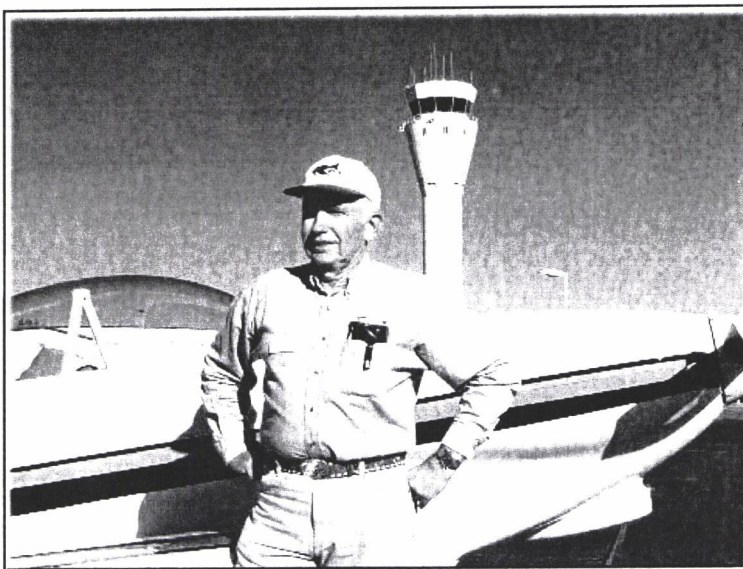


CPA FLIGHT LINES

Volume 19, No. 4

April 2002



Walt Giffin and his Thorp T-18 at Centennial airport.



President's Message

by Walt Barbo

DON'T TURN YOUR BACK!

Years ago while with the FAA in Washington, D.C. I had the privilege of an assignment as staff to the Senate Aviation Sub-Committee on the Hill to assist in the development of a new user fee based aviation funding program. I was assigned to work with Senator Monroney in preparation of the Airport and Airway Development Act of 1970. The act created a user fee basis for funding the aviation system and created the Aviation Trust Fund for disbursement of funds for airport development, aviation facilities, and research and development.

My role was to identify the amount of capital development needed to bring the aviation system up to an acceptable standard and to recommend a schedule of user fees needed to offset that development requirement. The original bill did not provide for funding for operation of the system since, by our logic at the time, there was a public interest and benefit realized from the aviation system and users should not have to pay fees to offset the public benefit. Users should only be required to pay capital costs of the system.

This, of course, all changed over the intervening years. Over the years Congress made evolutionary changes to the original legislation that increased fees and funded larger and larger portions of the operational costs of running the Federal Aviation Administration. Much to my disappointment . . . since I relied on the legislative history of the originating legislation with the naive belief that the original intent of

the Congress should prevail. Yes, naive. As I have grown older (and wiser) it is all too apparent that current legislative bodies can do almost anything they want. Regardless of precedence and original intent.

Which leads me to my current message. Many of our airports were established on a sound comprehensive planning program . . . under which the airport was to be allowed to develop and be protected from urban encroachment. And from threats of closure. However, things change and, in today's world, local politicians have little loyalty to past commitments and development programs. They live in a world in which decisions are driven by the outcries of local constituents. Local government representatives are acutely aware of those who vote and can be expected to support abandonment of an airport where advocates of conversion to another use prevail. Take the case of Centennial Airport. Sit in the Perfect Landing Restaurant and marvel at the gorgeous aircraft on the ramp and fantastic view of the mountains. And be complacent with the thought . . . what an ideal location for an airport.

But a business type might look at the same view of the mountains and think, "What an ideal location for a new business park." And the seeds are planted towards closing the airport and converting the site to what is considered a higher use. One that local politicians and activists could easily embrace as a greater tax base and revenue producer than an airport.

No! Those of us in the aviation community cannot afford to turn our back. Not even for a moment.



CPA Idaho Back Country Fly – In July 4th – 7th

Lodging

There's no lodging! THIS IS A CAMPING TRIP to one of the most pristine areas of the country, the *Frank Church Wilderness Area* of central Idaho. You have to bring your airplane because that's the only motorized travel allowed. We are camping at *Johnson Creek Airstrip (3U2)*; a 3400' x 150' maintained grass strip just outside the wilderness area 30 miles east of *McCall (MYL)*. They have water, toilets, hot showers and campsites for fliers only.

The Area

The Frank Church Wilderness Area is 100 miles by 100 miles of the west 100 years agowith rugged mountains that can top 10,000' and river valleys that are full of wild life.

Local Populous

Yellow Pine - is a five-mile ride from *Johnson Creek*. This place is a must to see. The streets are unpaved with a population of fewer than 50 in the winter, to 5000 during the world Harmonica Festival held there every summer. They have a grocery store and several rustic bars that serve food for those none flying days.

