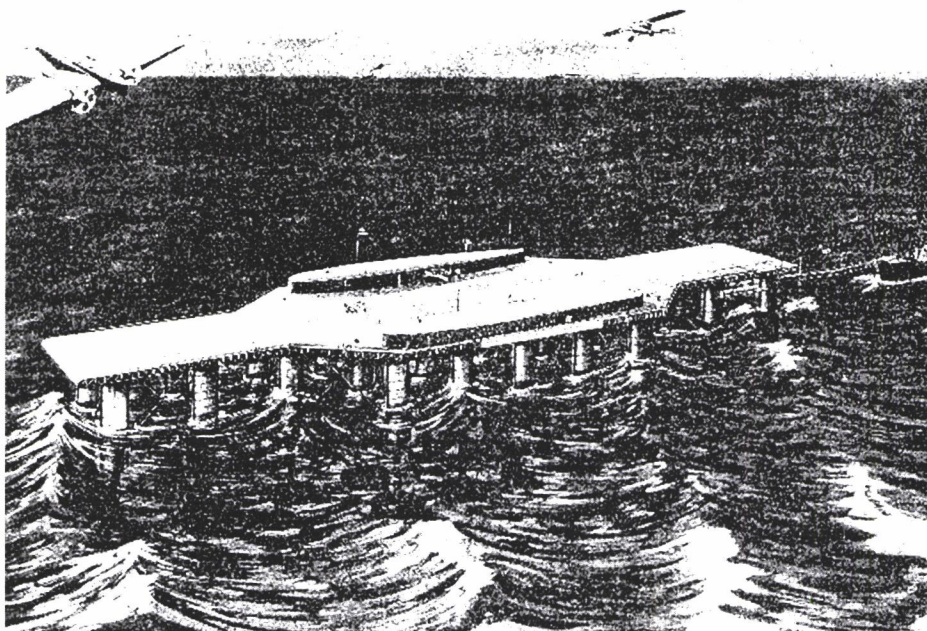


CPA FLIGHT LINES

Volume 20, No. 7

July 2003



Seadrome of 1938 - supplies being taken on at sea. See Factoid on page 7 for rest of story. Photo courtesy of Mayos, provided by Dean Jaros.

CPA WEB SITE
www.coloradopilots.org



President's Message - Eric Jensen

Volunteer Needed! The Colorado Pilots Association needs a member's help. The CPA is looking for a volunteer to work through the process to make us a non-profit corporation. We are currently a Colorado corporation but we are not non-profit.

We do pay income tax. We should have no trouble gaining 501c(3) status but need someone to wade through the paperwork and follow the trail with the State and Federal agencies.

This non-profit status will not make us tax deductible but will save several hundred dollars a year in income tax. If you are interested please call our treasurer Bart Jones or me. Bart has the forms and information needed to get started. Remember we are all volunteers, the CPA would not exist without them.

We spent Saturday helping with the CPA booth at the Rocky Mountain EAA Regional Fly-in at the Longmont airport (2V2).

It was great to meet several CPA

members for the first time and to sign up a few new ones. A gentleman from the Arkansas Pilots stopped to talk. He asked how we were doing, what attendance was like, generally how we do things. He related that they were having trouble with attendance and membership.

It really made me appreciate the enthusiastic core group that keeps the CPA going. It isn't just one person or even two. It is hard to express enough appreciation for our board of directors and the variety of work they do.

Safety! I know we have a couple of columns devoted to safety. But there was a fatal crash at my home base last Saturday June 28th.

I was at the EAA fly-in when I heard the first report. Picture in the local paper showed the wreckage with my hangar in the background. A RV-6 reportedly on the way to the Longmont fly-in experienced a complete engine failure shortly after take off on runway 11.

The mechanics who work on my plane were in their hanger and heard the take off and subsequent

silence. Dan said the takeoff sounded normal then the engine just stopped, it sputtered briefly one time and then no more.

The pilot apparently attempted to return to the airport and stalled short. Scott and Dan were among the first on scene. They said there was no hope of survival. Pretty sobering and it really reinforces the need to fly it all the way to the crash.

