

CPA FLIGHT LINES

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Old and New - photo taken by Bill Linenburger at new Smithsonian Museum in January of 2004.

CPA WEB SITE
www.coloradopilots.org



President's Message by John Martyny

Free Flight

I keep reading more and more about "free flight" in the flying magazines. As an airplane owner, I know that it can't have anything to do with money since nothing that comes within 10 feet of my airplane is free. It is very true, however, that flight itself does bring a feeling of freedom to all pilots. With small general aviation aircraft we are able to go almost anywhere that our airplanes are capable of traveling. I have been able to land at small grass strips in Idaho, sand strips in the Baja, large airfields like Albuquerque Sunport, and out-of-the-way small town airstrips. At all of these destinations I felt welcome and appreciated.

Indeed with the new equipment available for small airplanes, getting to these places is not difficult. No longer do we have to use pilotage or try to determine distance and direction to the nearest VOR. By simply entering the latitude and longitude into a GPS we can find almost any airstrip, town, lake, or point of interest that we want. We can now download weather into our airplanes and look at a colored map to determine where we are and how to get to our destination. With some GPS equipment, the pilot can actually take the GPS out of the airplane and then use it in the car (no I don't have one of those yet). It has become easy for any pilot to travel across the country safely in a small airplane.

To date, there are relatively few regulations that govern where we can and can't go. There are many military

operations areas within which we need to be watchful for military aircraft, but we are not prohibited from traveling in these areas. We can enter the busiest airspace around as long as we hear the magical words "cleared to enter bravo airspace" and I have to say that rarely have I been denied that access when I have asked (although I rarely ask). We are prohibited from entering some high national security areas such as the area around Las Vegas, but are not unduly prohibited from flying over others. In general, at this time, we have a great deal of freedom to travel across this great country. Many of my non-flying friends are amazed that I can travel where I want and when I want, without telling anyone.

Unfortunately, September 11, 2001 has threatened to limit our ability to exercise "free flight". We now have temporary flight restrictions over some areas that change daily as the president moves across the country (shouldn't he have to stay in D.C.). Other temporary flight restriction areas have been in effect for years, which makes you wonder about the word temporary. Indeed the public has even become a little scared about small aircraft that might be used by terrorists to threaten the general population; and, if that is not enough, we still have a portion of the population that believes that the sound of a small airplane is intrusive. There is continuing pressure to limit the use of small airplanes or at least the ease with which small airplanes can navigate across the country.

The reason that I am writing about this concern is, in my opinion, another reason for you to be active in the Colorado Pilots Association. This is a time when all pilots must be vigilant regarding proposed regulation changes, airspace changes, new aircraft requirements, airport threats, and new pilot requirements on a local as well as a national basis. CPA has actively tried to influence governmental action (and inaction) with regards to GA pilot concerns. CPA played a major role in designing the current Denver Bravo Airspace to allow most airports that wanted to continue operation under the airspace to continue. CPA continually represents the general aviation community with regards to MOA changes, hazards to flight (towers), airport improvements, AWOS sites, and airport closures. We are not always successful, but we try.

CPA, along with other groups, is currently attempting to reopen the Arboles airport at Navajo Reservoir. CPA is also looking for other back-country airstrips that may be reopened. We continue to try to get improvements to general aviation

airports such as Glenwood Springs and try to keep other small airports open. We, with others, continue to try to make mountain flying safer with more AWOS stations and better education regarding mountain flying. There is much to be done now and, with the current trends, much more that will need to be done if our ability to enjoy free flight is to continue. Prior to 9/11, it was unthinkable that general aviation aircraft would not be allowed to enter the Washington, DC airspace. Now it is all but shut down. Only if we group our considerable voices together and remind government that we are here in numbers that must be considered, will our voice be heard. If you fly in Colorado, I hope that you will lend us your support so that we can support your rights in Colorado.

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CPA Fly-in planning party had approx 35 members meeting to plan and set up our flyin trips for 2004. Thanks to the Hopkins for hosting the party, Cathi Martyny for "chairing" the meeting.

Concerning Learning

“A Plane Too Low, a Day Too Hot, and a Strip Too Short”.

By John Martyny

For those of you that have never flown into the backcountry airstrips of Idaho, you have really missed an incredible adventure. My first landing at Johnson Creek Airstrip near the town of Yellow Pine, ID was like landing on a golf course in a deep canyon. The scenery was beautiful, the people generous, and the flying spectacular. Where else in the country can you fly into a wilderness area that few can enter and drink in the unparalleled beauty. It is especially true when you are on final to airports like Big Creek, Chamberlain, Indian Creek, Stanley, Upper Loon, and Sulphur Creek where we had to chase the elk off of the strip prior to landing.