McCall - is a 15-minute flight west. The airport is located within walking distance of a large grocery store, and restaurants. The airport has fuel, (many fuel up here before flying on to *Johnson Creek*), maintenance facilities, and expert flight instruction if

desired.

Things to do

Meet at *Johnson Creek* on the 4th and find a campsite. We will have a limited area reserved.

There are lots of remote airstrips in the area that have primitive camping with lakes and hiking trails. Most of the strips are next to fishable rivers, (including *Johnson Creek*); so bring your fishing pole. Licenses can be obtained in *McCall*.

The area is laced with working ranches that are accessible only by air (or horses). Several ranches serve breakfast, lunch, and dinner for those who want to "fly for food". You can arrange horseback riding at most of the ranches. Calling ahead is recommended. And there is always notching your belt with airstrip hopping.

Comments

Most of the ranches do not take cash. But will accept credit cards.

Idaho is high country with warm days and cold nights. So bring warm sleeping bags and layers of clothes. The backcountry strips range from easy to difficult so know both you and your airplanes limits. Don't overload your aircraft.

"**FLY IDAHO**" by Galen Hanselman is a great source for details on the Idaho backcountry. Web site: fly-idaho.com

For more information contact Brian Jones or Lea Blohm at: (303) 841-1192 or LeaBlohm@aol.com



HEARD ALONG THE FLIGHTLINE

(April, 2002) - by Walt Barbo

CONGRATULATIONS TO CPA MEMBER VERN FOSTER on his selection as 2001 Aviation Safety Counselor of the Year for the FAA Northwest Mountain Region. The FAA recognition was given to Vern by Monty Taylor, Safety Program Manager, FAA Denver FSDO at the Annual Safety Counselors Banquet on February 23. In his other life, Vern chairs the CPA Mountain Flying Committee and was principal author of the CPA Mountain Flying and High Elevation Airport Operations handbook used in the CPA groundschool course. Vern's credentials include CFI, CFII, and ATP. He and his wife Kay live in Aurora, Colorado.

AND TO EMILY HOWELL WARNER on her latest recognition . . . as an inductee into the Colorado Women's Hall of Fame. In an awards ceremony in Denver on March 14. Among her many firsts: First female SO, 1/29/73 on a B737; First female FO, 1/10/74 Convair 580; First female FO, 6/1/74 DHC-6; First female Captain, 6/6/76 on a DHC-6; First Captain, 5/24/84; First all female crew, 7/5/84. When hired by Frontier Airlines on 1/29/73, she became the first female airline pilot in the United States. Also among her firsts, she was the first member of the Colorado Pilots Association when the organization was created in 1972. Today, with more than 21,000 flight hours (more than any other women pilot in the world), Ms. Warner is an FAA Aircrew Program Manager, assigned to United Airlines Boeing 737.

CPA MEMBER BRIAN LEWIS RENEWS NAFI MASTER FLIGHT INSTRUCTOR DESIGNATION. The designation by the National Association of Flight Instructors (NAFI) is a national accreditation awarded

(biennially) to flight instructors who complete the organization's rigorous program of continuing education and peer review. The achievement is similar to receiving a "black belt" in aviation education. Fewer than 300 of the 81,000 CFIs in the United States have received the recognition . . . and only ten in Colorado.

Brian is a flight instructor for gliders at Owl Canyon Gliderport in Wellington, volunteers for a number of safety programs including the FAA Aviation Safety Counselor Program and the CPA Mountain Flying Program. He also dabbles in aerial photography and computer programming. His personal Website is located at <http://bclewis.com>.

THOSE TALL TOWERS JUST WON'T GO AWAY. The aviation community lost in an effort last year to stop construction of a 1,995 ft AGL in Adams County (located within three miles of the Denver Class Bravo Airspace). The Adams County Commissioners approved construction of that tower at its public meeting of October 29, 2001.

Would you believe, another proponent has asked for airspace approval on a tall tower in the same general area, this one in Elbert County (near Agate) about 25 nm south of the one approved last year in Adams County. Comments on the proposal were due to the FAA by March 3, 2002. CPA submitted comments in opposition to the proposal; however, the outcome of the FAA study is predictable. For a couple of reasons.

First, as discussed in prior columns, the FAA will typically make a determination of "NO HAZARD TO AIR NAVIGATION" as long as a proposal does not affect IFR traffic. Safety impacts to general aviation flight are typically not considered a hazard . . . based on the logic that VFR general aviation traffic should be able to see and avoid obstructions that are marked in accordance with accepted standards.

Second, the FAA has already approved airspace for a tower that was to be located about 3-4 nm closer to Agate than the current proposal. The prior proposal was made by the proponent who gained Adams County approval

for the site last year. As best we can tell, the Agate site was a backup in case he failed to gain approval on the more northerly site in Adams County. In any case, since the FAA already approved airspace for one tower in the Agate area, there is every reason to assume the agency will approve this one as well. Regardless of our concerns in the aviation community.