We will never know for sure what the pilot was thinking but this tragedy has all the appearance of the textbook 'futile return to runway' lesson. There probably were alternatives. Are you ready for this on each take off?

Besides the general safety reminder, some fairly negative sounding words are around about experimental aircraft. The fact there were two incidents the day of the EAA gathering didn't help.

This unfortunate FAA term evokes images of dangerous, unsound aircraft flying all around us. The EAA has some damage control to do.

We can help by explaining to our

non-pilot friends what homebuilt and other experimental planes are all about. They are designed and tested aircraft as safe to fly as any general aviation plane.

And many excellent examples of meticulously hand-built planes were present at Longmont. It is so much fun to walk the flight line and see the craftsmanship that went into these machines.

It was a beautiful day, not too hot. Walt and Terry brought up all the materials for the booth and CPA members took turns talking folks to stopping by.

John and Cathy Martyny hosted a barbecue lunch in their hanger; food was great, and interesting time was spent on "plane talk".

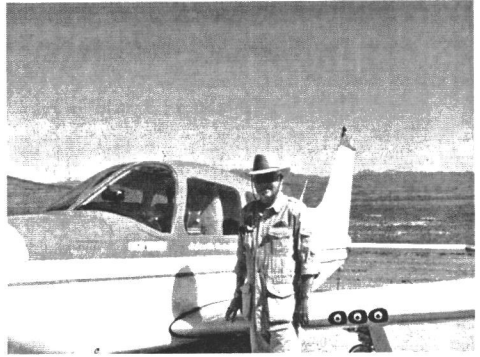
Many CPA folks took advantage. I can't think of a better way to spend the day except maybe flying. ###

SAC Museum Trip RESCHEDULED!!! I've got 20 rooms at the hotel in Lincoln for September 27 and 28 for the SAC Museum fly-in. Contact Sarah Dolliver for more info at DOLLIVS@hro.com or phone 303/766-3819.

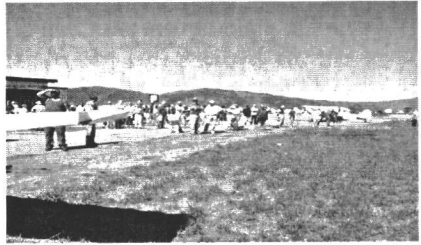
GRANBY ON JULY 5

Eighty aircraft flew into Granby on July 5th for the annual EAA pancake breakfast.

Over 500 pilots and aviation enthusiasts strolled up and down the flight line enjoying the wide variety of aircraft on the ramp and the glorious weather. Visiting were Walt Barbo, Walt Belt and Eric Jensen, so we had two former CPA presidents and the current CPA president on the field with their aircraft. Terry Barbo and Babette Andre also graced us with their presence. All in all, a great time was had by all.



Bill Hamilton - Granby Flyin

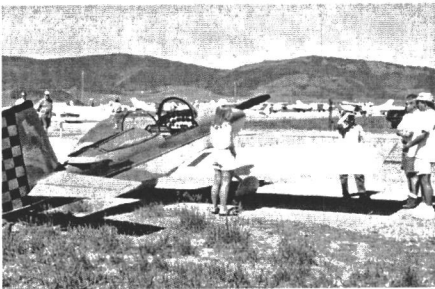


Crowd at Granby Flyin

Photos courtesy of Bill Hamilton.

Colo Backcountry Flyin

There is another fly-in at the private airstrip near Marble, CO (E. of McClure Pass). The flyin will be Sept 6-7. It will be limited to 60 aircraft - 40 CPA and 20 others. The owner has the right to disapprove any aircraft that lacks the performance to operate in and out of this runway. A reservation will be required to attend and a "hold harmless" form will have to be signed to land at the strip. Both of these items are available on-line along with airstrip info, nearby accommodations, and an events schedule. Check our web site. Bring your own tiedowns. For more info contact Ed Huber at huber1942@msn.com.



Along the flightline at Granby, July 5



No, it isn't that nothing has been heard...but Walt is taking a little time off, and we certainly notice the missing link for the latest update in current affairs, av news, a few bites of gossip, and mainly uncensored editorials!