Flying in Idaho is also a learning experience that low-time pilots and pilots not accustomed to mountain flying should not attempt without instruction. Flying in areas of downdrafts,

turbulence, and high terrain in small aircraft can challenge the best of pilots. Making turns inside of a canyon to land at an airstrip will test how well you know your aircraft and landing and taking off at unimproved airstrips will test your knowledge of your aircraft's performance. It was this latter point that was driven home to me on my second trip to the Idaho backcountry.

The trip been great and my C-210 had been performing relatively well during the week with few problems. The beginning of the day had been spent hiking at an old farm that had been home-steaded early in the 1900's. The day was hot but with little or no turbulence. We had returned to Johnson Creek Airport for the afternoon and were now ready to go to dinner. We had made reservations at the Flying B Ranch which has a 2100 foot runway located in the bend of the Salmon River at 3647 feet elevation. I generally consider a 2000 foot strip as the shortest that I will normally use. In this case, I noted that with the high outside temperature, I would need to make a good landing. I did make sure, however, that the strip was not a one-way in and one-way

out strip. I would not even attempt a strip of that length at that temperature if it was a one-way strip.

Typically you land towards the upstream on most strips since you are then landing uphill but the approach looked better to me landing towards the downstream. The wind was also a slight wind towards the downstream. A number of us were going to the Flying B and so I went upstream quite a ways waiting for others to land. When the way was clear I began a 2 mile or so approach and descended into the canyon to approximately 500 feet above the altitude of the airstrip. As I got close to the airport, I noticed a bluff in the way and had to pull up slightly to clear the bluff with good room. THEN I WENT OVER THE WATER!!!! Suddenly the airplane dropped!!! I had never experienced such a downdraft before so close to the ground and I pushed in the throttle. The large Continental hesitated for a second and then roared to life.

Unfortunately, I was now over the airstrip and needed to land. I pulled off the power and willed the airplane onto the ground as I

watched precious ground disappearing under the aircraft. The airplane touched down and said "but I can still fly" and went back into the air. At this point I actually remembered my training that a go-around started too late usually results in dented aluminum. I pushed the throttle back in and took off 10 degrees of flap. The engine roared back to life and the airplane started to gain airspeed but at 90 degrees in the canyon, it was a slow acceleration. THEN I WENT OVER THE WATER!!! Again the plane dropped!! There was a bluff ahead and I decided to not try to climb (a good choice since the 210 was wallowing in slow flight) and I decided to fly down the river until I had better airspeed. It is lucky that there were no rafters in the river since I surely would have run them over. (I can see it now "rafters hit by airplane trolling down the Salmon River").

The airplane slowly gained airspeed and I was able to climb out of the canyon and went back to Johnson Creek for a stiff drink. What I had done wrong was obvious. I had dragged the airplane to the strip and had gotten too low and too slow. The

bluff and then the river had forced me to power up and increase speed too much. I then tried to land, even though I should have known that the landing was not going to be possible. I had not considered the downdraft over the water and I had never experienced such a downdraft at such a low altitude.

What I did right was a tribute to my instructors over the years. I did not try to pull the airplane up when it was too slow. It is incredible how bad your arms want to pull up but how your mind can stop that action and avert disaster. I also started my abort early enough to gain enough airspeed so that the aircraft could leave ground effect. In addition, and most importantly, I specifically made sure that there was a way to fly out of trouble if I could not land. An airstrip with no options would have meant a walk home or worse.

After this trip my instructor made me practice short-field landings until I could repeatedly land in less than 1000 feet. He taught me not to drag the aircraft in to the strip but to land on the strip with a steep decent that would not be as affected by the

bluff and the river. I am ready to go back and fly the backcountry of Idaho again. Would I try the Flying B again? You bet, but this time I will do it right, the way I was taught. ###

“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 FLIGHTLINES, your membership in CPA will be extended for one year, free. Contact Dean at jarosd@lamar.colostate.edu or 970 686-1233.”

Flying In The Real World- #7

by Vern Foster - Flight Safety Chairman

When the engine goes south & other mischief !

We have all been trained that when a CFI or Designated Examiner announces “power failure” the expected response will be to go to the specified best glide speed, select a field where a landing can be made “into the wind” and proceed toward it..

Having dutifully complied with this drill the pilot is rewarded with a satisfactory grade. One and all now assume that this aviator can safely confront any engine failure problem which may be encountered.