HAVE TO WONDER WHY SOME OF THESE TALL TOWER PROPONENTS CAN'T GET TOGETHER and place their antennas on a common tower. Seems to me that the two locations (the Adams County site and the current proposal) are close enough together that the users could make use of the same facility. Without plaguing the aviation community with a proliferation of tall towers.

FORTUNATELY THE FAA IS NOT THE FINAL VOICE ON TALL TOWER ISSUES. The proponent must also gain approval from local government. Procedurally, the local government process typically requires a submission before the County Planning Commission with opportunity for public hearing. The Planning Commission then forwards a recommendation to the Board of County Commissioners where there is again opportunity to give testimony on the issue. Decisions by the Board are the final determination as to whether a tall tower proposal will fly. As of this writing, the proposal had not appeared before local government. Nor would one expect it to, for the reason there would be little need to pursue local approval prior to the FAA determination. However, we know what that determination will be. **DON'T WE!**

NO MATTER WHAT THE FAA SAYS . . . TALL TOWERS DO AFFECT THE SAFETY OF FLIGHT. As demonstrated most recently by the fatal accident on March 24, 2002 when a Piper PA-32 struck a tall TV tower near Sanford, NC. The Sanford Herald reported the collision occurred at about 4:30 pm when a small plane somehow struck a 1,800 ft AGL tower leased to WKFT-40. According to an

eyewitness, "I heard a boom and looked up and saw smoke. All of a sudden pieces of the tower started coming down. First the top fell and then the whole thing buckled." A front page photo showed that the tower had completely collapsed and lay in a smoldering ruin. Another witness commented, "Looks like the aircraft got too close to the tower." In its preliminary accident report, the FAA reported: METAR KTTA 142201Z AUTO 15006KT 10SM CLR 22/14 A3006.

SOME PROGRESS ON THE LEGISLATIVE FRONT THIS YEAR WITH PASSAGE OF SB 02-105 which limits liability to the state in event of accidents involving aircraft operating from backcountry landing facilities. The limitation on liability should ease efforts to reopen Arboles Airstrip on Navajo Reservoir which was closed last year by the State Parks Department over liability concerns. It should also be helpful in opening air access to some of the state's remote recreational areas.

The definition of "backcountry landing facilities" in the bill describes backcountry facilities as any area of land or water that is unpaved, unlighted, and in a primitive condition and is used or intended for the landing and takeoff of aircraft. In my testimony on the bill before the House Local Government Committee I suggested, as pilots, we don't think of backcountry strips as primitive. Rather we think of them as developed to a lesser standard than a typical general aviation airport. Though I confess to liking the definition in the legislation . . . for the reason it appears to open the door for operation of seaplanes from state owned reservoirs. Recall, we struck out on efforts to gain state approval for such operations a few years ago. So expect renewed efforts to establish designated seaplane landing areas.

SB 105 was carried by Senator Lewis Entz in the Senate and Representative Alice Borodkin in the House. It was sent to the Governor for signature on March 14, 2002 and should be signed into law by the time this newsletter is received. (Continued on page 11)

An ELT is Not Enough

By Bill Reeves, Airplane Crash Survivor,
CPA Member - part three and end of story

I couldn't sit up because my back hurt when I tried, so I grabbed onto the log above me and pulled myself up with my good arm. I put the seat cover over my head and dragged myself over the windfall that had stopped me the night before. As I worked my way from the stream, I had to climb uphill. I knew that I had to pace myself to keep going. The terrain up ahead looked as if it might be a bench that a trail would be on, so I headed up there and when I got there, I saw tracks in the snow!

The searchers! They had come up in the night. (I knew it wasn't Wil, because there were many set of tracks.) I never thought anyone would come up in the night. They had passed within about 75 yards of me!

Now I had a trail, a sidewalk, a map leading me out and I didn't have to break through the snow. I started walking, one foot in front of the other. The trail led me across Stout Creek and up the south side. At the creek I paused for another drink of water.

As I climbed away from Stout Creek, I hoped I wouldn't have to go uphill too much. The searchers' tracks led me away from my planned route. I was thankful for the searcher's trail; my intended route would have continued into rough country, where no one would have come through on their way to search.

Now my sidewalk was a road--a packed-down, unmistakable route to safety. I walked carefully, setting the heels of my Wellingtons into the snowpack in a shuffling walk so I wouldn't fall. I was drained of energy, but the route was downhill and I just kept going--first one foot, then the other. The wind kept hitting me from behind, threatening to knock me down. It felt as if the mountain was enraged at my continued survival, but the sun was rising and I had a packed ribbon of road to safety. I became euphoric and began to sing a rhythmic chant in counterpoint to my footsteps. The end was in sight. The wind had lost, the mountain had lost, and I would be home that night if I had to walk all the way to Howard!

