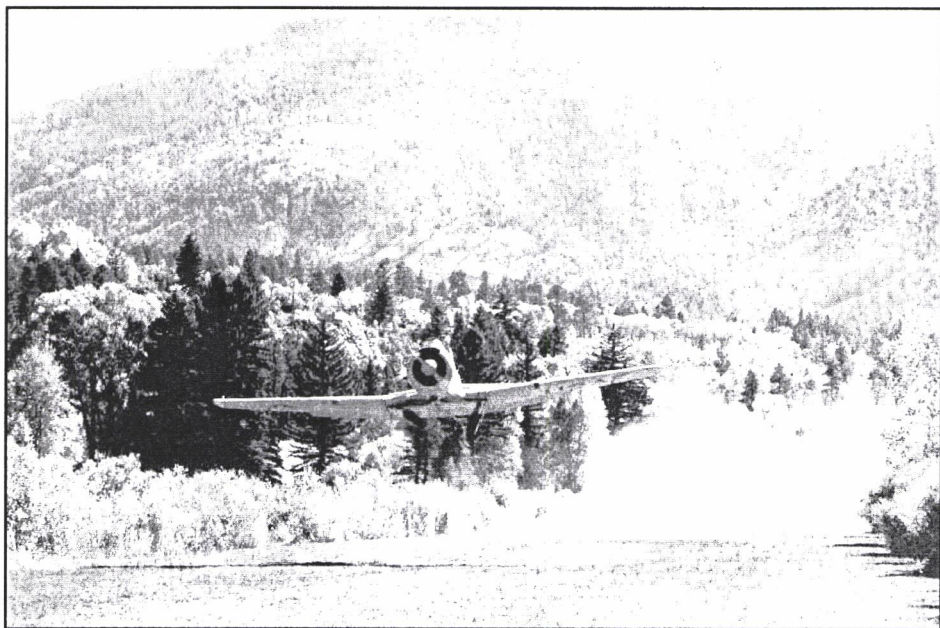


CPA FLIGHT LINES

Volume 19, No. 10

October 2002



Ed & Barbara Huber leave a cloud of dust from their AT-6 departure from the private-owned backcountry airstrip at Marble, Colorado. Photo was taken during the September 21-22 CPA Fly-In to Marble. Over 34 aircraft participated in the event.

CPA WEB SITE

www.coloradopilots.org



President's Message

*"COME FLY NEW MEXICO
WHERE THE SKIES ARE NOT
CLOUDY ALL DAY."*

It was not my intent to publicize New Mexico flying when I started writing for this issue of the FLIGHT LINES. However, I ran across this unusual web site on flying in NM when researching the web for information on air access to Navajo Reservoir for my "Heard" column and felt compelled to share it with the thought that we in Colorado could gain from New Mexico's efforts. Look in on <http://www.flynewmexico.com> to see what I mean.

"Fly New Mexico" is a copyright of the New Mexico Aviation Division; however, the web site is the creation of private entrepreneurs who have no affiliation with the state. Thus, some commercial advertising is included in the site. However, the home page is a nicely balanced conglomerate of information starting with the lead-in text used in this article followed by the statement, "The flying weather in New Mexico is some of the most desirable anywhere. New Mexico is the home of the best in year-

round outdoor sports, from fly fishing to snow skiing."

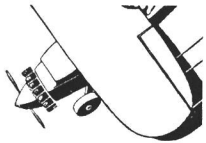
A colored map in the center of the home page shows the location of each airport in the state (including the Navajo Lake State Park Airport, the state funded and operated airport at Navajo Reservoir) and has a select capability that brings up a sketch of the airport and a list of airport related information.

Informational links are placed on each side of the map with access to items such as: Tips on Flying in New Mexico, Density Altitude, Airshow and Fly-In Schedules, even a link to activities of the New Mexico Pilots Association.

We have a burden to help promote Colorado aviation in any way we can. I am not too proud to build on the accomplishments of others. And have no guilt (though some help from others would be appreciated) in saying:

*FLY COLORADO WHERE THE
SKIES ARE ALWAYS BLUE AND
THE SCENERY UNEQUALED.*

Walt Barbo



MARBLE FLYIN MARVELOUS SUCCESS!

YOU made this fly-in an outstanding success! Since we are working towards opening more Colorado back-country airstrips, the safe operation and courteous manner of 34 aircraft operating down the narrow canyon off a grass runway was a great demonstration for the legislators and other officials we are working with.