MISSOURI CANOE TRIP A FABULOUS WILDERNESS EXPERIENCE -
even though it was a 4th of July weekend! *by Lea Blohm*

Five airplanes left Colorado on Thurs. July 3rd heading for Mountain View, Missouri and three days on the Current River. At Mountain View we packed camping gear and food for three days and three nights into a trailer, and were taken by van to the river where canoes were waiting.

It was quite interesting loading the canoes with all our gear....no one seemed to accomplish the feat of packing lightly. Our primary concern was the heat and humidity and mosquitoes. However, the days were languid and warm with a constant breeze near the river and no mosquitoes.

Breathtaking scenery with an abundance of wildlife, pleasant evenings and no need of "bug spray." Our camping sites were everything we could have hoped for....secluded and quiet. The stars shone brilliant and the fireflies twinkled...it was magical. We had the river to ourselves Thursday and Friday. Most of the river was shallow enough to wade across with occasional deep pools for swimming or fishing. The water was clean and clear and we jumped in and swam often feeling a bit like Huck Fin

Saturday was a bit more crowded and in the evening we opted to head back to Mountain View. The airport grounds resembled a park, with freshly cut and manicured grounds. We pitched our tents behind the airplanes on soft lawn and walked about a block to some of the greatest pizza we have ever eaten. We had a fun evening of pizza and beer and good friendship with the locals. We ordered three 20" pizzas and two liters of soda and the bill was \$23.00 for ten of us.....we left a BIG tip!! This is one trip I would definitely do again! The only mosquitoes we encountered were at the airport Saturday night.

A huge thanks to Lea Blohm and Brian Jones for putting this trip together!!

Lucile Mary BLEDSOE, Master CFI

Lucile Bledsoe recently renewed her Master Instructor designation. Lucile is a CFI at Wray Municipal Airport (2V5) specializing in primary and instrument training. She is active in the 99s, the Colorado Pilots Association and serves as an Aviation Safety Counselor for the Denver FSDO.

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Lucile M Bledsoe, an independent flight instructor and a resident of Wray, CO. Recently, Lucile's designation as a Master CFI (Certificated Flight Instructor) was renewed by NAFI, her professional aviation organization.

To help put this achievement in its proper perspective, there are approximately 81,000 CFIs in the United States. Fewer than four hundred of them have achieved that distinction thus far. The last eight National Flight Instructors of the Year were Master CFIs while Lucile is one of only 13 Colorado aviation educators who have earned this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by a candidate through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the crème de la crème of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Lucile will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in May of 1995.

Factoid Answer—(see June issue for question)

A British scheme for heavy transatlantic air crossings

In the early 1930's, Major R. H. Mayo was greatly concerned about Britain's links with the various dominions. Mail service to and from Canada, impeded by the expanse of the sea, was a particularly troublesome case. He envisioned transatlantic non-stop airmail service with 1,000 lb loads. His solution was the Mayo Composite Aircraft.

Basically the MCA was two airplanes: a fast mail-carrying craft was physically mated to and subsequently launched from a mother ship. The mother ship, a large "Empire" flying boat, was strictly a launch vehicle. The top-mounted mail carrier, a four-engine Short S-20 float-plane, and the mother ship took off locked together, with all eight engines at full power. Once aloft and at altitude, the mail carrier cut loose and went on its way while the mother ship returned to land. The S-20, loaded so heavily with fuel that it could neither have taken off nor climbed under its own power, was thus able to reach Canada with a respectable quantity of mail.

From a technical perspective, the MCA was a success. The prototype flew well and the launch mechanism worked flawlessly. Moreover, the S-20 in 1938 made—among other records—the fastest crossing of the Atlantic. However, in terms of economy and operational convenience, the MCA was a dramatic failure. Mayo's claim that this new technology would steal the transatlantic initiative from the Americans was based on nostalgia for the old-time British Empire rather than hard data. Put simply, the American Martin and Boeing flying boats had better performance at less cost. Moreover, ship-mounted steam catapults, which launched mail carrier airplanes much more cheaply than the MCA scheme, were already in service on German south Atlantic airmail routes. Fortunately, tough-minded officers at the Air Ministry cancelled the MCA project in 1939 and, much to Mayo's chagrin, bought three Boeings.

