

CPA FLIGHT LINES

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June 2002



Deb and Eric Jensen at fuel stopover at Rock Springs, WY during the 2001 Denver-to-Jackpot Air Classic. Aircraft is a Mooney M20F in which they placed 1st in the fuel consumption competition. (Eric is the VP of CPA.)

FACTOID - from Dean Jaros

The first all-metal, high-performance, four-place, retractable, low-wing general aviation aircraft are often thought to be the Beech Bonanza and the North American (later Ryan) Navion, both originating in 1946-47. While these planes (especially the Bonanza) have had a massive impact, they were not the first examples of this class. Which pre-WWII airplanes were the forerunners?



President's Message

SO LITTLE TIME . . . AND SO MUCH TO DO.

With my term as CPA president more than half over, I can't help but look at the objectives I had set for myself and frustrate over how much remains to be done. No, I am not lobbying to continue in a new term as president. At age 78 (or is it 87?), I am too old for that. Besides, I have unfinished work in a couple of other organizations that I must attend to. And an aircraft that doesn't get flown nearly enough.

One of my primary objectives in accepting the role as president was to increase the organizations effectiveness as a leader and "voice of general aviation" in Colorado. Yes, the organization was functioning well. However, I had gotten a second wind and thought I could give it more time and energy than others were able to give over the last few years. I had hoped to do this through a more effective team effort and though a coalition with other aviation related organizations. A team approach.

As an aside, every time I think of team actions as a way to increase the effectiveness of an organization, my mind wanders back to when I was a young kid in church . . . and my little Italian grandmother was lecturing the congregation on the subject. During which she demonstrated the strength of a bundle of sticks. Impossible to break! However, when she pulled a single stick from the bundle . . . how easily it broke. I am certain her demonstration had some religious lesson. Though I was too young at the time to recognize the logic. However, the memory stuck with me and became a keystone of my management philosophy. Organizational effectiveness through team action.

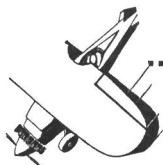
But I digress. We have an exceptional team in the elected officers and the committee chairpersons that make up our Board of Directors. Over the last couple of months we have added to the team with a

committee for Backcountry Airstrips and a committee for Recognition & Awards. Looking ahead, we have need for a Membership Committee and should probably give Public Relations greater visibility under a separate committee. Some of my unfinished tasks in completing the board structure.

Also, for CPA to provide effective leadership in the aviation community, it is absolutely essential that we have a mechanism for communicating and coordinating our activities with those of other groups. The individuals from other organizations designated as liaisons to CPA help fulfill that objective. They have contributed to a dramatic improvement in working relationships between our organizations. Though much more needs to be done. Another unfinished task.

While I point to areas of our program that need increased attention, I acknowledge that we have also made significant progress in a number of areas. As, for example, the accomplishment by Mary Jones in working the technical problems in transitioning to a new printing firm for publication of the newsletter . . . a publication that far exceeds the quality and content of any pilot association newsletter in the country. And Jan McKenzie, who has created more fly-in activities, with greater variety and choice, than we have ever had in the history of the organization. And I marvel at the administrative capabilities of Terry Barbo in membership records, the mountain flying program, and the paper flow for all of our mailings.

Next year, after I leave the position as CPA president, I plan (need) to put more energy into av-ed programs such as the Fantasy of Flight Foundation. And I think it time to bring the Rocky Mountain Air Fair back to life. Hopefully, I will be able to reduce my volunteer activities to a part-time work load. And go back to being just a senior advisor to CPA. ###



**26TH ANNUAL
DENVER TO
JACKPOT AIR CLASSIC
SET FOR JULY 13
STARTING GATE: JEFFCO
AIRPORT**

If you haven't participated in the Jackpot Air Classic, it isn't just speed that counts. How closely can you estimate your fuel use? This is the major CPA flying event of the year, and our volunteers spend hours preparing for this, and are working hard to make this competitive, and fun. This is a great way to test your flying skills.