I heard a helicopter, and I knew that they

were coming back to search. As I walked, I saw a Chinook helicopter with Army markings come into view. I could see the copter's nose bobbing as the wind gusted and buffeted the craft. I stopped again in a small clearing and waved my red seat cover over my head, but the Chinook's crew, too, failed to see me. I moved down the trail and the helicopter moved up and away from the wind.

The trail made a couple of bends, and as I came into a straight section, I saw a U.S. Forest Service sign. It was the sign indicating the entrance to the Sangre de Cristo Wilderness Area. Just then I heard snowmobiles, so I stood there, shaking and hanging onto that sign. They came into view, four of them I think, and I remember the first driver coming up the trail. When he saw me at the sing, he raced up and stopped in front of me. He was amazed to see me. I felt such tremendous relief--I wasn't on my own anymore. I now had all these people trying to help, too. At the time I had no idea how satisfying for the searchers it was to find a walking, talking survivor! By now, everyone was staring, and I wondered what I must look like, standing there shaking. They all shut down their motors, and the lead searcher, looking at me, finally said, "What are you doing?" "I'm from the plane," I said. "Are you the pilot?" Confused, I said, "Yes, I'm a pilot. My name is Bill Reeves. I was with Wil."

I told the searchers that I had left Wil in pretty bad shape up on the hill yesterday afternoon. I tried to explain where he was. The searchers were all off their machines by now. I asked to sit down on one. One man was on the radio to the base camp, about a mile away. I asked if anyone had any coffee. Right away I got a cup in each hand--one with hot chocolate, the other with coffee. I had been lost almost two days, and that coffee sure tasted good. Someone wanted to get my boots off, but I said my feet were fine--no one was taking off my boots. By the looks on their faces, I guess I didn't look as if I were fine.

The searchers sent a four-wheel all-terrain vehicle (ATV) up to where we were. They sandwiched me between two men so I couldn't fall off. The ATV carried me to where a Fremont County Sheriff's four-wheel drive vehicle was waiting for me. As I rode

past the base camp, I noticed the CPA ground crew. I asked the sheriff's deputy who was driving to stop. I took out a pencil and tried to point out to them Wil's approximate last known location. My hand was shaking so badly the pencil point was covering a half-mile area on their map.

As I rode in the ambulance that would take me to the hospital, I started to realize how lucky I had been—these wonderful, dedicated people risked their lives to save me. As I got into the back of the ambulance, I finally let them take off my boots. The deputy and the two ambulance attendants stared at my feet.

"What's wrong with my feet?" I asked. "Nothing," one of the answered. "They're pink." "Oh. Well, I knew my feet were okay." On the way down to Salida they kept the ambulance warm enough to make the guy in back with me sweat, but it seemed like a comfortable temperature to me.

I was greeted in the emergency room of the hospital by friends and relatives from out of town who had rushed to be there. As my wife and I clung to each other, all I could think to do was apologize: for everyone's worry, and for not being home when I said I would. My wife followed while they rolled me into the ER, where they bundled me up in a warming blanket and started pumping fluids into me. I was dehydrated, but I was not hypothermic, and I had not suffered any frostbite.

I was in the x-ray room when my wife and our minister came in and closed the door. My wife held me when they told me that Wil had been found. He hadn't traveled very far from where I left him. My directions had led the searchers right to him. Wil had sat down under a tree, his feet in his seat cover with the top pulled over his lap, and he had gone into a quiet, frozen sleep.

I don't know if staying with Wil would have in any way changed the outcome, but I wished I hadn't left him by himself. The coroner's time of death for Wil was between 7:00 and 8:00 pm Thursday night. The searchers that missed me in the night could not have saved Wil. The helicopter that couldn't get any lower in the wind Thursday afternoon, even if it had reached Wil, might not have saved him. Perhaps a sleeping bag would have saved him. Or a match, and a protected place to light a fire. Or a hand-held radio, a flare gun—even a

cellular phone might have saved him.

We fly and even drive in the mountains of Colorado without these things. In the past, I've routinely carried more gear with me in my automobile than I had in the plane that day. Not any more! Survival gear gives rescuers time to save you. Survival gear gives you a means of signaling for help.

Survival gear is what you need. Because an ELT is not enough.

The body of Wil Atkinson was brought back to Salida. The Civil Air Patrol stood down from their mission about 11:00 am that morning, and within two hours a major snowstorm moved into the area, leaving a foot of snow in its wake. The body that was to be transported to Cortez was recovered about two weeks later. The plane was dismantled and removed from the crash site by helicopter. Bill continues to fly, is the Salida Airport (Harriet Alexander Field) Area Representative for the Colorado Pilot's Association, and is very much involved in his local flying community. He just bought a Bellanca Cruise Aire, and we hope to see Bill and his wife, Mary, at our 2002 CPA fly-in trips.