Mayo, after years of sound aeronautical accomplishment, was too much motivated by patriotic and imperial pride. To be sure, he had successfully implemented a daring concept, but that concept turned out to be worthless.

###

from Dean Jaros

Concerning Learning

All Fired Up

By Carl Jensen as told to Dean Jaros

Back in the eighties, I had part interest in an M20C Mooney. I wasn't particularly fond of this airplane. Maybe my earlier experience with an injected M20E had jaded me, but this bird seemed quite underpowered for the mountains of Colorado.

Despite my reservations, we got along well enough. The Mooney was good transportation to many places and we flew it a lot. A trip from Denver to Las Vegas for a long weekend is the backdrop for this story.

My wife Deborah and I enjoyed an uneventful outbound flight in good weather. But on final for a landing at North Las Vegas Airport, there was a small glitch. When I pulled carb heat, the engine seemed to run a little rough. Not much, not enough to cause alarm, but the possibility of a problem crossed my mind.

We had a great time in Vegas and to be truthful, I did not think about the rough engine until we arrived back at the airport for the flight home. The engine started easily and seemed to be running normally all the way down to the take-off end of the runway. Maybe everything was going to be OK. We were quite relaxed—Deborah had already made herself comfortable by removing her shoes.

When I pulled carb heat during the run-up, however, engine roughness again appeared—along with a bigger-than-normal RPM drop. Now I sensed trouble. At this point, I made a decision that surely had a good side—but possibly a bad one as well. I resolved that if there was any lack of power (RPM) on the take-off roll, I would abort. I knew I had plenty of runway if this became necessary. I opened the throttle and down the runway we went watching the tach; indeed, the RPM didn't seem to reach

its usual level. So I chopped the power, turned around, and taxied back toward the ramp.

Though it was now clear that something was probably wrong, I still could not quite bring myself to give up. So I held the brakes really hard and did a full power run-up. The result was much the same as the previous run-up only slightly worse. And when I retarded the throttle, we got a really big surprise—flames up around the cowling, on both sides!

What followed was not panic, but we both got out of the plane really fast. I pulled the mixture, advised tower that we had a fire and were abandoning ship and followed Deborah out the door. Soon Deborah, who even managed to grab her shoes, was at a safe distance. I, on the other hand, was less graceful. Pursued by images of a possible explosion behind me, I stumbled over my feet while still on the wing, did a face plant on the ramp, and came up with a three-stitch cut on my chin.

In the end, the fire was a small one, quickly extinguished. A fire department pick-up truck bearing a large CO2 bottle seemed to arrive at about the same time Deborah got her shoes on. Though paint was blackened and a hole burned through the cowling, airframe damage appeared to be minor.

Returning to the airport the next morning, we discovered what had caused all this. There was a crack in the exhaust side of the carb heat muff. So hot exhaust gasses, not just warm air, were going into the engine when the carb heat was on. This explained the roughness and RPM drop; worse yet, exhaust gasses were impinging on the carb during full power, causing gasoline in the carb to boil over and burst into flame. Of course, there was some damage to insulation, hoses, and seals in the engine compartment.

Repairs took several weeks, but the

Mooney was basically OK. Although I returned to Vegas and ferried it home, I realized that I was not really ever going to make peace with this airplane. Maybe I even suspected it of trying to kill me. I never flew it again.

I give myself a "B" grade in dealing with this emergency. First, should I have had the plane looked at when I noticed engine roughness in landing at Las Vegas? Without the ability to foresee the future, probably not. I really do not fault myself here. All airplanes show temporary glitches that have innocent causes; to have assumed serious trouble at this point would have been over-cautious. At run-up for the return flight, however, evidence for a malfunction was more convincing. My decision to abort the takeoff was unquestionably the right one. As the on-site FAA inspector commented, it had likely saved our lives.