The hotel gives us good rates; if you don't gamble, consider golfing. The awards ceremony is held the eve of the event (fabulous hordevours), and after dinner entertainment keeps you going til late at night. Please join us!

SO VERY SAD

New CPA members, Steve and Kris Orr, who joined us for their first CPA fly-in trip to Fredericksburg, have just lost their 14 year old son. We all extend our sincere condolences and sympathy to Steve, Kris, and their daughter, Miranda.

Safety Meeting Outstanding

Safety Lessons to be Learned from Crash Investigations was the theme of the CPA Wings Safety Seminar, Saturday, May 11 at **Signature Flight Support**, the new FBO at Centennial Airport.

39 attendees interacted with *Greg Feith, Aviation Safety Consultant* and former Senior Air Safety Investigator for the NTSB, as he led them through several crash investigation scenarios including a tape of actual pilot/ controller conversation ending in a fatal accident in the Colorado mountains.

Numerous comments were heard after the seminar regarding the excellent content and presentation, and hope that another seminar could be forthcoming.

Greg Feith by screen, leads Safety Program for CPA members at Signature Flight Support.





Walt Barbo

ANOTHER TALL ANTENNA TOWER PROPOSAL. This one with a height of 2,000 ft AGL at a site about 5 nm east of the Drake intersection along the V38 and V369 Airways between Colorado Springs and Pueblo. The FAA Northwest Rocky Mountain Region Air Traffic Division is soliciting comments under Aeronautical Study No: 02-ANM-0270-OE with 6/21/02 as the deadline for responses. This proposal should be of interest to all those using the airspace between Colorado Springs and Pueblo.

Information on the proposal was circulated to all airports in the immediate area and should have been posted on airport bulletin boards. We have also posted the information on ColoradoFlying@AirBase1.com... which I hope that most of you joined. The site is an exceptional one for relaying late breaking news to the Colorado aviation community.

MEANWHILE THE FAA
DENIED AIRSPACE APPROVAL

FOR A PROPOSED 1,982 FT AGL TALL TOWER near Byers, Colorado in a "Determination of Hazard to Air Navigation" dated 5/10/02. Based on a number of adverse impacts to aeronautical operations. Including an increase in the MOCA along a section of V-611 from 8,500 ft to 10,000 ft MSL.

While we would like to take credit for defeat of the proposal, from past experience we recognize that general aviation has little influence on FAA airspace determinations. The agency will typically make a determination of "No Hazard" if the proposal does not affect IFR procedures. Safety impacts to general aviation flight are typically not considered a hazard . . . under the logic that VFR general aviation traffic should be able to see and avoid obstructions that are marked in accordance with FAA accepted standards. Since this tower proposal would have affected IFR procedures, the determination was predictable. The proponent lost. And we win. Thanks to a nearby airway.

THOUGH OUR WIN MAY BE SHORT LIVED. Should the proponent relocate to a site about 3-4 miles further away from the airway to a site closer to Agate, Colorado. A tall-tower proposal gained FAA airspace approval a couple of years ago. The 10/27/00 determination on this site recognized that minor changes would be required to the Denver ARTCC Minimum Instrument Altitude (MIA), however, the agency concluded that the change would have little impact on air traffic control operations.

The proponent of this site apparently abandoned efforts to gain local approval for construction of the tower when he was able to gain approval for an alternate site located some 25-30 miles further north in Adams County. While the new proponent would likely have to repeat the site approval process, there is little question as to what the outcome would be. At least, the FAA determination part of the process. After which general aviation could still challenge the proposal at the local government level.

WORTH QUOTING. From CPA member Jorge Rufat-Latre following the CPA trip on May 18 to Adam Aircraft factory to view

construction of the firm's new Carbon Aero aircraft. "It is not often these days that you get to spend time with people who are passionate, courageous, and dynamic enough to want to bring fresh air to the stilted aerospace industry, and Adam Aircraft is one of them."

