (dated August 22, 2001)

to the director of the Colorado Division of Parks which, in effect, said lay off. In her words, "We believe the closing of the airstrip was a prudent and reasonable action. We do not view this particular airstrip in the same sense as a backcountry airstrip in Alaska or other remote parts of the country.

We believe we are in a different situation at Navajo State Park since we have five public airfields close by (Durango, Pagosa Springs, and Cortez, Colorado; and Aztec and Farmington, New Mexico; and one being constructed below Navajo Dam). With three public airfields in close proximity we do not believe this particular airstrip, that was unauthorized to begin with and is not accepted by the States of New Mexico or Colorado, is necessary or needed. We do not consider this an underserved area."

Copies of the DeAngelis letter were, of course, sent to the Colorado Aeronautical Division. Not to be outdone, supporters of the airstrip engaged in a petition drive under a banner which read, "We, the undersigned, protest closing of the airstrip at Arboles, Navajo Lake State park. This Colorado/New Mexico airstrip is the only backcountry airstrip that allows immediate access to a state park, camping and boating.

We petition the State Representatives and Recreation Director to reopen the Airstrip, a valuable state resource in Southern Colorado." Petitions with hundreds of pilot signatures from the

Colorado general aviation community were submitted to Dale Hall, Chairman of the Colorado Aeronautical Board, at a joint conference of the Colorado Airport Operators Association and the CAB in Greeley on October 25.

However, CAB Chairman Dale Hall said, in consideration of the two letters in his possession, one from State Parks and one from DeAngelis of Interior, he was unwilling to get further involved until there is some clarification as to who has authority over the airstrip.

Hall did say CAB policy was to support the retention of all airports (and airstrips) in Colorado and commented it appeared the CAB, in this case, was used to support a decision the Park Service had already made about closing the airstrip.

SO WHAT HAPPENS NEXT WITH ARBOLES? Lets face it! The pilot community is engaged in a power play with Navajo Park management. One it has lost to this point. With the only apparent recourse . . . an appeal to the Secretary of Interior. Failing at that level, forget Arboles.

WILL THE CRESTED BUTTE AVION AIRPORT ALSO BECOME A VICTIM OF POLITICAL DIFFERENCES? Here is a strange situation in which a land developer, approximately 15 years ago, constructed the airport at Crested Butte as a residential airpark. For whatever reason, the development

did not prove particularly successful. I was told by one source that only two airstrip lots were sold. Through the years, however, the airstrip gained importance as an emergency access to Crested Butte and became a popular destination spot for general aviation visitors.

One of the runway lot purchasers, Mr. Carlo Cesa, developed a small FBO on his lot in the hopes of encouraging further general aviation access to the community.

After all these years, however, the land developer appears to have changed his mind about continued use of the property as a residential airpark and has taken a number of actions which would result in closure of the airstrip. Offers have been made to buy back the airstrip tracts sold to the two purchasers . . . which doesn't appeal to Carlo Cesa.

He tells me that he has invested too much of his time and energy, and most of his financial resources in developing his property, and doesn't want to leave.

Attempts to negotiate a settlement of the situation have failed and gotten outright nasty . . . with reports of vandalism, theft and destruction of property. The issue is now in the courts and may not be decided until ruled on by the Colorado Court of Appeals. Meanwhile, Carlo informs me the airport is open and, weather conditions permitting, will be available through the winter for access to the ski resort at Crested Butte.

On November 7, under a banner reading, "Airport Under Attack," Aero-News.net carried a feature article on the airport and its problems. The article appears in the airport Web site at [www.cbairport.org](http://www.cbairport.org). Along with a running commentary on the current status in the ongoing battle to save this airport. Recommended reading!