However, in the Real World this view of the subject will frequently be woefully inadequate! What if there is no “into the wind” landing area within reach at the time of the “power failure”. Is the engine really dead or just hurting real badly but still capable of turning the prop at reduced power for a few more minutes?

We need to be ready to accept less

than perfect conditions and craft a safe operating plan when confronted by one of those “never heard of that before” situations.

When a tough and very unusual situation confronts us our safety may well depend on our ability to craft a good plan based on common sense combined with thinking “outside the box”. The following personal experience is related here to emphasize two points.

First that most “power failures” are really only PARTIAL power failures where the engine maybe operated at reduced power for a short time.

Second point - in the Real World we are frequently operating where the “into the wind” forced landing will not work because a suitable field is not within our reach for any number of reasons

I recently noted an old log book entry :12/31/1953--N4479C--Cessna 195---Forced landing 3 mi. east of Tonganoxie, KS—Broken piston and valve.

At the time I was one of 6 charter pilot/CFI’s employed by Capital Air Service of Manhattan, KS. We

operated a 4 trainer flight school and a bustling charter service hauling soldiers from nearby Ft. Riley throughout the Eastern U.S. with 3 Cessna 195's, a Cessna 180 and a Twin engine Lockheed 10-A, which I flew.

This day was warm and clear with a brisk SW wind of about 20 to 25 Kts .After instructing until early afternoon I was assigned to fly a C-195 to Kansas City, MO (Now Downtown Airport) where I picked up a local car dealer, Ralph Stubblefield, who was a Private pilot and friend of mine.

He was accompanied by one of his employees. It was late afternoon when I departed Kansas City westbound and was level at about 1500 ft. AGL. I then relaxed to visit with Ralph while the big Jacobs radial engine rumbled happily along toward Manhattan some 40 minutes distant.”

The big round engine and cowling limited the forward visibility something a kin to the view from the front seat of a WWII Stearman biplane.

After 10 to 12 minutes the tranquility was shattered when Ralph shouted “Vern look at that”. The

whole windshield was being covered by a continuous stream of black oil coming from the front of the engine. Forward visibility was nil, and the engine was running very rough.

I immediately reduced power. I first thought of going to the Lawrence airport but the estimated distance of approx. 15 miles ruled that out as too risky.

We were over rough timbered terrain with no nearby usable landing area. The reduced power slowed the plane to the desired 90 IAS. I began a right turn toward north to proceed to the site of a 4 lane highway area which had not been completed, with half the right of way awaiting grading and preparation for paving.

That rolling narrow stretch of dirt was to be my landing area. I planned to land to the west—but how about that howling Kansas wind blowing from the southwest? I preferred to deal with that a bit later.

I make a sloppy left pattern and turn onto a long final approach. I now had my handkerchief out of pocket and the pilots side window rolled down so that I could reach

my left hand out the window, and around the windshield to be a makeshift windshield wiper.

I was able clear a small spot in the continuous stream of black oil. My right hand was needed to fly the plane. I briefed Ralph on how to close the throttle at my command.

I set the MP at 15 inches and slowed to 80 IAS with full flaps. I planned to clear the power lines if any (there were some)! As I descended thru about 50 ft. I could see that the landing area was covered by deep ruts made by the movement of farm machinery and that the touchdown would occur at the bottom of a fairly steep upslope. (Can't I get a break here?)

I flared while pulling the upwind wing down for the crosswind and rolled the big ole Cessna 195 onto the rough uphill "runway" The rumbling momentum took us to the top of the hill.

I set the parking brake and we deplaned only to see oil dripping from prop spinner to tail wheel. I said to Ralph " no one ever talked about this in flying school or during any flight test" !

Ralph had other interests at this point and exclaimed " I wish we had a jug of Jack Daniels right now."

The only casualties were 3 guys very late for dinner, the left sleeve of my shirt was beyond washing and a 300 HP Jacobs radial engine was now trashed.

But what the heck, it was just one more day of flying in the "REAL World".

Expect the unexpected and continue to think "outside the box."

Factoid-Aviation poetry

Question: Even if they are not much into poetry, most pilots are aware of RCAF officer John Gillespie Magee's 1941 work, *High Flight*. "Surly bonds" and "shouting winds" are part of flying's literary mystique. But aviation has powerfully inspired other, more accomplished bards as well. What mid-19th century English poet, aware of pioneering aeronautical experiments and deeply impressed by early balloons and airships, foresaw both useful air transport and grim aerial warfare?

CPA FLY-IN TRIPS PLANNED FOR 2004

April 17-18 Kansas Cosmosphere, Hutchinson, KS.