CAB TO PLACE MORE EMPHASIS ON AVIATION GROWTH IN COLORADO.

Under a policy change adopted at a Colorado Aeronautical Board Policy Workshop on May 14, 2002. Including increased support for aviation education. Beginning with recruitment of a new staff member to support that objective... following lifting of the current freeze on staffing recruitment. Interested candidates are encouraged to contact Travis Vallin, Aeronautics Division Manager, at 303/261-4418.

THE CAB IS ALSO SEEKING LEGISLATIVE RECOMMENDATIONS. In the hope the various members of our aviation community can get together early enough for a coordinated effort in the next General Assembly.

Early suggestions include a housekeeping change in legislation relating to how grant funding is parceled out from the State Aviation Trust Fund to the

Aeronautics Division. Currently, funds are allotted through spending authority, a process which creates some interruptions in grant administration. The CAB would like to see the process changed to a continual appropriation budget.

Legislation to provide a degree of protection to airports from aircraft noise complaint is also a potential candidate. To include a notification procedure for purchasers of property that is located in a noise impacted area. Similar provisions were removed from SB 02-105 in the last session because of the controversial nature of the issue and a concern that the provisions would jeopardize passage of the bill. This is the bill which provided liability protection to the state for back country airstrips. And removed one of the hurdles to future reopening of the Arboles Airstrip at Navajo Reservoir.

MEANWHILE, THE COLORADO AIRPORT OPERATORS ASSOCIATION has created a Legislative Committee to influence legislation favorable to their constituents. As has our Colorado Pilots Association with its Legislative Committee under the chairmanship of Gary Tobey. Looks like a good year for a coop-

erative and constructive effort. And it could be a successful one, according to CAB member John Hansen, because of a favorable political climate.

LET'S HOPE WE DON'T USE THE SOUTH DAKOTA EXAMPLE FOR LEGISLATIVE PROPOSALS. In what may have been an overreaction to 9/11 the state enacted SB No. 32 with a number of security related requirements. Including a provision that any person operating any aircraft within the state must, biennially, on or before the thirty-first day of March, register the person's federal airman's certificate with the secretary of transportation. The biennial fee is twenty dollars. The bill also provides that failure to register and pay the fee is a Class 2 misdemeanor.

Eric Jensen called the Aeronautics Office in South Dakota to find possible impacts to our CPA fly-in planned to Custer SD on June 1-2 and was told that the registration requirement of the legislation applied only to South Dakota pilots. On this basis, Eric chose to proceed with the fly-in.

However, wordage of the legislation is very specific in stating that any person operating

any aircraft within the state shall comply with the legislation. As a practical matter, I suspect that a federal review would find that attempts to apply the provisions to nonresident pilots would violate some kind of federal regulation or policy. Hopefully, this will add some comfort to those of our members participating in the fly-in should they be jailed for violating the state statute.

AERONAUTICS NEWSLETTERS BY E-MAIL? The Aeronautics Division has given some consideration to this possibility. As a cost reduction measure. Current circulation of the Division's quarterly Mountain Wave publication is about 3,500. And the publication is available under the archives section of its Web site. After considering the problems of maintaining a current database of e-mail addresses, however, and the additional consideration that many recipients of the publication do not have e-mail, it was decided to continue with mailing hard copies. Though I would expect, in the interest of cost reduction, that the mailing list will be culled to remove those that find it just as convenient to access to the archives.