Bob Conger, a Maule driver from a "few" years back, woke Sunday morning to the sight and sound of a Maule circling over his trailer WITHIN the canyon. Speaking of sound, the R-985 generated "round sound" of Ed Huber's T-6 sure was sweet off the canyon walls as he swiftly departed. A dozen Skywagons receive the most "birds of a feather" honors.

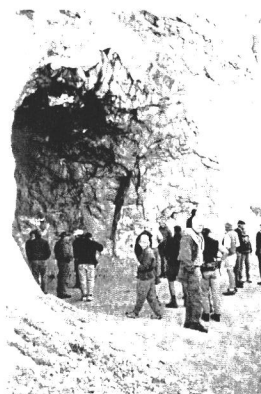
Since Bob and Patty were unable to be the remarkable hosts and take many photos at the same time, we are creating a photo album to present to them in appreciation of their generosity. Mary K. Jones will be accepting your submissions. Printed pictures (vs. e-mailed) are preferred, and feel

free to add your own personal note, memories, or captions. Her snail-mail address is 290 Rangely Dr., Colorado Springs, CO 80921-2694 and her e-mail is jmarykathr@aol.com if you need to send something.



We are planning this to be an annual event, so you can come by next year and see the captured moments at that time.

Thanks again. Rob Duncan





Walt Barbo

HEARD ALONG THE FLIGHT LINE (October 02)

ACTIONS CONTINUE IN EFFORT TO REOPEN ARBOLES AIRSTRIP ON NAVAJO RESERVOIR. Recall, the airstrip was closed in May, 2001 by action of the Navajo State Park Manager . . . an action that was probably driven by an objective to convert the airstrip to boating related facilities . . . though concerns of liability in event of an aircraft accident was used as the primary justification for its closure. Low aeronautical use of the facility was also cited as a factor in the decision.

In the last session of the Colorado General Assembly, State Senator Lewis Entz successfully carried SB-105 (also carried by Representative Alice Borodkin) which gave liability immunity for backcountry airstrips located within any park or recreational area maintained by a public entity. Which should have influenced a change of heart at park management. But it didn't. Park management continued adamant in its position to keep the airstrip closed.

In a mini-summit of the Colorado aviation community in late July, it was decided to make an appeal directly to Secretary of the Interior Gale Norton to use the influence of her office to reopen the airstrip.

Each of those attending the summit meeting forwarded individual letters. Senator Wayne Allard also joined the appeal with his letter of September 10, 2002 to Secretary Gale Norton. (See additional coverage on the home page of our web site at www.ColoradoPilots.org.) As of this writing, we are still waiting for word from the Secretary.

Meanwhile, Senator Entz arranged a September 25 meeting of select aviation community members with officials of the Colorado Department of Natural Resources and the Parks Division to discuss additional steps necessary to reopen Arboles.

Up to this point, local governmental officials have been somewhat neutral on the issue. However, there was an indication they could be supportive of reopening of Arboles under conditions that it would not

result in an economic burden to Navajo State Park for maintenance of the airstrip . . . and that resumed operations would attract revenue to the Park.

Understandable in consideration of budget shortfalls in the state. But also a reality check for the aviation community. If we are to see the airstrip reopened, it will take more than political influence. We may have to get out there and periodically fill gopher holes. And help in the promotion of revenue generating activity.

THE STATE OF NEW MEXICO HAS SHOWN A GREATER INTEREST IN AIR ACCESS TO NAVAJO RESERVOIR THAN HAS COLORADO. Considering that NM just spent \$1,000,000 to construct a new, paved 5,000 foot runway and make other improvements.

The airport, owned and operated by the NM State Highway & Transportation Department, is located at the southwest end of Navajo Reservoir, approximately 15nm from Arboles. State inspection reports estimate about 200 aircraft operations/year from the strip. Relatively low for the level of state investment. But also indicative of state recognition of the value of an airport to recreational areas.

BASED ON THE EXPERIENCE OF THE CPA FLY-IN TO

MARBLE, COLORADO ON SEPTEMBER 21-22 . . . proving aviation community interest in access to backcountry airstrips should not be a problem.

Over 35 aircraft in an airlift with at least 65 souls-on-board flew into the private-owned strip for a weekend of camping, fishing, hiking, and touring visitor attractions of the nearby towns of Marble and Redstone.

