

CPA FLIGHT LINES

Volume 19, No. 7

July 2002



Jan McKenzie, our CPA Fly-in Event Chairman with her Mooney M231.

FACTOID: EARLY AVIATION BUSINESS HISTORY

Who established the world's first true airplane factory, regularly producing airplanes for sale? Who set up the first aircraft "assembly line" to produce multiple copies of the same design? Who made the first commercial sale of an airplane in the US? The question was inadvertently left out on our May issue, so will try this again!



President's Message

MISSED OPPORTUNITIES . . .

According to the latest FAA statistics, there were 625,581 certificated pilots in the United States in the year 2000. Down dramatically from the 764,182 pilots shown just 10 years earlier. While at the same time, the U.S. population increases at a rate of at least one additional body every 10 seconds. While the aviation community, based on pilot statistics, is in a continual downfall. It is little wonder those in the aviation industry are concerned. And have responded with programs such as "Be a Pilot" and "Young Eagles" in an effort to bring more active pilots into the aviation community.

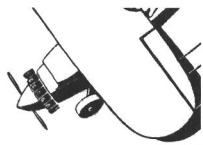
Statistically, only two tenths of one percent of the U.S. population is active pilots - a very small and exclusive club, almost non significant from a statistical standpoint. Little wonder that we are often looked at as a small group of playboys (girls) with little airplanes that contribute little if anything to the public good. Which leaves us with a burden to somehow change the public impression and prove what a critical role we provide to the economic benefit and welfare of the country.

We agonize a lot over how to gain greater public acceptance and support for general aviation. Most of what we do, however, tends to be reactive. Take for example our response when an errant reporter takes the position that an airport should be closed to permit an alternative use with greater public benefit. We jump all over the "misinformed" individual and flood the

editor with countless letters to enlighten the public on the true value of aviation - a typical reactive response. However, there is a more effective way. In what I term a "grass roots" approach. Through participating in airport open house events.

Take, for example, the airport open house at Fort Morgan on June 22nd. It was a delightful experience to see the goodwill and support for aviation from the interaction between the visiting pilots and local residents. At least 25 aircraft participated (there should have been twice that many) in an event that was little more than a fly-in breakfast. Several hundred individuals from the local community turned out to view aircraft and visit with pilots. A few antique aircraft and warbirds added to the interest. CPA member Dick Jones had his T-6 on display and when I walked by, he was sitting on the wing visiting with an adoring crowd that could only fantasize about what it would be like to fly in such a beautiful aircraft. Ed Huber was also on the scene with his T-6 and was busy "glad handing" everyone within reach.

Yes, there are things we can do to reverse our public image. How easy it is to hop into your aircraft and support a local community's efforts to demonstrate the importance and value of its airport. We go through all kinds of efforts to improve our image. Why not take advantage of the opportunity provided by airport fly-ins? To not do so is an opportunity lost..



Backcountry Airstrips in Colorado?

by Bill Meine

Imagine arriving in your airplane to a small strip of meadow surrounded by pine forest. A trout stream meanders nearby and hiking trails branch off to the surrounding lakes and mountains. The sounds of the outdoors are briefly backgrounded by the arrival of another aviation family with whom you were planning to hike, fish, and relax. Is this only a wild fantasy for Colorado? I don't think so and neither should you.

Two months ago, the Backcountry Airstrip Committee was re-formed to help insure that the kind of experience described above, currently available to pilots in many western states, will be a Colorado privilege. I would like to take this opportunity to tell you how it can happen.

Ask most pilots about backcountry airstrips in Colorado and they know of very few; Quarter Circle, Arboles (Navajo Reservoir), or perhaps Dolores Point. However, by searching USGS 100,000:1 scale maps covering less than half of the state, I now have a list of 43 airstrips that are not marked on aeronautical charts. Those 43 are by no means all usable, but this is the start of a list that will document potential as well as actual resources. Although it may surprise some, different maps depicting a particular area will have a different set of marked landing strips. We should search any available maps for airports, including county plats and old aeronautical charts, to add them to

the list.

Because most of the airstrips are accessible from roads nearby (from whence the original construction equipment came), the cartographers have often mistakenly identified the strips as sections of road. It should also be noted that many Colorado counties allow aircraft operations from their unincorporated roads and typically have right-of-ways that allow widening. So, add straight and level sections of road in interesting locations, one to five thousand feet in length, to the list.