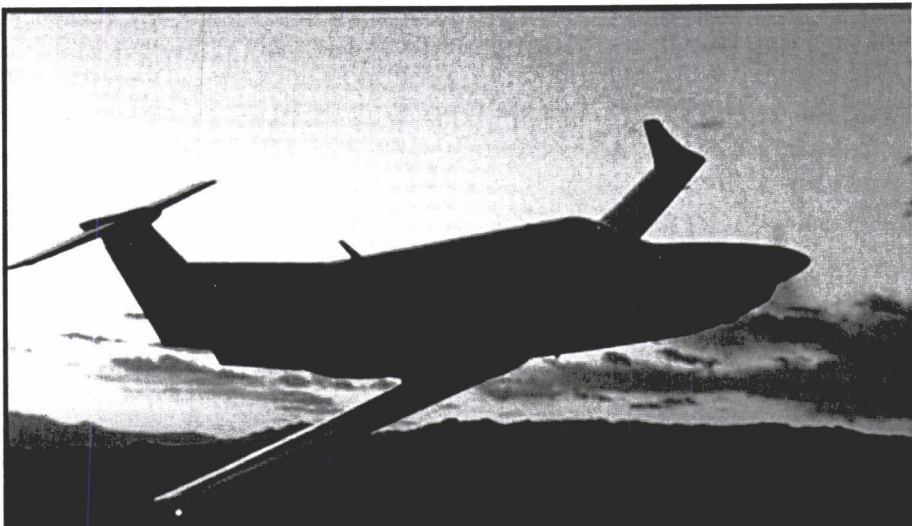
As an aside, CPA went through the same type of analysis

on the possibility of e-mailing our monthly Flight Lines. And came to the same conclusion. Too many of our members do not routinely use the Internet. E-mail addresses change so frequently that it would have been near impossible to maintain the database. Also, our mailings provide a means of distributing last minute fliers on aviation activities and events. (Note: CPA provides this service without cost to any non-profit aviation related organization.) For the interim it is to our benefit to continue mailing hard copies. ##

**CANADA CUSTOMS from Bill
Linenberger**

The organization reminds us all that, "Since 9/11, Canada now requires all U.S. citizens to carry either a passport or birth certificate upon entering Canada. REQUIRED FOR U.S. CITIZENS: PASSPORT (signed and valid), OR original U.S. Naturalization Certificate, OR certified copy* of birth certificate plus a U.S. Federal or State government issued photo I.D. (A Driver's License should do)."

*For the WHOLE story,
<http://www.aero-news.net> .



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about your money and investments.*

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on the ground.*

Photo Courtesy Of Jon-Eriksson Youngblood

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THE DEROSIER GROUP

CONCERNING LEARNING

a format designed by Dean Jaros and Bill Linenberger

Weathered In Again

by

John Martyny

There were those words again: “VFR not recommended”, “icing from the surface to flight level 320”, and “I’m sorry sir you can’t get there from here”. Here I am weathered in again! We always seem to dread those words “weathered in” but in reflection, I have come to find that I have had some wonderful experiences while weathered in.

One of the first times that I was weathered in was on a flight to Dallas, Texas. I had flown into Addison airport for a weeklong conference and was now ready to go back to Denver. The ceiling was at about 1,100 feet AGL and I was not IFR rated. Even if I had wanted to leave, I couldn’t leave the Dallas area until the ceiling lifted to 2000 feet and there I was. I asked the desk person at the FBO what there was to do until the cloud layer lifted. She indicated that I might want to go over to the flight museum. She was talking about the Cavanaugh Air Museum at Addison Field. I took her advice and was amazed to see one of the finest museums in the country with flyable aircraft. They also had a collection of aircraft paintings by some of the world’s most acclaimed aviation artists. We became so interested in the museum that we almost didn’t see the clouds lifting. It was an experience that I was happy I had.