Bob Conger, owner of the airstrip, has an open invitation to anyone wanting to use the airstrip. However, he does not fall under the immunity provisions of SB-105 and requires that users first sign a liability waiver. A copy of the waiver form is still available on the CPA web site under the Fly-In Schedule for Marble. Provisions will be made to post the waiver form in a new page on back-country airstrips in future updates of our CPA web site. Or Conger can be reached at his mailing address: Bob Conger, 4505 S Yosemite #116, Denver, CO 80237.

TRAFFIC PATTERNS AT 10,500' MSL TAKE A BIT OF GETTING USE TO when flying into Telluride Airport, site of the CPA "Fall Colors Fly-In" on September 28-29, and can be an intimidating experience for those who have never landed there.

It is located on a high plateau at an elevation of 9,078' MSL with a near vertical dropoff on the southerly and westerly sides to the San Miguel River located several hundred feet below. In fact, flying into the airport can be an exhilarating experience, even if you have landed there previously.

Telluride prides itself that the airport is financially self-supporting and does not receive any funding from the community. And that the user fees charged keep the airport open. Which for a typical small GA aircraft translates into landing fees of approximately \$6 and overnite tiedown fees of a little over \$10. A little high for those of us not used to paying landing fees at airports. Though I suspect it is peanuts compared to what biz-jets and commercial operations pay.

IF TELLURIDE INTENDS THAT THE AIRPORT CONTINUES TO BE SELF-SUPPORTING, airport user fees will need to be increased dramatically to cover the cost of major runway reconstruction and expansion of the operations area. Much of this is driven by the need to provide space and improve safety for the increasing jet traffic. During the ski season, for example, the airport is typically filled with parked aircraft.

Prior to construction of the runway, a deep drainage way transitioned the site at about midway where the

runway was to cross. Construction of the runway required a deep fill across this section of the site. However, there was not sufficient money available to bring the fill up to a level adequate for a flat runway. So the runway was built with a 2% gradient from each end towards the center. Provides an interesting effect. When landing, the runway follows your descent and gives an unique feel during the flare of touchdown. And the opposite on departure.

All of which is OK for small general aviation aircraft. But creates a safety hazard for faster jet powered aircraft. So the plan is to depress the end elevations of the runway and fill in a portion of the low elevation section. To give a gradient of about 0.8% . . . which is the FAA standard for the critical aircraft type using the facility. Considering that the estimated cost of all this development will be in the neighborhood of \$70 million, it is unlikely that any of this will happen real soon. Particularly if the community depends on user fees to pay all development costs. Though we are told that land acquisition will take place next year and that the community hopes to have all of the work completed within an additional five years.

In the interim, if you have not experienced the thrill of landing at Telluride, you still have time.

NO WORD YET OF LOCAL GOVERNMENT ACTION ON THE 2,000 FT AGL RADIO TOWER proposed at a site approximately 25 nm SE of COS on the western edge of the USAF Academy Bullseye Training Area. Last month we gave a heads-up that the FAA had made a "Determination of No Hazard to Air Navigation" on the proposal. Next step in the process for the proponent is to gain site and zoning approval from the El Paso County Planning Commission and Board of County Commissioners. In a call to the planning office on September 27, 2002 we were told that the proposal has yet to be submitted to that office.

CENTENNIAL AIRPORT CAN TAKE PRIDE IN ITS ACCOMPLISHMENTS IN CAREER DEVELOPMENT . . . though the airport management may not feel that way . . . with loss of CPA member SCOTT BROWNLEE who left the position of Deputy Director/Planning on September 6 for a new position as Manager of the Montrose Regional Airport. And DARCI GRIESER who left a position as administrative assistant at Centennial Airport to take the Aviation Education/Public Relations position with the Colorado Division of Aeronautics.

Last year the airport was recipient of our CPA General Aviation Airport of the Year Recognition. Great to see it

living up to its reputation.

TRAGIC ACCIDENT TAKES THE LIFE OF CPA MEMBER CARL MASON. On September 24 after departing Farmington in a Piper Arrow he acquired in California for flight training in complex aircraft at the Wings of Denver Flight School at Centennial Airport. Specifics of the accident were not available as of this writing.

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CONCERNING LEARNING:

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.

Concerning Learning

ASPEN ADVENTURE

By John Baker as told to Dean Jaros

It was July, 1968. I was happy as a clam. I had just purchased a gorgeous 1941 Stinson V-77 gullwing "Reliant." This particular airplane had served in the Army as General Curtis LeMay's personal transport, so I was very pleased to have a small bit of history in my possession. I was thrilled as well to have almost 300 horsepower at my disposal after a long diet of various Cessnas.