Notes on the Emergency Locator Transmitters, that Bill Reeves also points out seems to be common sense, but not always considered. In the aircraft the ELT is designed to transmit automatically if the aircraft receives a strong bump, as during an off-runway landing, or even in unloading or loading the plane, and inadvertently it is hit. (I did this, and yes, it did activate the ELT.) The FBO at the airport received a call, and only then did we realize the ELT had been activated.

Pilots automatically check to see the batteries are strong, that the instrument is working. But in the case of an accident, and the plane is on its back for instance, the signal can be deflected. The signal can also be deflected by rock faces, and canyon walls, adding to the difficulty of pinpointing the location of the downed aircraft. It is imperative that the antenna is upright, no matter how new or what version of an ELT you have in your plane.

(Continued on page 9)

CONCERNING LEARNING-FLYING EXPERIENCES WITH A LESSON

Anonymous contributor

The date was Dec. 31, 2001. We were headed from Ft. Worth Meacham to San Antonio International. It was a beautiful day and there seemed not a care in the world as we planned for this short pleasure jaunt. I called FSS, got a full briefing, and filed a VFR flight plan about an hour before our mid-morning departure. There were no clouds and the winds were favorable-what more could we possibly want to start our low-key, fun-filled day? We took off and cruised along at 4500 ft. enjoying the passing countryside.

On a direct course, we were to pass through Hood MOA. This is a low altitude MOA so about 20 miles out, I called Ft. Worth Center to see if it was active. I expected negative-it was New Year's Eve after all, perhaps a time for celebration rather than combat exercises.

"Fort Worth Center, Cirrus 66ZZ 10 miles east of the Glen Rose VOR, southbound. Is the Hood MOA hot today?"

After a rather longer pause than usual, "Cirrus 6ZZ, say your heading, altitude, and destination." Strange reply, we thought. Why do they want that information? "Cirrus 6ZZ, 195 degrees at 4,500, bound for San Antonio International," we told them. "Is the MOA hot?" we asked again. "Cirrus 6ZZ, squawk 4539 and turn right to a

heading of 285 degrees," in an excited voice. Now this was really odd-we had never had that kind of response to a simple MOA-active request before. "Cirrus 6ZZ squawking 4539, to 285 degrees."

"Cirrus 6ZZ, change to Center frequency 125.7." We switched. "Fort Worth Center, Cirrus 66ZZ with you at 4,500." "Good morning, 6ZZ," a different controller in a much calmer voice, "Thank you for that quick course change. You were getting close to the temporary restricted area."

WHAT temporary restricted area?! Baffled, I stared ahead dumbly. After a minute or so of not very clear thinking, it dawned on me. Of course! President Bush was home for the holidays and was hanging out at his place in Crawford TX, not too much to the east of our course. They establish a big restricted area around the place when he is physically present.

"Lots of us were looking at you there for awhile," continued Center, "We were about to scramble the F-16s. By the way, you are now well clear of the restricted area and the Hood MOA is cold; proceed direct San Antonio. Squawk 1200. Frequency change approved. Have a nice day."

This whole event was a serious situation. We might have decided to fly under the floor of the MOA or we could have diverted around it to the east (toward Crawford). In either of these cases, we would not have called Center at all. Then it would have become a lot more serious. There would have been some fascinating newspaper stories-

maybe at this moment I would be writing a more interesting story for Flightlines while sitting in jail.

But now comes the lesson part. How did it happen that the briefer did not inform me of the temporary restricted area? It would be easy and perhaps most satisfying to blame him for negligence. But can I really be sure that I was without fault in this? Did I perhaps say something that led him to believe that I already knew about it? Did I mistakenly suggest that I planned to go west of Hood MOA-and thus well away from Crawford?

In any event, in this post-Sept. 11 era, I think we need to concentrate on being careful rather than assigning blame. Temporary flight restrictions come and go. For example, when the VP goes home to Wyoming, they sprout up around Jackson Hole airport.

After this experience, I always specifically ask about the temporary scene whenever I file a flight plan.

Do you have a flying experience with a lesson? Please submit it for possible inclusion in a future Flightlines. Contact Dean Jaros at jarosd@lamar.colostate.edu or Bill Linenberger at lenlyallparts@juno.com.

.....FACTOID.....

1. Who was the first woman to volunteer as a military pilot?

2. Who were the first women actually to fly military missions as pilots?

3. Who was the first woman combat ace?

ELT is not Enough - cont. from p 7

So the idea that a rescue will be quick and neat needs to be reevaluated. In Bill's case, rescue teams could not tell exactly where the plane was because of signals that were being reflected in several directions. He only survived because he left the plane and walked out. ###

FLIGHT BRIEFING
from Bill Linenberger

As of March 15, 2002 14 of 61 Flight Service Stations remained closed or restricted to pilots for walk in briefings.