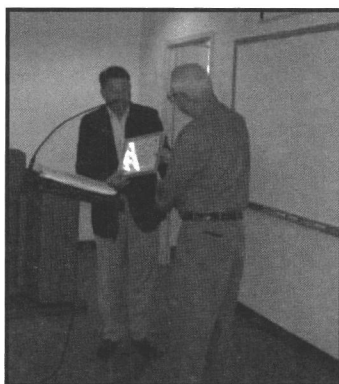
**THE FUTURE OF COLORADO AVIATION IN THE AFTERMATH** was the general theme of the CPA Annual Meeting at Jeffco Airport on November 3, 2001. With its location of only three miles from Rocky Flats, the airport was closed to flight operations by the Nuclear Site Temporary Flight Restriction. And interrupted plans for several who wanted to fly their aircraft to the meeting, including Pat Wiesner who had planned to fly his DC-3 over from Centennial Airport.

**"WELCOME TO OUR QUIET LITTLE AIRPORT"** . . . Jeffco Airport Manager Jeffrey Price's introductory remark at our annual meeting. The meeting room was on the second floor of the terminal building with a panoramic view of the aircraft operations area and the Front Range of the Rockies. Not an aircraft moving. A strange sight for an airport as busy as Jeffco.

Jeff reported that about 100 aircraft left the airport the day before during a four-hour "open window" in which aircraft could be repositioned to airports not under the restriction. He

noted that many Jeffco-based flight school aircraft were relocated to Longmont . . . and mused about the possibility of a Longmont branch office. In a more serious vein, he saw the September 11 aftermath problems as temporary and spoke of the long range development plans for the airport.

## AERONAUTICS DIVISION



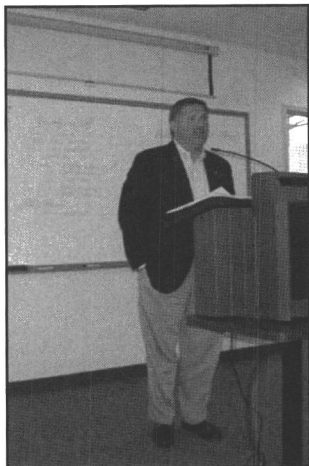
DIRECTOR TRAVIS VALLIN

reported about a one-third drop in revenue flow to the Colorado Aviation Fund in the aftermath . . . a change that could be long lasting . . . with predictable consequences in the Division's ability to fund aeronautical programs. This in the face of increased federal funding for airport development projects, projects in which airport sponsors are required to match at least 10% of the development cost, and a local amount that airports are often unable to raise without state assistance.

As an indication of what is happening, during the period from 1992 to 2000, 32% of disbursements

were for this project type. During 2001, state funding for this type of project had increased to 64% of total disbursements. (Data from Aeronautics Division 2001 Annual Report, which, incidentally, is an outstanding report on Division activities. Complementary copies available at the Division's office at Front Range Airport.) This reflects an obvious change in how and where the Division distributes funds. Travis commented that participation with sponsors on federally funded projects gives more bang for the buck in airport development. These types of projects are top priority for state grants. Followed by funding for maintenance related projects.

Under a logic that timely funding for maintenance will preclude major investments later for reconstruction of airport runways and taxiways. No word as to whether the Division will continue funding aviation education.



Centennial Airport Director, Robert Olislager

CENTENNIAL AIRPORT EXECUTIVE DIRECTOR, ROBERT OLISLAGER, ADDED A SOBERING NOTE to the program.

He commented that on September 12, the first day following the New York tragedy, a patient died when an aircraft scheduled to make a liver transport from Centennial was grounded by airspace restrictions.

He saw security related issues as the major change for the future. While we see general aviation as symbols of freedom, Olislager noted that the National Security Council sees aircraft as weapons. And the NSC, for now, is calling all the shots. He also spoke of a need for vigilance on the part of the general aviation community. If an aircraft, as an example, was stolen and flown into a stadium filled with people, general aviation would be shut down for a long time.

As an aside, he spoke of how easy it would be to break into an aircraft . . . such as a Cessna . . . for which there seems to be only a half dozen keys necessary to open any aircraft in the fleet. The message, an awareness of who is at the airport, look, question, be proactive. Again, security will be the major area of emphasis. Particularly at the busier airports. At a minimum, expect security fencing and limited access to the ramps.