On almost every trip I make, especially when taking a new route westward, I find an airstrip along the route. By making a point to record a GPS waypoint and taking a few notes on our trip logs about the sighting, another potentially great airport makes the list.

A particularly successful technique in Utah for finding backcountry strips has been to talk to the old-timers. They were often flying commercially into primitive airstrips to support ranches, mines, drill sites, and medical evacuations. Some have written memoirs and others are more than willing to tell the stories of their piloting past. Bring a recorder and prepare to be fascinated. Don't forget to share what you learn and update the list.

The reason to build a central trove of airstrip information is to distribute it back to the aviation community. Having the community become aware of these backcountry destinations is the starting point for activism. We want to have as many people as possible working on whatever aspects of

cont. p 7

HEARD ALONG THE FLIGHTLINE - by Walt Barbo

COLORADO WILL HONOR AOPA PRESIDENT PHIL BOYER . . . in Denver, on July 25, at the annual meeting of the National Council of State Legislators. Under provisions of Senate Joint Resolution 02-026 passed in the last General Assembly.

The resolution, which was jointly sponsored by CPA members Lewis Entz (State Senator) and Alice Borodkin (State Representative), recognizes the severe negative impact to Colorado aviation in the aftermath of September 11 and honors Boyer for his leadership in the effort to reopen the skies of Colorado and the nation to general aviation and to get America flying again.

ENTZ AND BORODKIN ALSO DESERVE SPECIAL RECOGNITION. For their tireless efforts and support of general aviation issues during the last session of the Assembly. Both are up for re-election this November. Let's hope they are successfully returned to their seats . . . and are available to provide continued support for issues we hope to place before the Assembly during the next session.

THE COLORADO AIRPORT OPERATORS ASSOCIATION (CAOA) HAS A PRELIMINARY LIST OF LEGISLATIVE PROPOSALS . . . as reported by Dennis Heap at our last CPA board meeting. COAA would like to see a change in the way reimbursement to airports from the Aviation Trust Fund could be made without the need to go back to the Legislature annually for funding authority. The association also recognizes the need to protect airports from noise complaints in those cases where the airport was there first. S.B. 02-02, sponsored by Entz and Borodkin in the last General Assembly, addressed this issue. However, the aviation community didn't have a unified position on the provisions necessary to make a successful stand. So noise issues were deleted . . . with the understanding that they would be brought back at a later date when there was opportunity for the aviation

community to work out its differences. This could be the year.

AT LEAST, THIS COULD BE THE YEAR FOR A UNIFIED FRONT ON LEGISLATIVE MATTERS. The CAO has named an 8-person committee to develop and coordinate legislative issues. CPA has a committee under Chairman Gary Toby in which all of the CPA board are participating members. A preliminary meeting will be held with Senator Entz and others following the recognition ceremony for Phil Boyer on July 25 . . . in which we hope to establish some general objectives of what the aviation community wants to accomplish in the next session of the General Assembly. This will be followed by a more comprehensive and detailed planning session at the CAO conference in Estes Park later in the year.

EXPECT A LOT OF "KNEEJERK" REACTIONS TO THE CALL FOR INCREASED GENERAL AVIATION AIRPORT SECURITY. Transportation Secretary Norman Mineta set the stage in his December 19, 2001 report to Congress in which he recommended that steps be taken to ensure that GA airports and aircraft are as secure as possible.

The American Association of Airport Executives (AAAE) jumped into the act with a task force effort. In defining the threat, the task force commented that the main terrorist threat against GA and GA airports is the possible theft or hijacking of aircraft for use as potential terrorist weapons. Thus, the most likely target is the aircraft itself, rather than GA airport facilities and infrastructure.

Eight recommendations developed by the task force were submitted to the new Transportation Security Administration in a letter dated June 3, 2002. As an example of its content, Recommendation #8 would change the current FAA pilot certificate to new "smart" technology with counterfeit resistant photographs and embedded biometric technologies to enhance aviation security . . . so as to limit access to GA airports to those pilots with a need for such access.

Heard cont.