On the other hand, should I have gone back to the shop without attempting the take off at all? In retrospect, I think I should have. Especially when signs of trouble repeat themselves, backing off is the right thing. I have a permanent reminder of the importance of this lesson—the little scar on my chin—and I don't fly airplanes with carb heat boxes any more. ###

"Concerning Learning"

FREE LUNCH—FREE MEMBERSHIP. Do you have a flying story with a lesson?

Tell it to interviewer Dean Jaros over lunch or a late afternoon drink (Dean picks up the tab). If the story is accepted for publication in **FLIGHT-LINES**, your membership in CPA will be extended for one year, free. Contact Dean at jarosd@lamar.colostate.edu or 970 686-1233." ###

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COLORADO CALENDAR OF AVIATION EVENTS 2003

CPA Hotline 303/366-6226.

AUG 4 EAA INTERNATIONAL FLY-IN CONVENTION, Oshkosh, WI.

AUG 4 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

AUG 16 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Boardroom, Centennial Airport Tower (APA, Englewood, CO 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 16 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 2 -24 GLACIER NATIONAL PARK, MT. Glacier Park Int'l (FCA). Fly-in sponsored by CPA. Glacier is one of our most beautiful and spectacular National Parks. Friday afternoon is a good time to visit Whitefish, a charming town that offers a historical tour. The more adventuresome can ride the chairlift to the top of a ski slope and mountain bike down old mining roads. Hiking the wonderful trails of the park is a major Saturday activity. An alternate is an auto trip along the famous "Going to the Sun Road," perhaps the most spectacular scenic drive in America including lunch at the beautiful chalet at Lake McDonald. Info: Jan McKenzie 970-206-5526 or jan.mckenzie@LSIL.com

SEPT 8 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport

SEPT 11-14 RENO AIR RACES, 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 acsc-paul@fishnet.com

SEPT 6-7: MARBLE, CO Backcountry Fly-in. This airstrip is located east of McClure Pass and requires mountain experience to use. A reservation and a hold harmless agreement are required to participate. Camping on the field, accommodations in the area, and a community dinner Saturday evening. Additional information, registration and the hold harmless form can be found at www.coloradopilots.org/marble.asp or Ed Huber, huber1942@msn.com

SEPT 13-14 GLORY DAYS 2003, Lowry Town Center, Denver, CO. Free festival highlights flight, the arts, unique history of Lowry and all it has become. Enjoy a variety of activities & entertainment. Info: Lowry Redevelopment Authority 303/343-0276 Website: <http://www.lowry.org>

Sept. 19-21: **Fly the Rockies at Gunnison Valley Aviation**

Sept. 20: **Fly-in Breakfast at Gunnison Airport** (Gunnison Valley Aviation)

SEPT 20-21 **PAGOSA SPRINGS, CO**, Stevens Field (2V1). Fly-in sponsored by CPA. Pagosa Springs, about 40 miles east of Durango, is a great destination for hiking, touring Puebloan Indian ruins at Chimney Rock, shopping or just soaking in the mineral hot springs. There are 14 hot pools of varying temperatures at the Springs resort. Two are right in the river! The airport has a LONG runway with numerous flight paths, which can be taken to avoid high terrain. This is a trip that would be within the abilities of most airplanes. This trip could also be a very nice one-day trip for those who can't stay overnight; and a great evening scenic hot tub soak for those who can. Info: Cathie and John Martyny 303-449-6875 or johnmartyny@attbi.com

SEPT 27 **"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

OCT6 **CPA BOARD MEETING**, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

OCT 11 - 12 **CORTEZ, CO (CEZ)**. Fly-in sponsored by CPA. Navajos call Cortez "Tsaya-toh" which means rock water. This same spring that watered Navajo sheep attracted ranchers to what they in turn called Mitchell Springs. Today Cortez is the service center for the richest archaeological area in the U.S. Cortez is the reservation of the Ute Mountain Ute Indians. Sleeping Ute Mountain, sacred to the Utes, and resembling a sleeping warrior, guards the west boundary of the county. We will be given an Indian led guided walking tour of the Indian ruins. The Ute Mountain Tribe manufactures pottery at its own facility. There are many opportunities either to participate in or to just browse through arts and crafts. Info: Connie & Mark Hopkins 303-494-1211 or constance_hopkins@hotmail.com