My second time being weathered in was on the CPA fly-in to Cody, Wyoming. By this time I had my instrument ticket and thought that almost nothing could stop me. It is amazing how a very small little word like “ice” can make you think twice about getting into the air. My wife took a seat on a Boeing home and I stayed to bring home the Mooney that I was flying. The next day, we got off and flew west to get back to Denver but got weathered in again in Ogden. I had been flying with Bob and Carolyn Doubek and Bart Jones. As we finished the last of the wine and chips that we had left from the previous day’s party, I learned about many of the fun and adventurous things that they had done with their airplanes. I learned about Idaho flying, Alaska flying, grass strip landings, snow landings, beach landings and much more. At the end of the night my whole idea of flying had been altered. I switched from wanting a Mooney to wanting an aircraft that could get me into some of the fantastic places that had been described to me. For me it was a goal setting event that brought into focus why I had learned to fly.

Even with these great times that I have had being weathered in, I still find myself getting “get homeitis” at times. I sometimes find myself trying to get a little lower and a little slower to try to get that extra few miles. We all realize the inherent risks in “scud running” or flying in weather that we are not comfortable with, yet we all are tempted at times to go a little further. Now that I have my instrument rating I can file IFR and hope to go further; so days of being

cont. on p. 11

FLY-IN & AV Calendar 2002

JUN 22 FLY-IN TO LA JUNTA, CO (LHX). Postponed to later date as having problems setting up ground transportation.

JUN 29 - 30 24th ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN, Vance Brand Airport (2V 2), Longmont, CO. Pancake breakfast 7:00 a.m. each day. Safety seminars, Fly Market, exhibits, judging of aircraft, demos and workshops. Info: JoAnn Hill, 303/485-8136 or twohillsaviation@aol.com, or RMRFI at www.greeleynet.com/eaaregional
JULY 4 - 7 IDAHO BACK COUNTRY FLY-IN (3U2). Sponsored by CPA. Meet us at Johnson Creek for camping, hiking, fishing one of the most magical places you can fly and experience the back country airstrips of the Frank Church Wilderness area. All airstrips are non-paved. Info: Lea or Brian 303/841-0346 or leablohm@aol.com

JUL 6 ANNUAL KELLY AIR PARK FLY-IN BREAKFAST, Kelly Air Park (CO15), Elbert, CO. Free -- All CPA members invited to attend. Plenty of parking. Bring tiedowns. CTAS 123.05; Monument AWOS 134.7 on the field. Info: Frank & Lynn Niehus 303/648-3461 or flniehus@aol.com

JUL 6 EAA CHAPTER 1267 FLY-IN, Granby Airport (GNB), 7:30 a.m. - 11:00 a.m. Breakfast, Young Eagle flights, adult introduction to flights, experimental aircraft display, drawings for prizes. Info: Art Wilson 970/887-2283 or awilson@winterparkweb.com
JUL 13 HIGH MESA MAGIC AIR SHOW AND FLY-IN, Hopkins Field (6V6), Nucla, CO. Friday night Blue Grass concert in hangar. Pancake breakfast 7:00 a.m. Sat.; lunch 11:30 a.m.; air shows at 10:00 a.m. & 2:00 p.m. Flyovers by AirPower West; aerobatics by Bob Carlton in Skybolt & glider. Info: Reed Mitchell 970/865-2244 or ReedMitch@aol.com

JUL 13 - 14 26th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC (O6U). Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for an approx. 528 sm route to Jackpot/Hayden Field (O6U). Overnight at Cactus Petes. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman 303/766-0742 or rkvenohr@aol.com

JUL 23 - 29 EAA INTERNATIONAL FLY-IN CONVENTION, Oshkosh, WI.

AUG 10 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

AUG 10 COLORADO 99s COMPANION FLYER COURSE, Aspen Flying Club, Centennial Airport (APA). Course designed for passengers, the "non-pilot companion," to promote knowledge of aviation concepts and procedures aimed to ease anxiety and improve comfort levels; offers hands-on experience. Info: Sue Osborne 303/471-0665 or sueav8s@qwest.net

AUG 17 - 18 PALISADE, CO FLY-IN (GJT). Sponsored by CPA. Tour Colorado's wine country, including such vineyards as Canyon Wind Cellars, St. Kathryn, and Grand River. Plus visit/tour of one of the many fruit orchards and some hiking and biking. Info: Mark & Connie Hopkins 303/494-1211

weathered in have become somewhat less. That may be unfortunate.