Shortly after my check-out in this new bird, Joye and I decided to spend a long July 4 weekend in Aspen. We left then towerless Jeffco early in the morning and flew to Canon City where we dropped the kids at Joye's parents. The Stinson performed superbly and we felt we were off to a great start for a special "just the two of us" vacation.

To enjoy the mountains and the great weather, we flew on to Salida. We landed and lingered until noon. Everything went well-the Stinson handled Salida's 7487 ft. field elevation very nicely. I regarded this as proof positive that the mighty Lycoming radial had all the power necessary for mountain flying.

We crossed Independence Pass-another sign that the Stinson was at home at high elevations-and dropped down the valley, northwest bound, toward Aspen's Sardy field. The winds were reported at 10-15 knots out of the northwest, but Aspen tower nonetheless cleared us to land on runway 15. This was not surprising, for Aspen, then as now, was something of a "one way" airport: because of surrounding terrain, most landings were straight-in to the south and most departures were straight-out to the north.

The thought of a tailwind landing bothered me, but as a recreational pilot without much ATC experience, I was ready to defer to tower's expertise and experience. Downwind and base were routine, but on final I realized that our groundspeed was high-things were going by awfully quickly. The northwest wind must have picked up a bit. My wheel-landing was OK, but I had touched down farther from the threshold than I would have liked and we were going too fast. Aspen's runway was then 6000 ft and we were eating it up in a big hurry. "Joye," I said, "I don't think I can stop in time." An excellent pilot in her own right, she replied, "I don't think you can either."

We were still only on the main gear and I gave it full power for the go-around. Somehow, the bird did not respond as it had at Salida. The 400 ft. of additional elevation, tailwind, and by now higher temperature had effects greater than I would have imagined. We crossed the numbers in ground-effect no more than five feet high. Things were really tense. Joye continued to talk to the tower-assuring them that we were still alive-and I tried to coax a little climb out of the laboring Lycoming.

We were crossing a field no more than 8 ft AGL when I sighted a tractor and a wagon right in my path. I dared not risk a turn, so I just hoped we would miss it. The farmer froze when he first saw us-I could literally see his gaping jaw and the whites of his terrified eyes before he bailed off the tractor and ran for it. Somehow, we cleared.

We were gaining a little altitude, but we were headed, inevitably, for the town of Aspen. We were perhaps at 50 ft. AGL when we got to the built-up area. Joye called out the location of TV antennas and I, now sweating profusely, gently banked to avoid them.

Beyond Aspen-maybe because it was cooler up the valley or maybe because the wind had abated there-we were able to climb a bit and execute a 180 turn back toward Sardy field. We had never left the tower frequency and the tower personnel had never stopped looking for smoke to arise from the crash-site. This time I fairly demanded a clearance to land on runway 33. "Yes sir, anything you would like, sir." was the reply. They too were very relived that we were still flying.

Everything else was uneventful. It took a few hours to calm down, but eventually we did; we had as great a time in Aspen as we had expected. We never told Joye's parents nor our kids about our close call. Even decades later, I often think of our Aspen adventure. I learned a lot, but this was definitely a hard way to go about acquiring wisdom! I had made three mistakes.

First, while I had quite a bit of mountain flying experience, I still did not have a full grasp of density altitude. Performance really is degraded and the trend is not linear. I did some careful studying of this concept and the knowledge has served me well.

Second, I did not have a full understanding of the performance capabilities of my new plane. I fancied that I now had massive amounts of power compared to Cessnas and that I was therefore invincible. This combination of lack of information and overconfidence I dealt with through more study (e.g., the airplane manual) and by a little self-imposed humility. These too have made me a better and safer pilot.

Finally, I realized that as pilot in command I should deal up-front with things that do not seem right. I should have asked for a runway 33 clearance the first time. True, I was not a wise old pilot that afternoon at Aspen, but I was responsible for the flight and I should have done everything in my power to make it as safe as possible. Now, I try never to forget that the buck stops here.

The moral of all this is very simple. In aviation, habits of study and thoughtful introspection are powerful. I am grateful that I had a second chance to develop them.