NOV 1 **AOPA EXPO 2002**, Philadelphia, PA. Info: Bill Hamilton 970/887-2101 or william@winterparkweb.com

NOV 1 - 3 **DEATH VALLEY NATIONAL PARK**, Furnace Creek (L06), CA. Fly-in sponsored by CPA. Land at the lowest airport in the U.S. at 280 feet below sea level! Escape the November cold and go golfing and swimming at the Furnace Creek Inn and Resort (www.furnacecreekresort.com). See the museum and historic sites in the park. Info: Scott & Kathleen Morse 303-841-2611 or badgergulch@att.net

NOV 8 **COLORADO AVIATION HALL OF FAME**, Officers Club, Air Force Academy, Colorado Springs, 11:00 a.m. Social Hour. Annual awards ceremony for inductees into the Colorado Aviation Hall of Fame. Info: Bea Wilhite 303/697-4775

NOV 15 **CPA ANNUAL MEETING**. Location & details TBA.

DEC 14 **CPA HOLIDAY PARTY**. Location & details TBA.

The Oregon Trail: Guernsey, Wyoming

by Peggy Long

A training flight to 6V7, Guernsey, Wyoming evolved into not only a real IFR/IMC experience but it prompted an opportunity to walk along a few hundred feet of the Oregon Trail.

Maintaining my instrument skills, currency and confidence was my motivation for weekly training flights over the last several months. We had flown to Greeley and “held”, SKIPI and “held”, Akron, Sterling, Centennial – you get the picture. Brown Cabell (CFII, et. al.), my instructor, suggested we plan lessons with a wide variety of objectives which would more closely resemble a real flight instead of a lesson, i.e. we would GO somewhere! What a novel ideal – a training flight that puts is it all together!

Brown suggested Guernsey, Wyoming because it was close (about an hour), I was not familiar with the airport, the FBO was friendly, offered a courtesy car and cheaper fuel (\$1.90/gal). There was an NDB approach plus there were historical landmarks of interest.

In addition to flight planning, studying the weather,

departure procedures, frequencies, selecting an alternate, calculating fuel burn and all of the standard prep I spend a few minutes on Internet typing to learn something about Guernsey and the Oregon Trail.

The day we had selected was a real IMC day. And, our real NDB approach resulted in the runway being where it was supposed to be! I was ecstatic when we broke out of the clouds about 100' above the minimum altitude and the runway was right there as advertised.

After securing the plane (very windy) we made a quick brunch stop. Our first tourista objective was Register Rock where wagon train travelers had carved their names in a limestone rock face more than 150 years ago! Standing next to this rock face we read the names and dates wondering as to how they had managed to carve 15' or so from the ground and how many hours were spend in this activity. We noted that most names were not first name, last name but one or two initials and last name. Many of the names were formed from perfectly shaped letters, etched deeply into the stone in contrast to the poorly formed letters from the more recent tourist representing the “Class of ‘99”. One

of the historical markers noted that in none of the surviving personal journals from that period had anyone noted carving their name in this rock face.

A short distance away we walked through wagon ruts cut into the limestone. In places the “trenches” were more than five feet deep. Standing in the ruts looking back toward the east I could only wonder at what would motivate someone to risk such a trip of more than 1000 miles, not to mention cholera, dysentery, hunger, drought, dust, hostel Indians, and sleeping on the ground for 6 months!

A marker noted that 30,000 travelers used this route to reach the gold fields in California and 70,000 Mormons past here on their way to the Salt Lake area. “Are there 100,000 people who would take that great of a risk today?” I questioned.

On returning to the airport several miles away, I thanked Carl who was managing the FBO that day, for the loan of his down jacket. I had not been prepared for the chilling wind. We refueled the plane and departed from FTG. The ceiling was much higher than when we arrived allowing us a view of a mile or so of the Oregon Trail wagon ruts from the air.