Two, Gainesville and St Petersburg, FL are unavailable due to construction projects. Others are citing security concerns or management decisions to remain closed to walk-ins. Additional FSS facilities not offering "over the counter briefings" are:
Anderson, SC
Fort Dodge , IA
Miami, FL
Ranch Murieta,CA
Wichita ,KS
Williamsport, PA

Others with restrictions either on hours or briefer/ supervisor discretion or requiring photo ID/ calling in advance are:

Burlington ,VT
Cedar City,UT
Cleveland ,OH
Grand Forks,SD
Hawthorne,CA
Terre Haute,IN

CPA Calendar 2002 April - June

APR 12 - 14 FREDERICKSBURG, TX FLY-IN (T82). Sponsored by CPA. Info: Scott & Kathleen Morse 303/841-2611 and Bart & Mary Jones 719/488-0653 or jmarykathr@aol.com

MAY 4 PANCAKE BREAKFAST, EAA Chapter 808 Pueblo, Fremont County Airport (IV6), Canon City, 7:00 a.m. - 10:00 a.m. Fremont County Blossom Festival weekend, parade in town at 10:00 a.m.; band competition throughout Saturday; transportation from airport available. Info: Walt Giffin 719/547-2906 or Flygiffin@gateway.net

MAY 11 FAA WINGS SAFETY SEMINAR. Sponsored by CPA. Tentative schedule for a Wings Program to be presented at Front Range Airport. Details to follow. Info: Bill Linnenberger 303-344-0183 or lenlyallparts@juno.com.

MAY 18 CARBON AERO MANUFACTURING PLANT TOUR, Centennial Airport (APA), 10:00 a.m. - Noon. See construction of the new centerline thrust piston twin under development by Adams Aircraft. TOUR LIMITED TO 20 - registration required. Registration & Info: Walt Barbo 303/367-0670 or OldFlyer@attbi.com

MAY 18 PLATTE VALLEY AIRPARK SPRING FLY-IN, Platte Valley Airport (18V), Hudson, 9:00 a.m. Fun, food, and lots of flying! Lafayette Foundation WWI aircraft and history presentation; warbirds, vintage and classic airplanes and much more. Info: Marilyn Taylor 303/536-0380

MAY 25 - 27 SIERRA VISTA, AZ FLY-IN(FHU). Sponsored by CPA. This is a great triple-header. Kartchner Caverns provides a tour of a wet "live" cave where calcium carbonate features are still growing, including one of the longest soda straw stalactites in the world. The next day, we are above ground to hike Chiricahua National Monument, viewing natural bridges, balanced rocks and "organ pipes". Monday, your choice of touring Bisbee copper mines, roaming the historic streets of Tombstone, AZ or flying home. Info: Dave and Sue Burke 303-989-1014 or coloburke@aol.com

JUN 1 - 2 CUSTER, SD FLY-IN (SD01). Sponsored by CPA. Hike up to the Crazy Horse Carving, see Mount Rushmore, visit Custer State Park or Jewel Cave National Monument. Fly home past Devils Tower. Info: Eric & Deb Jensen 970/482-7160 or eric-jens@aol.com

JUN 8 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Centennial Airport Tower (APA), 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$120 for CPA members, \$145 for nonmembers (inc. course materials). Optional flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry Barbo 303/367-0670, OldFlyer@compuserve.com, or CPA Website at coloradopilots.org

JUN 8 BARBEQUE AT KREMMLING, Mc Elroy Field (20V), Kremmling. Free barbeque for CPA members and guests at Alpine Wings FBO, courtesy of Donna & Ron Lewark of Frisco, at 11:00 a.m. Rain date: June 9. Info: Ron Lewark 970/668-3089 or C185guy@aol.com

JUN 15 VAN AIRE FLY-IN / DRIVE IN, Van Aire Airpark (CO12). Open House for CPA members and guests; hangar talk, classic cars; arrive 10:30 a.m., lunch at noon. Donation for lunch. Info: Everett Aden 303/659-4517

Front Range Airport (FTG), 8:00 a.m. - noon. Educational activity spotlighting the many aviation-related activities of the Colorado Wing of the CAP. Info: Gary Tobey 303/799-8600 or gtobey@tobeytoro.com

See WEB Page for full calendar of Aviation Events for CPA...

HEARD CONTINUED...