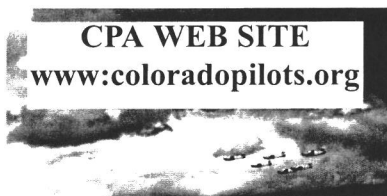
AOPA wrote a very tactful response to the recommendations questioning the need for enhanced security at most GA airports on the basis of questionable need or justification. The AOPA response also questioned the availability of federal funding to support security enhancements at small airports and the probability that users would end up having to pay the bill.

COLORADO SUPREME COURT RULING ON LIABILITY WAIVERS WILL LIKELY EXTEND TO GENERAL AVIATION. On June 24 the court ruled that liability waivers signed by parents do not protect ski resorts from lawsuits when children are injured because of negligence. We in the general aviation community have used similar indemnification releases for many of our events in which we take school-age kids flying. An attorney for the ski industry noted that the ruling will have limited impact. Because indemnification releases for minors have historically not been enforceable in Colorado courts.

JUNE 8 CPA MOUNTAIN FLYING GROUND SCHOOL AT CENTENNIAL AIRPORT PRESENTED TO 33 PILOTS . . . including 12 from out of state. CPA members Bill Standerfer and Brian Lewis served as ground school instructors for the highly rated mountain flying course. Over 2,500 pilots have taken advantage of this training opportunity since the course was first created by Bruce Hulley and Vern Foster in 1986.

The crosscountry portion of the program is typically scheduled on the day following the ground school. This year, however, strong winds and smoke from a number of wildfires in the state influenced cancellation of most flights. Conditions were not the greatest. However, a few managed to make the flights . . . including a flight instructed by Don Dolce. His remarks on the flights made on Sunday and Monday are worth sharing.

"This is a picture of the Hayman Fire (not include in FLIGHT LINES) taken around 1:00 PM on June 9, 2002, from the West side of South Park (North of Antero Res. and South of Fairplay). We were at about 12000 feet. The



***Question:** On my sectional chart there is a white box with magenta borders in a military operations area. It shows the letters "CTC" followed by a frequency. What is this?*

Answer: The white boxes with magenta borders are meant for VFR pilots flying in that area and provide information on how to contact air traffic control without the need for other publications. The letters "CTC" stand for "contact" and the information that follows are the facility and frequency that should be used.

from Bill Linenberger

fire was at about 19000 acres at that time and the plume of heated air and smoke was pushing the relative dry air up to the point where the relative humidity reached 100% and cloud formation was beginning to occur."

"The only other comment on this weekends Mountain Flying that I might add relates to the confusion / miscommunication that must exist within the FAA and the organizations that provide information on TFR areas. I personally checked with FSS before departure to see if the GWS airport was within the TFR and thus off-limits to us during the mountain flight. The briefer said they had not plotted it, they did not know if GWS was within the TFR, and they were only providing the information."

"When we opened our flight plan with Denver Radio on Sunday morning, we were put on line with a supervisor that told us he 'had a problem' with our flight plan because we had GWS (Glenwood Springs) as a possible landing site. It was apparent that he had not plotted the coordinates (SNO 244 degree radial, at 21 nm, 5 mile radius) on his charts. If he had, it would have been apparent that the GWS airport was outside the TFR, and there was ample room to approach and land at the airport by entering on a long straight-in from over Carbondale. On Sunday's flight we approached GWS from the East and could look down on the airport from outside the TFR. We chose not to land and proceeded on to ASE. On Monday's flight we did descend over Carbondale and made a long straight-in approach to an uneventful landing and subsequent departure. In my opinion, not landing at GWS deprives the student from a significant part of the mountain flying experience."

Brian Lewis wrote: "We postponed both the Sunday and Monday flights. I consider Glenwood Springs one of the highlights of the trip, and with the TFR, we wouldn't be able to get in there. Both

pilots were local, so not a problem."

CPA PEOPLE ON THE MOVE includes Dana Atkins, Chairman of our CPA Public Relations Committee and our web master . . . who is relocating to Seattle as part of a merge with a counterpart type of company located there.

And Jer Eberhard who has retired from Hewlett Packard and will be starting a new flight school in the Fort Collins area.