## **HOW MANY OF YOU RELOCATED AIRCRAFT TRAPPED BY THE NUCLEAR SITE TEMPORARY FLIGHT RESTRICTION?**

Dave Burke shared with us his experience in relocating his Mooney M20K from BJC to FTG. Not that he felt an urgency to do so. More for the adventure of experiencing the procedures in relocating an aircraft under the 4-hour window on November 2, 2001.

Dave reported that aircraft queued up at two separate checkpoints under procedures similar to ramp checks. Pilots were asked to show their pilot licenses, medical certificates, picture ID, and open their aircraft for inspection. After which they were allowed to depart under typical flight plan departures.

There were security dogs on site to search for explosives, though none were used during the inspection of his aircraft. He estimated that approximately 100 aircraft took advantage of the open window to leave BJC. Though not critical to him, important to those stranded at the airport after interim stops. And for those with a critical need to be elsewhere. For Dave, however, an adventure.

###

## **MORE FROM CPA AREA REPS ON THE AFTERMATH:**

*JAN McKENZIE* (Fort Collins/Loveland) wrote: "The airport manager said it is hard to know if it is seasonal, economic or directly related to events of Sept 11th, but FNL has seen a reduction in the traffic at the airport.

However, it has started to pick back up. He believes that it is mainly the economy slow down that has slowed flights. However, it is picking back up and he thinks it will be back to normal by the first of the year."

*PAUL STABY* (Durango) wrote: As most of you know, Durango has two general aviation airports. If you fly into Animas Airpark, you will see no evidence of change after September 11.

If you fly into Durango-LaPlata, again you will see little evidence of change at the general aviation end of the field. There are some significant changes as you leave the airport, especially if you go on a commercial carrier. Gone are the "gate access" cards, which allowed hanger owners to drive on the ramp. We now stop and must be recognized before someone will open the gate to drive on the ramp. Not too much change for the general aviation side of things.

When you depart on a commercial flight from Durango-LaPlata, there are several changes. First before you can park your car, it will be searched.

## Calendar 2001

We are getting ready for our 2002 Calendar, and need your input for events you want included. Please Contact Terry Barbo with your dates and information. There will not be a January Flightline edition, so our calendar will be starting with our February issue.



New officers for the Colorado Pilots Association for 2002 elected and sworn in at our Nov. meeting are from left to right: Walt Barbo, Pres; Eric Jensen, VP; Sarah Jane Dolliver, Sec; Bart Jones, Treas. The 2002 Nominating committee members are: Bill Hamilton, Chair; Bill Linenberger, Peggy Long, Bill Marshall, Bill Totten.

A very special thanks to Peggy Long, Sarah Jane Dolliver and Terry Barbo for arranging and setting up the CPA Annual meeting. For those of you who missed it, our AOPA Liaison, Bill Hamilton, brought a box filled with door prizes from *AOPA*; and *Highlander Helicopter Flight*, a new operation at Front Range owned by Calvin Farrow, donated an hour of flight time in a helicopter. Thanks so much for your support!

*(area rep reports, continued from p 9)*

Cars cannot be left in front of the terminal for passenger pick-up. 15 minutes was OK before September 11, now, you must be in the car and 2 or 3 minutes is the limit.

There is also a line of snow removal equipment between the parking lot and the terminal. The gaps between the vehicles is zero except for two 4 foot spaces to walk between the huge trucks.

There doesn't seem to be more than a 5 to 10 minute wait to go through security prior to boarding the planes, again very little change. I suppose planes with a maximum passenger load of 40 and only two carriers makes a big difference. Talking to the airport manager, Ron Dent, all of the changes are required by the FAA to have the airport open.

The biggest problems that Sept. 11 has created for the area are economic. Two weeks was a long time to essentially ground the student-training planes. Instructors had no income, little if any 100LL was sold and with the flight restrictions kept the aviation visitor out of the motels and restaurants. Tough to say the exact impact, but Durango depends on tourism. Keeping general aviation out will affect the revenues."

RON LEWARK (Kremmling) wrote: "I talked to Doug Young, the FBO operator at Kremmling (20V), and his business is down. He is not seeing the Front Range traffic he usually does, especially weekends. Donna

and I also got caught in Laughlin, NV on September 11 enroute to Reno Air Races, they were canceled and we spent more days than we wanted there."