HB 2-1212, ALSO REFERRED TO AS THE UNITED AIRLINES RELIEF BILL, NEVER GOT OUT OF THE HOUSE FINANCE COMMITTEE where the bill was defeated by a 9/1 vote at a hearing on February 21. In effect, the bill would have reduced fuel taxes paid by the carriers an amount of about \$3 million annually. These taxes, however, are the principal source of state funding for development of the Colorado Aviation System. The savings to the carriers was perceived as a direct offset against development funding for smaller airports in Colorado.

Of surprise, both Denver and Colorado Springs testified in favor of the bill . . . on the basis that the carriers were in serious financial trouble and that the communities were, in effect, partners with the air carriers and could not afford to let them fail. There were also concerns from the business community that, without relief, air service to Colorado could be jeopardized.

One of the strongest arguments against the bill was that it would be near impossible to increase fuel taxes at a later date if decreased under this bill. There were also a number of strong points given in testimony . . . such as, "The September 11 incident and the economic downturn affected small operators as well as large. General aviation pays a fee just as the carriers do. Yet, general aviation is not asking for relief from the fuel tax." "The proposed relief to the carriers appears to be a permanent solution to a temporary problem." "Relief to air carriers would be offset by loss to the Colorado Airport System. Small airports in Colorado have been in a continuous economic depression. Small airports are dependent on revenues and grants received from the Aviation trust Fund. Airline economic downturn could be quickly offset by the next economic upturn."

BONDED INDEBTEDNESS AT DIA
COSTS A BUNCH . . . as revealed in testi-

mony given by Denver at the hearing on HB 02-1212. With a total of \$4 billion indebtedness on the new airport, Denver needs to generate \$1,000/minute to offset the debt burden.

CONTRARY TO RUMOR, BOB ADAMS FIELD IN STEAMBOAT SPRINGS IS NOT A THREATENED AIRPORT. Though it may have appeared that way from newspaper coverage in the local newspaper. Keep in mind that local newspapers need controversial issue to maintain readership. This was probably a factor in the paper's coverage of City Council action in which a 40-year lease was approved for construction of hangars on the airport. As part of that coverage, the paper highlighted the issue in its "Sound Off Question of the Week." The question read, "Did the city council make a mistake committing to a 40 year lease for hangars?"

I saw coverage on the issue in Aero News Network (www.aero-news.net) and followed the publication's recommendation to respond to the poll by the Steamboat paper. Aero News had a link that took the reader directly to the poll. There were 934 votes of which 95% supported the city council decision when I made my vote. Overwhelming support for the airport. Though I suspect a lot of the support votes were influenced by Aero News.

As with any airport, however, one doesn't dare turn their back too long. Steamboat does not have a good history of support for its airport. However, it is not endangered.

GONE WEST! Roland Booth of Yoder, Colorado died on March 17 following a brief illness. Last Year Roland flew his Cessna Skylane to a first place finish in the Class "B" Category of the Denver-Jackpot Air Classic. Roland, a rancher in the Yoder area, leaves a spouse and two grown children.



Fly Mart



FOR SALE: Front Range T-Hangar
, T-22 #6 (faces East), 40 foot bi-fold electric door, has electricity
& and entrance light, telephone jack is installed, asphalt floor.
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WANTED TO BUY: Used Motorized towbar for Cessna 182.
Reasonably priced. Kathleen Bennett, Tel/fax 719-738-5741;
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FOR SALE: Mooney 201 or 231 windshield. New. \$300 or best
offer. Peggy Long 303/745-4891 x 77 wk, 303/733-7456 h.



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) or email: mkstraugh@aol.com. Deadline is
the 15th of each month please. These ads run once unless you contact me by the
15th of the next month to be run again.

CPA members invited to ARIZONA PILOTS ASSOCIATION ANNUAL MEETING

*"Fiesta on the Colorado" May 3-4
Laughlin / Bullhead City*

Friday, May 4 FAA WINGS
Program*

7:00 - 9:00 PM Mountain

Flying Seminar

for add'l info contact Arv Schultz
(602) 275 - 1016

Saturday, May 5 APA Annual
Meeting*

10:00 AM - Noon - Members
and Non-members welcome lunch will
be available

FAA WINGS Program*

1:00 - 3:00PM

Runway Incursion Prevention

for add'l info contact Bernard

Martin (520) 293 - 8415

*all meetings will be held in the GA
hangars on SR 95; NW side of airport.