PEOPLE ATTENDING THE JUNE CPA BOARD MEETINGS TOOK A HIT . . . from a hail storm that lasted about 20 minutes and left several inches of hailstones near the size of golf balls. And up to \$3,500 of damage to vehicles of many of those attending.

SPEAKING OF DAMAGE AS A CONSEQUENCE OF THE ELEMENTS, I LIKE THE ATTITUDE OF THIS VICTIM . . . whose Glasair was struck and set afire by lightening while on an emergency stop at Lebanon, TN to avoid weather. Coverage of the incident appeared in the June 4 edition of Aero-News.net. A photo of the aircraft showed a huge hole behind the cockpit with only a small part of the rear fuselage holding the tail surfaces. As the report described the owners comments: "It's OK from the cockpit forward. The engine works. You can taxi it all over the place. As for the panel, everything seems to work . . . except possibly the transponder." An apparent total loss. And uninsured!

After I wrote the owner a note of sympathy, I received this philosophical response: "Thanks, but it is not so bad. I figure my bad luck has been used up so now I don't have to worry about any more bad luck. At least it was really no ones fault and so there are no bitter feelings toward someone who's done you wrong."
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backcountry airstrips

airstrip use and preservation that may interest them. The data on the changes originating from their efforts will then be recorded and cycled back into the community.

To illustrate, once the location of an airport is published, the landowner or managing agency can be determined from maps and county records. Then, by understanding the laws and regulations applying to the site, we can work toward permission to land there. For example, many pilots interested in airstrips on BLM land found that the use of an existing surface disturbance was allowed. Years later, another interested aviator asked for clarification and received a letter from the Utah BLM explaining that they consider "casual use" of existing airstrips to include non-mechanized removal of brush and rocks. Thus, most of the strips on BLM land are usable without specific permission and may be maintained with hand tools. Airports under more restrictive regulations, of course, might require more effort to secure access.

In a representative scenario, very few of us want to attempt a landing at an airstrip that has had no recent visitation and has not been checked on the ground. Someone interested in the strip might take a road trip to the site, walk the length, survey the hazards, hack some brush, and move rocks. Their efforts can remove some of time's ravages and uncover a sweet little airport. Informing others by updating the data allows for wider use, fosters awareness, and promotes involvement in the airstrip's long-term protection.

Unlike Utah, Colorado public property is held mostly by agencies other than the BLM that have different charters

and rules. Here is my strategy for acquiring the use of many more extraordinary airstrips:

Exercise Existing Rights

We will have to fully understand the federal, state, and local regulations covering the airstrips in which we have an interest. The discovery of rules allowing aircraft operations instantly converts a whole class of potential airstrips into airstrips that are real. They might be really primitive too, but they are still a treasure for many pilots to use and enjoy immediately.

Volunteer

Two major concerns of public land managers are liability and budget. CPA's recent success with Colorado Senate Bill 02-105 has cleared a big swath through the liability concerns. "Adopt-a-highway" and "adopt-a-trail" programs have been huge successes in involving the public and decreasing the cost of government projects. Volunteering sweat equity and cooperating with land managers can make a huge difference on what resources can be made available to pilots. Don't just stand there; help!

Lease

When public land is designated for multiple-use, the government collects fees for the general welfare from commercial users. These leased property rights allow for designated activities usually including some development and maintenance. There are applications to submit, environmental reviews to endure, and fees to pay, but the final property right even allows us to put the airstrip on aeronautical charts.

“Concerning Learning”

Confessions of a Low-time Instrument Pilot

By an anonymous contributor

Thanksgiving with family had been fun. Now, after a day of waiting for better weather, we were ready for the return trip from St. Louis, MO to Lamar. The Sunday forecast looked good: in Missouri and Eastern Kansas, overcast but with reasonable ceilings and a freezing level of 8,000 ft.; further west, diminishing clouds with clear skies predicted for Colorado.

For our first leg, we were cleared to Garden City Regional, starting at 4,000 ft. As we cruised along comfortably below the freezing level, I carefully scanned the instruments—almost too closely as it turned out. My non-pilot wife, Monica, suddenly asked, “Frank, how much ice is too much?” What an attention getter! I had been so engrossed in my scan that I had not looked up or out. Fortunately, she had thought to examine the wing.