I learned to fly for the thrill of the ride. The thrill is still there but enjoying the beauty of the land causes that “lump in the throat” sensation as I look down from my Cessna 210. As we were climbing to our assigned altitude, Brown said something about having seen those proverbial “amber waves of grain” along this route. Being over educated and highly articulate I said something profound like WOW. I was busy mentally replaying the sounds of the Mormon Tabernacle Choir singing “Oh beautiful for spacious skies ...amber waves of grain ... purple mountains “... followed immediately by “This is my country; Land that I love.” Graciously, ATC waited until the end of the verse before interrupting. ###

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•••••HAVE YOU CHANGED YOUR EMAIL ADDRESS? Please•••••
•••••send in your updates to Mark Hopkins at•••••
•••••mark.hopkins@attbi.com. And if you haven't checked out our•••••
•••••web site for a while, you are missing a lot. You can sign up•••••
•••••for flyin trips, check out current events, and more. This web•••••
•••••site is HOT!!!•••••
.....

Subj:Telluride News

The process of approval for the telluride Airport safety improvements continues to move along very, very slowly. Once again, the date everyone assumed was the final decision date has been put off again.

Three years ago when it was determined that repaving of the runway would be necessary, the FAA told the airport authority that it would also be time to bring the airport up to current safety standards. This is a problem for all mountain resort airports. Most of them were initially designed to accommodate turboprop commuter airliners. These days they also see significant numbers of corporate jets, which have substantially faster approach speeds. That in turn dictates that safety zones both to the side and off the ends of the runways be larger.

Telluride also faces two unique challenges of its own. The dip at the center of the runway is nearly 90 feet lower than the ends, producing a 1.9 % grade down landing either way, and a 1.9% going up after midfield taking off either way. Has everyone tried this yet? A normal glide slope is only 3%. The plan is to reduce those grades to 0.8%.

In addition, the length of the runway is just shy of 7,000 feet. This length has crucial economic implications for the community because we have an economy based on a regular flow of tourists in the summer and skiers in the winter. Right now, the commuter airlines fly here with turboprops from Denver and Phoenix. All the commuter airlines in the country are gradually

phasing out turbo props for regional jets. The largest Canadair Challenger jets and the Global Express jet fly in here now under the regulations of part 91 (private) and part 135 (charter.) Reconfigure the Challenger as the Canadair Regional Jet, and then you fly it under part 121 (airline) regulations and the start-stop distances change for calculation purposes. Now the runway needs to be over 7,000 feet long at this altitude, and needs 1000-foot safety areas off the ends. To get the necessary length, there has to be a displaced threshold at the east end of the runway, and the safety over run areas have to be extended out past the lip of the hill at each end with retaining walls.

After the initial public input and design process took about a year to complete, the approval and review process began. Thus far, that process has taken over two years and there have been over 12 highly publicized public meetings and work sessions. Valid concerns were raised about noise, safety, and the visual impact of the retaining walls. Visual impacts are a big deal here- it is not just that most people moved here for the scenery, it is that most visitors come here for it too. Scenery for telluride is the proverbial goose that laid the golden egg. Destroy your scenery, even just a little, to improve your access, and you destroyed the reason people come here. The retaining walls are therefore planned to use the same technology that produces fake mountains at theme parks and movie sets. They will be very effectively disguised as a continuation of the adjacent rock faces. This, by the way, is a technology only a couple of years old. You could not do it a fraction as well when the design process began. Noise

should either not change or actually get quieter for two reasons: There will be an earth berm noise-barrier at the east end of the runway. Newer generation commuter jets are quieter than older turboprops.

All this discussion has been going on for years and the county planning commission finally gave unanimous approval for the project. That approval could have authorized the project, but instead it went before the County Commissioners themselves. As anyone who spends time at airports knows, there is a small but very vocal group everywhere that just plane doesn't like airplanes and will search for any excuse to ban them. (Then there are all of us who are always looking for excuses to fly also...) 44 more letters were read into the public record at the last meeting, including letters from the Colorado Pilots Association. That is many letters for a town whose mayor was elected with a total of only 250 votes. Airport opponents recycled all the concerns they raised before the planning commission and presented them as new issues before the County Commissioners. Once again the engineering and design team had to go over the measures taken to address all the concerns pretty much before all the same people who attended the last twelve meetings.