I was recently flying with another pilot who was not instrument rated and we were again “weathered in”. At first I was somewhat frustrated with not being able to fly on, but the pilot decided to put down in an airport called Hondo, Texas. The airport looked to be of a good size with three 727’s parked on the tarmac. When we set down we found the place deserted. There we were on a field with 5 runways, three 727’s, and about 200 Fireflies parked on the field. Nobody was around except at a little restaurant called “Flightline Café”. It felt like we had landed during a nuclear weapon scare. When we stopped at the café, the owner said that she could get us gas (which we now needed after taxiing around the field for an hour looking for someone). It turned out that the field had been used to train pilots during the Korean War and the owner of the café had the yearbooks from all of the years that it had been a base. I spent an hour reading the books until everyone else dragged me out of the café. We finally rented a truck (you don’t rent cars in Texas) and drove to San Antonio for dinner and a tour of the Alamo. The next morning we were off again and finally made it home—safer and with a lot more appreciation for Hondo, Texas and a little bit of history that is quickly passing us by. I truly was reluctant to leave since there was so much to see at that abandoned airport. We even learned that the Fireflies were there mothballed until the Air Force decided what to do with them. The food at the Flightline Café was, by the way, FANTASTIC. And the owner took pictures of the “weathered in Colorado Pilots”.

I hope that I have learned that sometimes when that cloud forces me to turn back and land at that deserted airport, I may just be at the beginning of a fantastic experience. I hope that I will be somewhat less inclined to fly that further distance at a greater risk; and, rather, get ready to enjoy a new and exciting adventure that only people that fly in little airplanes are likely to experience. Sometimes being “weathered in” is only the beginning of an adventure that will be remembered for a long time to come. ###

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.

NOTE: La Junta CPA fly-in postponed. Will try for later date.



Fly Mart



For free: One set of rear seats from a 1980 Cessna 182. Free for the asking. Call Dave Durke at 303/989-1014.



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). 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.

FACTOID Answer:

The Harlow PJC-2 and the Spartan 7 Executive were manufactured 1937-1941. Though generally similar in configuration to the later Bonanza and Navion, they were both taildraggers which sported radial engines. The Harlow had a Warner of 165 hp, while the Spartan featured a P&W of up to 450 hp. Though performance was excellent, they were expensive airplanes; only about a dozen Harlows were produced and some 34 Spartans.

Changes to Your Pilot Certificate Number

SSN Doesn't Have to Remain Available in Public Records, William F. Denny at the FAA has told us, "Recent security and identity concerns have resulted in a review of our policies concerning the use of Social Security Numbers (SSN) as airman certificate numbers. As a result, the following policies will be implemented on June 1, 2002.

1. All original airman certificates will be issued with a unique certificate number.
2. Airman Certificates presently using the SSN as a certificate number will continue to be issued with that number unless the airman requests a unique number. For the WHOLE story, <http://www.aero-news.net>

from Bill Linenberger

Membership Renewals and New Members

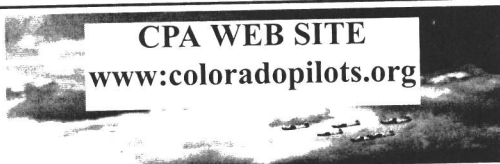
RENEWALS

William Dernell, Walsenburg	Steve Arthur, Highlands Ranch	Dr. Y. M. Stokes III, Dennison, TX
Mark Greksa, Georgetown	Patrick Fedorowicz, Aurora	Mel Callen, Milliken
Carl Talkington, Broomfield	Bill Hickey, La Veta	Jim Warner, Denver
Kay Foster, Aurora	Mike Brennan, Meeker	Ed Cutler, Denver
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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: mkstraugh@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.

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