Lesson #1. Don't fixate on the instruments. Look outside of the airplane. Think ice, look for ice, regardless of reported freezing levels.

With Center's clearance, we descended to 3,000 into the nice, warm rain. This was tough flying, but at least we were getting where we wanted to go. After a handoff to Kansas City Approach, the helpful controller asked if we wanted to climb—the tops were at 4,000 ft., he informed us. Climb we did, into the clear. But how embarrassing! How long had we been enduring the battering of the rain when the tops were just hundreds of feet away?

Lesson #2. Remember that you can sometimes escape ice by climbing—ask controllers about where the tops are.

Nearer to Garden City, we expected the ILS to runway 35. Strong north winds had been forecast and this is what ASOS and Approach confirmed. But 15 miles out, the winds, remaining strong, changed by more than 90 degrees to be southeasterly. Quick scramble. Where is the other approach chart? Fortunately, Monica was there to find it. Good CRM, I thought. So there was only a little bit of anxiety as we got ready for and then executed the VOR approach for runway 12.

Lesson #3. At any airport, prepare for more than one approach. Things can change fast and you have to be ready for what you get.

On the ground, we were feeling pretty good about ourselves. This was our first reasonably challenging IFR flight, and despite the minor lapses and small difficulties, we were getting the job done.

Cleared to Lamar, we were off on our final leg. We quickly climbed above the clouds and relished the forecast of improving weather ahead. Alas, it was not to be. While it did clear in western Kansas, the good weather was short lived. Moving down from the northwest, several layers of clouds soon confronted us. Initially at 8,000, we were more or less between them—but the grey tops below relentlessly came up to meet us and for the second time that day we started getting an accumulation.. With ATC's blessing, we were able to adjust altitude to stay in the clear, but I cringed at the thought of descent into Lamar through that icy mass.

As I now think about it, I did suffer an attack of “get-homeitis.” I should have turned around and gone back to some clear airport in western Kansas. But, I told myself, the ceiling at Lamar was 1100ft.—plenty of room for the VOR approach to Runway 18. And we really were expected at work Monday morning. So I plunged ahead. We went down through the clouds at 1000 fpm in order to minimize the time in icing conditions. We emerged with a quarter inch of clear over the windshield and leading edges. The landing was uneventful, but what if I had had to do a missed approach?

At the time, I failed to grasp that my descent through the clouds was not prudent. In fact, throughout the day my self-image was growing by leaps and bounds. I was confronting bad conditions and dealing with them successfully. On landing, I was really quite proud of myself.

But now I see things a little more clearly. All of us need to fly in tough conditions in order to build confidence, gain knowledge, and sharpen skills. I surely did this on this Sunday, and so the trip was very valuable. I learned a lot and I grew as a pilot. But it is important to get these benefits without compromising safety. I think I may have stepped over the line as we approached Lamar. Of this, in retrospect, I am not so proud.

Lesson #4. This is obvious. Remember that getting home is less important than staying alive.

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 Answers:

Voisin Brothers, of France, started factory production in 1907.

Short Brothers, of England, produced six copies of the same design starting in 1909.

Glenn Curtiss sold a plane, apparently based on the the “White Wing” and “June Bug” designs, to the Aeronautical Society of New York on June 26, 1909. Price was \$7,500.

CPA Calendar 2002

JUL 20 AIR SHOW, San Luis Valley Regional/Bergman Field (ALS), Alamosa, CO. Breakfast 7:00 a.m. - 10:00 a.m., \$4/pp. Air Show 9:30 a.m. - 12:30 p.m. Airport will be closed during Air Show. EAA owners - 10 gallons free gas to first 20 experimental aircraft to arrive. Info: Paul Foster 719/852-9860

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

JUL 27 - 28 AIR SHOW COLORADO, Fort Collins-Loveland Municipal Airport (FNL), Loveland, CO. Features Navy Blue Angels, USAF F-16 Tactical Demo, U.S. Army Golden Knights, Pepsi Aerial Team, Chuck Lischer F-260, Silent Wings Aerobatic Glider. Info: Fred Anderton 970/962-2852 or Wayne Hammack 303/469-7479 Website:

<http://www.fcgov.com/airport> or e-mail: anderf@ci.loveland.co.us **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 Wing 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. No trip to the western slope would be complete without a visit/tour of one of the many fruit orchards. Plus there will be opportunity for some hiking and biking. Info: Mark & Connie Hopkins 303/494-1211, mshopkins@qwest.net or John & Cathie Martyny 303/449-6875, johnmartyny@attbi.com

AUG 24 AIRPORT OPEN HOUSE & FLY-IN, Crested Butte Avion Airport (3V6), Crested Butte, CO. 9:00 a.m. FAA "Wings" program, EAA Young Eagles flights, static displays, overnite camping available. Info: Carlo Cesa 800/663-5374 Website: <http://www.CBAIRPORT.org>, or e-mail: carlocesa@msn.com

SEPT 8 PINCH-HITTER GROUND SCHOOL (AOPA), Antlers Adam's Mark Hotel, Colorado Springs, CO. Develop basic nag skills; learn how to tune and talk on the radio; understand instruments in cockpit; learn to safely land airplane; and appreciate thrill of flight. Info: 301/695-2169 Website: <http://www.aopa.org/> or e-mail:

ASFIRCS@aopa.org

SEPT 12 - 15 RENO AIR RACES, "THE RACE TO REMEMBER," Reno, NV, Reno/Stead (4SD). CPA members planning to attend may want to join fellow CPAers in reserved CPA spectator section. Tickets available. Info: Paul & Sheila Rossman 303/766-2724 or acscpaul@fishnet.com

SEPT 14 - 15 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Strand Flying Service, Walker Field, (GJT), 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

SEPT 21 - 22 BACKCOUNTRY AIRSTRIP FLY-IN, Marble, CO. 3,800 ft grass strip at an elevation of 7,850 ft MSL adjacent to Crystal River. Fishing and overnight camping.

Access can be challenging for those not experienced in mountain flying. Owner requires hold harmless. North Fork Valley Airport (7V2) in Paonia, CO suitable alternate for those preferring to land on a hard surfaced runway and commute by ground to Marble. Ground transportation can be arranged. Info: Bob Conger 303/796-8220 or Rob Duncan 970/921-3400 or sales@airbase1.com

SEPT 21 - 22 **GRAND JUNCTION AIR SHOW**, Walker Field (GJT), Grand Junction, CO. Info: Wayne Handley 303/469-7479

SEPT 28 "**FOUNDATION FLY-IN**," sponsored by Colorado Civil Air Patrol Foundation, 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

SEPT 28 - 29 **TELLURIDE, CO FLY-IN (TEX)**. Sponsored by CPA. Fly to the Telluride Annual Fall Colors Fly-In at the most awe-inspiring and picturesque places in Colorado's San Juan mountains. Events include pancake breakfast, lunch, air show and static displays. For a real thrill try "four wheeling" up Little Bear or other scenic places. Info: Bob & Carolyn Doubek 303/771-8148 or idacrase@4dv.net

OCT 12 - 13 **CHACO CANYON, NM FLY-IN**. Sponsored by CPA. We will fly to Farmington, carpool to Chaco, tour ruins and spend the night in a canyon (state park site) where the ancient ones used to roam. Bring your tents and sleeping bags, as this is a campout. The Jones will bring burgers and dogs; potluck for the rest of dinner. Info: Bart & Mary Jones 719/488-0653 or jmarykathr@aol.com

OCT 24 - 26 **AOPA EXPO 2002**, Palm Springs, CA (PSP). Info: Bill Hamilton 970/887-2101 or william@winterparkweb.com

NOV 2 CPA ANNUAL MEETING. Location TBA.

NOV 9 COLORADO AVIATION HISTORICAL SOCIETY ANNUAL AWARDS

LUNCH, Officers Club, Air Force Academy, Colorado Springs. THIS DATE IS TENTATIVE at press time (March). Annual awards ceremony for inductees into the Colorado Aviation Hall of Fame. Info: Bea Wilhite 303/697-4775

NOV 12 AOPA TOWN MEETING, 7:30 p.m. Location to be announced.

LET'S FLY TO MEXICO!



Spread your wings "Beyond the Border" with Parkwest Air Tours' 1300-nm adventure. Experience Old Mexico like never before with the safety and camaraderie afforded by a guided air safari.