While acknowledging the three-year effort to involve the public, the County nevertheless boldly decided to put off a final decision one more time. The argument was that not all the citizens have had a chance to educate themselves about the issues yet. After all, three years constantly in the newspapers is a very short time for a community often described as Colorado's answer to Granola. Take out the fruits and the nuts

and you still have a lot of flakes.

This one more time has to be before August or the FAA grant money is gone, so there may actually be a decision. Probably the decision will be a favorable one. Ultimately, without tourism, all our jobs go away, and the safety improvements are all paid for by someone else, not the local community. Commissioners acknowledged as much, but felt that if the deadline has not quite been reached, then more public discussion in a democracy is the best way to proceed.

Fletcher Anderson

Telluride representative of the CPA

Garfield County Regional Airport Social & Business Meeting

When: August 7, 2003 6:30PM

Where: Columbine Restaurant
(at the Rifle Golf Course)

Cost: On your own for drinks
and dinner

Who: Airport users, spouses and
friends

Why: Know your neighbor, meet
Brian Condie, new airport
manager, and give him your ideas
for airport improvements

RSVP: e-mail to Larry Smalley,
CPA (by August 1) Rifle Area
Representative

bellanca93570@earthlink.net or, tele-
phone to Airport Manager's office
at 625-1091



Fly Mart

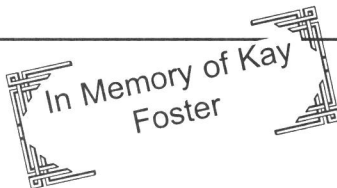
For Sale: GEE WHIZ, doesn't anybody out there have a plane to sell, or want one to buy??!!!



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.

CCWC Scholarship Fund
Mrs. Opal Rosenbach
2466 D South Vaughn Way
Aurora, CO 80014



Dear Mrs. Rosenbach,

On behalf of the Colorado Pilots Association, we are sending you a check for \$100. as a contribution to your CCWC Scholarship Fund, in the name of Kay Foster.

She and her husband, Vern, were very active in the educational and safety department of our club, and through the years, have given hours of their time helping all people who fly planes (or want to), by presenting special safety and educational flying programs with mountain flying workshops and programs. These continue to be presented by our club to all who are interested in learning new skills, updating techniques, earning new certifications.

We enroll people in these classes not only from the state of Colorado, but from a variety of other states, who want to learn more about high altitude and mountain flying conditions. These workshops have received recognition for their top quality throughout the United States, from state and federal aviation departments.

We appreciate so very much the work Kay did for our organization, and feel a donation to your Scholarship Fund is a small way we can contribute to memories of her, and what she has meant to us all.

Sincerely,

Eric Jensen, President of CPA
Bart Jones, Treasurer of CPA

Membership Renewals and Welcome to New Members

RENEWALS

Paul Staby, Durango
 Chuck White, Aurora
 Dennis Lovold, Englewood
 Brad Dolliver, Pueblo West
 John Hollstein, Morrison
 Larry Ramsdell, Denver
 Michael Schick, Louisville
 Jack Cronin, Denver
 Lori Eddlemon, Englewood
 Harvey Bowser, Denver
 Bill Standerfer, Fort Collins
 Blanche Cohen, Aurora
 Deanna Strand, Grand Junction
 Pat Wiesner, Castle Rock
 Joseph Judge, Bailey
 Jim Perkins, Fort Collins
 Fred O'Neil, Lakewood
 Loretta Wilson, Loveland
 Mike Entz, Center
 Robert Proulx, Fort Collins
 Tim Roberts, Aurora
 Richard Reisman, Delta
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 Boulder, CO 80301-6402

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 Fort Collins, CO 80524-2266

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 Muskegon, MI 49441-3974

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CPA flyin to Pueblo a huge success. Don't miss their fabulous air museum if you fly there.

Photo courtesy Bill Linenberger.



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Colorado Pilots Association

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☐ \$55 for 3 year membership
☐ \$100 for corporate membership (includes 3 free 1/2 page ads)

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P.O. Box 200911
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I am interested in serving on the following committees:

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Membership
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