For your special APA Lodging
Package: contact the Ramada Express
Hotel 1 - 800 - 243 - 6846 ask for
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Saturday Night - \$49 + tax
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*For only an additional \$6.99 per
person you receive the Cinco de Mayo
party package which includes dinner,
party, entertainment, and much more!*

We'll be looking forward to seeing you
at this gala event on the river! For
additional details check out our website:
www.arizonapilots.org

Membership Renewals

Brian Walker, Florissant	Frank Hutchins, Pagosa	Dennis Lovold, Englewood
Stan New, Foxfield	Springs	Dr. James Liggett, Littleton
Christopher Aldridge, Moab,	Richard Austin, Fort Collins	Spike Howard, Grand
UT	Phillip Martini, Denver	Junction
Norm Avery, Denver	Erik Bernstein, Boulder	Jerry Schofield, Castle Rock
Carl Williams, Cherry Hills	John Kane, Littleton	Lise Pederson, Kennewick,
Village	Edward Carr, Fort Collins	WA
Larry Camden, Centennial	Bruce Hulley, Aurora	Jim Custis, Denver
Richard Johnston, Alamosa	Bob Stucklen, Loveland	Ron Herdt, Arvada
Kathleen Morse, Parker	Gail Terry, Gardner	
David Robertson, Louisville	David Baltz, Superior	

Welcome New Members

Robert Bogin	Robert G. Braaf	
9783 Jefferson Parkway	P. O. Box 420	William F. Meine
Englewood, CO 80112-5958	Tabernash, CO 80478-0420	5052 W. Oxford Avenue
		Denver, CO 80236-3211
H. B. Harden	Steven H. Orr	
14 Clark Island Road	617 Brocton Street	
Amherst, NH 03031-1808	Victoria, TX 77904-3056	

Factoid Answers...

1. Katherine Stinson volunteered to fly General Pershing's reconnaissance missions as he sought the elusive Pancho Villa. Villa, in 1916, had conducted some raids into US territory across the border from Mexico.
2. Several hundred women flew transport and ferrying missions for Britain's Air Transport Auxiliary starting in 1941.
3. Lily Litvak, a fighter pilot for the Soviet Air Force, had twelve victories over German aircraft by 1943, including one balloon, four bombers, and seven fighters.



CPA DIRECTORY

AREA REPRESENTATIVES

BURLINGTON / EASTERN

COLORADO

Larry Mack
719/346-5352

Sheree4@plains.net

CRAWFORD

Rob Duncan
970/921-3400
sales@airbase1.com

DELTA

Rick Reisman
970/874-5181
rsreis1@juno.com

DURANGO / LA PLATA COUNTY

Paul Staby
970/259-7577
jpstaby@compuserve.com

FORT COLLINS-DOWNTOWN

Ron Zasadzinski
970/227-0489
ronz@flyron.com

FORT COLLINS-LOVELAND

Jan McKenzie
970/686-1233 (H)
970/206-5526 (W)
jan.mckenzie@LSIL.com

GRAND JUNCTION

Deanna Strand
970/243-4359
ifly@strandflying.com

GREELEY

Kevin Bunnell
970/330-5121 (H)
970/336-3138 (W)
hotproperties1@hotmail.com

GUNNISON

OPEN

JEFFERSON COUNTY AIRPORT

Daril Cinquanta
303/423-9846
CQ7014@aol.com

KREMMLING / SUMMIT COUNTY

Ron Lewark
970/668-3089 (H)
800/262-3093 (W)
c185guy@aol.com

LONGMONT

Pat Spears
303/684-9626
Patrick.Island@juno.com

MEEKER / RANGELY

Mike Brennan
970/878-4346 (H)
970/675-3284 (W)
mbrennan@flattops.net

PAGOSA SPRINGS

Larry Bartlett
970/731-2489
lbflyer@frontier.net

PUEBLO

Lee Porter
719/547-3339
leepor@mindspring.com

RIFLE / GARFIELD COUNTY

Larry Smalley
970/625-3222 (H)
303/918-7220 (M)
bellanca93570@earthlink.net

SALIDA / CHAFFEE COUNTY

Bill Reeves
719/539-1185
reeves@chaffee.net

SAN LUIS VALLEY

Mike Entz
719/754-3165 (H)
719/754-2700 (W)
mentz@amigo.net

TRI-COUNTY AIRPORT

Michael Maya Charles
303/604-0746
mmc@airsafetyexperts.com

WALSENBURG

Mike Mann
719/738-2050
airmannav@msn.com

WESTCLIFFE / WET MOUNTAIN VALLEY

Roger MacDonald
719/783-9421
skyhawk@ris.net

WRAY

Lucile Bledsoe
970/332-5143
lmbledsoe@plains.net

PRESIDENT

Walt Barbo

PUBLISHER

Colorado Pilots Assoc

719/488-0653

VICE PRESIDENT

Eric Jensen

970/482-7160

SECRETARY

Sarah Jane Dolliver

303-766-3819

TREASURER

Bart Jones

719-488-0653

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FLIGHTLINES

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303/799-6794

PROGRAMS CHAIRMAN

Peggy Long 303/733-7456

PUBLIC AFFAIRS/WEBMaster

Dana Atkins 303/973-6549

email: datkins@pilots-coop.com

SAFETY

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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: mkstrauth@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

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- ☐ \$20 for 1 year membership
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