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Reopen

Many airstrips have been closed by land managers because of liability concerns (questionable?), overly narrow interpretations of their charters that don't support aircraft use, and even simple ignorance of the resource in their care. The Montana Pilots Association has recently made serious inroads with the National Forest Service to reopen airports that had been forgotten. And, when the Forest Service recognizes a recreational and emergency resource, they have a habit of investing in other improvements like tiedowns, firepits, and toilets.

Create New

Government agencies are constantly developing sites with recreation potential including roads, campgrounds, and parks. Backcountry airports are another valid type of recreational site with examples throughout the Federal inventory. Convincing a government agency to build a new airport likely requires the largest time investment of all of the options, but it also has the potential to place an airstrip in a fantastic location chosen specifically for its recreational value.

Public Use / Private Ownership

Over forty states have enacted recreational-use statutes to limit the liability of private landowners who allow the public onto their property. While the Colorado statute does not specifically name aircraft use, the wording of the law is clearly meant to cover **any** recreational activity. This might be enough incentive for some airstrip owners to open up, but I have spoken with others who still have concerns about controlling access and damage to their property. Perhaps, an aviation organization (CPA?) could follow the lead of the Nature Conservancy and purchase or accept donations of some wonderful airstrips and make them available to all of us.

In summary, our mission is to actively seek out backcountry airport locations worthy of attention. For those who are interested and able, a modest amount of work can turn back the clock on decades of neglect and produce a fine flying destination. And, finally, by becoming partners with landholders, both public and private, it may be possible to open up some real backcountry gems. ###

Fly Mart



For Sale: Partner wanted for 1991 **Maule MX-7-235**. 992 TTSN, IFR equipped, Century 21 Autopilot, Apollo GPS and long range tanks. Plane just painted in May, in/out a 9/10, hangered at Everitt Field (grass strip) in Parker. Extremely low fees and 1/3 partnership available for \$30,000 or best offer. Call Bill Woelpper @ (303) 875-5144 anytime. Don't just talk about flying the Rockies...do it, in your very own Maule!



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.

WELCOME NEW MEMBERS

Scott Sedam
126 N. Center, Suite A
Northville, MI 48167-1414

Andrew T. Schuler
14626 W. Elsworth Avenue
Golden, CO 80401-5102

John R. Kramer
10815 E. Jewell Avenue
Aurora, CO 80012-5025

Peter O. Large
4751 W. 89th Way
Westminster, CO 80031-3587

James Cowan
14642 N. 83rd Street
Longmont, CO 80503-9215

Richard Hamilton
5920 Highlands Hills Circle
Fort Collins, CO 80528-9336

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CANADA BORDER CROSSING

From Bill Linenberger

Rules for border crossings from the USA to Canada have changed as a result of September 11, 2001, as have the return procedures to the United States.

While not as user friendly as before, CANPASS is still workable. Just be aware of the changes.

When crossing into Canada from the US, a phone call to CANPASS (1-888-CANPASS or 1-888-226-7277) is recommended before you file your flight plan to see if where you want to land is an option. Previously in Saskatchewan where we fly to for fishing yearly, there were several airports that could be used as a port of entry. Our normal point was Prince Albert, which we found in May is no longer an option.

Now there are only two in Saskatchewan, Regina and Saskatoon. And while previously they wanted two hour advance notification but would do it on an hour, they are now requiring the two hours.

Previously, the odds were you would not be met by a Customs Officer and would close your “customs plan” by phone. Now you

WILL be met and inspected. Whatever you decide to bring with you, do NOT bring firearms or other weapons. If you are going hunting, there are provisions for bringing shotguns and rifles; NO HAND-GUNS. CANPASS can advise you on the procedures.

Returning to the US also take a couple of extra steps. First, when calling flight service to file your flight plan, do it at least one hour early. You will give them the flight plan and then have to call back in approximately one hour to get a discreet transponder code.

You are to squawk this code upon takeoff and must contact an ATC facility (I.E. Center) and be radar identified previous to crossing the US border.

Failure to follow these procedures, I am told, will result in interception by the US Air Force and will greatly increase the time required to resume your trip.

In my experience, both US and Canada Customs Officers have been pleasant. However, they have a job to do, so the easier you make their job, chances are the easier they'll make your transition.

Colorado Pilots Association
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