## **CENTENNIAL AIRPORT RECEIVES CPA RECOGNITION AWARD FOR 2001**

Presented to Airport Executive Director, Robert Olislager, at the CPA Annual Meeting on November 3rd. The inscription read, "In recognition of its contribution to general aviation through planning efforts designed to promote rational and environmentally acceptable growth, friendly management that seeks views of pilots in decisions affecting airport development and operation, complementary use of airport meeting rooms for use by non-profit organizations, and an ATCT staffed with controllers who handle a wide range of traffic with exceptional courtesy and professionalism."

Our thanks to all those members who took the time and effort to nominate candidates for the recognition this year.

###



# Fly Mart



**For Sale:** Not a darned thing! Remember this is your column, if you have anything avia-  
tion-related, this is the place to sell it! Give me a call, or send me an  
email, and it will be added to our paper.

**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,  
email: [mkstraugh@aol.com](mailto:mkstraugh@aol.com), or give me a call at 719/488-0653. This column is  
updated each month, so if you want your ad to run again, you need to let me know on  
a monthly basis please!



## HELP HELP HELP!!!

For those of us who enjoy the **Jackpot NV air race** each summer, we  
have been notified by Cactus Pete's that they are cutting their finan-  
cial donation to us by \$1100. On behalf of *Air and Space Center of  
the Rockies*, and *Carl Williams*, they have generously agreed to  
donate \$1100 to CPA towards our annual air race **IF CPA CAN GET  
20 OF OUR MEMBERS TO JOIN THE AIR AND SPACE  
CENTER OF THE ROCKIES ASSOCIATION.**

**We have 2 signed up so far, and need 18 more. Can you help us  
out, and make it possible for us to continue to enjoy this great air  
race in the summer? This is the one main flying event that gets a  
great participation, and all of us who go, have just as much fun  
on the ground once we arrive. We must do this by the end of  
December.**

Please contact Carl Williams at [cmiwill@aol.com](mailto:cmiwill@aol.com) or phone 303/770-  
0230; or contact Walt Barbo at [oldflyer@compuserve.com](mailto:oldflyer@compuserve.com) or phone  
303/367-0670.

## Membership Renewals

|                                    |                                 |                         |
|------------------------------------|---------------------------------|-------------------------|
| Gregory Reedy, Franktown           | Diane Brady, Denver             | Ronald Knudsen, Denver  |
| Renee Welsh, Aurora                | Larry Sellon, Golden            | Earl Allen, Broomfield  |
| Bob Liddle, Granby                 | Edward Haase, Evergreen         | Michael Percy, Denver   |
| Joline Esposito, Telluride         | Walter Bell, Denver             | Larry Mullenax, Sedalia |
| Jeff Puckett, Greenwood<br>Village | Scott Hathcock, Longmont        | Perk Odell, Akron       |
| Perry Miller, Brighton             | Lynn McCullough, Monte<br>Vista |                         |
| Charles Willis, Arlington, TX      | Maurice Baston, Fort Collins    |                         |

## Welcome New Members

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Kathleen Bennett  
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## FYI

Jeffco has a telephone hotline now, for latest updates and information.  
Call 303/271-4860.

Look for the new AWOS flyer available from our Colorado  
Aeronautics Division Director, Travis Vallin.





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## \*Publication Notice\*

Articles for the CPA FLIGHT LINES are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc. All articles & letters should be sent on disk or **email** to: mkJones Editor - FLIGHT LINES, 290 Rangely Dr Colorado Springs CO 80921 719/488-0653 email: mkstrauh@aol.com Material for publication will be accepted up to the deadline date, the **15th of each month**, which appears in FLIGHT LINES. FLIGHT LINES shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA FLIGHT LINES is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in FLIGHT LINES.

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  
☐ *General Aviation News\*\**  
☐ *America's Flyways\**

\*\* Add \$25/one year only

\* Add \$7.50/year

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

- ☐ \$20 for 1 year membership  
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 3

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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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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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|                                      |                                           |
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