C PA Calendar 2002

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, Frontier Center One, 7001 Tower Road, DIA, 8:00 a.m. - Noon. Guest Speaker: Greg Feith, "Lessons Learned from Accident Investigations." Info: Peggy Long 303/733-7456 or peggy@fitzlong.com

NOV 9 COLORADO AVIATION HISTORICAL SOCIETY ANNUAL AWARDS LUNCH, Officers Club, Air Force Academy, Colorado Springs. Annual awards ceremony for inductees into the Colorado Aviation Hall of Fame. Info: Bea Wilhite 303/697-4775

NOV 14 AOPA PILOT TOWN MEETING, Hilton Denver Tech South, E. Orchard & I-25, Englewood, CO, 7:00 p.m. Hear the latest news that affects your flying and meet AOPA President Phil Boyer. Info: Bill Hamilton 970/887-2101 or william@winterparkweb.com

DEC 8 CPA HOLIDAY PARTY, DoubleTree Hotel, Aurora. Info: Sarah Jane Dolliver 303/766-3819, DOLLIVS@hro.com or Peggy Long 303/733-7456 or peggy@fitzlong.com. Watch for signup flyer in newsletter.

CPA Annual Meeting Nov 2, is at FRONTIER CENTER ONE.

Directions for those that lost their flyer: Follow I-70 to Pena Blvd, exit N to DIA. Continue on Pena Blvd to Tower, exit Tower Road right (south). Continue on Tower Rd for .7 miles to 7001 Tower Rd, Frontier Center One. Turn right at the Frontier sign into the parking lot. Enter building via door (pic on front) facing the Courtyard Marriott hotel. Flying there? Fly to Front Range Airport, FTG. Shuttle service will be provided by RESERVATION ONLY. Contact Bill Linenberger 303/344-0183 or Sarah Dolliver 303/866-0289 before Oct 31 for a ride.

SENATOR ALLARD ASKS SECRETARY OF INTERIOR TO INVESTIGATE ARBOLES CLOSING

*from Bill Hamilton AOPA District
Rep*

Sept. 12 - This week, Senator Wayne Allard (R-Colo.) asked Interior Secretary Gale Norton for the swift consideration of reopening of the Arboles Airstrip in Colorado's Navajo State Park.

This is one of many backcountry airstrips closed because of arbitrary actions of managers who do not have jurisdiction over a landing strip.

Allard, who has been working with AOPA Legislative Affairs, states in his letter that the airstrip is not in the park manager's jurisdiction to close but instead is owned by the federal Bureau of Reclamation. He adds that the Colorado State Assembly supports reopening the recreational airport, which has operated without incident since World War II.

The Arboles Airstrip, like many backcountry landing strips, faces an uncertain future. Navajo State Park and the airstrip straddle the

Colorado/New Mexico state line, blurring jurisdiction and affirming the need for a federal law like the Backcountry Landing Strip

Access Act (H.R. 1363/S. 681). If passed, the bill would nationally codify the process of airport closings and include local and state officials in those decisions. Currently the Backcountry Landing Strip Access Act is awaiting action by both chambers of Congress.

AOPA President Phil Boyer stated, "I appreciate Senator Allard asking Secretary Norton to look into possibly reopening this historic airstrip. We appreciate his recognition of the importance of these backcountry landing strips."

P.S.

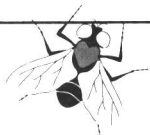
You can see this story in living color at:
<http://www.aopa.org/whatsnew/ca/phil.cfm>

*And, don't forget to attend the
AOPA meeting in Denver Nov
14th!*



Fly Mart

For Sale 1978 T-210, 1/4 interest. 3450TT, 650SMOH, Collins/King, STEC 60-2, HSI, WX8, May annual, includes 1/4 hanger, engine reserve, tug. Based at APA. \$50K. Robert Vehohr, 303/766-0742 or rkvenohr@aol.com



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, Mary K Jones, (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.

Question: I'm considering lasik eye surgery. Is it acceptable to the FAA?

Answer: The FAA currently accepts lasik, photorefractive keratectomy (PRK), or radial keratotomy (RK) for all classes of medical certification. Following the procedure, when the treating physician is satisfied that visual acuity has stabilized and there are no other post-operative symptoms, the FAA requests that the pilot submit a brief report from the ophthalmologist to the Aeromedical Certification Division in Oklahoma City. No other action is required until the time of the next scheduled FAA physical examination, when a completed report of eye evaluation, FAA Form 8500-7, should be submitted with the medical application. If the visual acuity meets the standard for the class of medical applied for and there are no significant persistent complications (glare and compromised night vision), the aviation medical examiner may issue the certificate at the time of examination.

from Bill Linenberger

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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: 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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