Fly to Hutchinson on Saturday am. Visit one of the world's finest space museums. There is a huge collection of artifacts including an SR-71, the Apollo 13 command module, a Russian "Vostock" space craft and a full-size replica of the Space Shuttle. The IMAX Theater offers air and space related shows while "Dr. Goddard's Lab" is the site of live science programs featuring rocketry. There is also a world-class planetarium. Possible tour of nearby salt mines. Fly home on Sunday. Info: Jan McKenzie 970-206-5526 /jan.mckenzie@LSIL.com or Sarah Dolliver 303-866-0289/Sarah.Dolliver@hro.com.

May 1-2-Canon City

Many choices on this trip. If you wish, join the EAA chapter 808 for their pancake breakfast. Later, a train trip through the spectacular Royal Gorge while enjoying a gourmet lunch. Also, this is the Blossom and Music Festival weekend so you can enjoy a parade, many types of music, and art and craft shows. Fly or drive, and stay for 1 or 2 days. Info: Bob and Carolyn Doubek 303-771-8148 or idacrase@4dv.net.

May 29 - 31 - Carlsbad Canyon

Carlsbad Caverns National Park, located in Carlsbad, New Mexico, contains more than 100 known caves. Carlsbad Cavern itself has one of the largest underground chambers with countless limestone formations. Come with us and take a tour of Carlsbad Cavern and then, in the evening, attend a bat flight where a park ranger will discuss the nightly flight of bats leaving the caves in huge numbers for their nightly feeding. Those who are adventurous will attend a guided tour of an adjacent "wild" cave where you will climb ladders, cross pools, squeeze through small openings and view breathtaking cave formations. Info: John or Cathie Martyny 303-449-6875 or johnmartyny@comcast.net.

June 12-13 Craig and Steamboat

Fly in to Craig for breakfast, visit the Gunslinger Museum, and gather back at the airport to continue on to Steamboat Springs where we can hike, bike the river trail, float the river in innertubes, fish, wander through the many delightful shops. Meet that night for a group dinner, spent the night at a local downtown motel; with an optional soak at Strawberry Hot Springs pools. Fly home Sun am. Info call MK Jones 719/488-0653 or email jmarykathr@aol.com.

July 17 -18-Crested Butte Wildflower Festival

Come and enjoy breathtaking mountain landscapes and magnificent native flora that prompted the 1989 Colorado Legislature to designate Crested Butte as the Wildflower Capital of Colorado. Wildflower Festival is a week filled with activities including hikes, jeep and bike tours, workshops and classes including cooking with edible flowers and photography with last year's photography program headed by John Fielder. Info: Connie Hopkins by phone or e-mail- 303-494-1211/constance_hopkins@hotmail.com.

West Yellowstone: August 6-8, 2004-

Enjoy two wonderful evenings camping under the Montana sky within "spitting distance" of your airplane. Montana's Aeronautics board maintains a campground in the forest boasting free firewood, hot showers, free mountain bikes,

fishing and lots of wide open spaces. The town of West Yellowstone's less than 10 minutes away so all of our time doesn't have to be spent roughing it. Contact "Buffalo Bob" or "Straight Shootin Shawn" Kinney with questions. 303-288-7371 or twinlake1@aol.com.

Aviation Day at Grand Elk Golf Course-August 21

Saturday, August 21st, 2004 Aviation Day at Grand Elk Golf Course. A rare treat for golfers to enjoy a tournament on a Classic Heathland course. Shotgun start at 9:30 am. Tournament includes the 18 hole green fee/cart/range balls/prizes/ and more for only \$89/player. Visit www.grandelk.com to learn about this Craig Stadler Signature Golf Course and www.granbyairport.com to plan your flying. Transportation to and from GNB included. Call Friends of Granby Airport and CPA members Bill or Penny Hamilton for more information 970-887-2101.

Red Lodge, Montana-August 27-29

At the foot of the Beartooth Mtns& over "Yellowstone's Highway to the Sky"(legendary Beartooth Mountain Pass) sits the historical old west town, RED LODGE. Join the FUN-Bluegrass Festival, sightseeing, hiking shopping, fly-fishing, pig-racing. Planning rental cars and motels-need to book early. Info: Lynn Ferguson 303-651-0708 or willflycessna@msn.com.

Bryce Canyon-September 24-26.

Camp or enjoy the comfort of the lodge at Ruby's Inn, located 1/2 mile from the entrance to Bryce Canyon National Park.. Activities include hiking, horseback riding, country rodeo or relaxing by the pool. Info: Deb and Eric Jensen, 970-482-7160 ericjens@aol.com.

Sierra Vista-October 15-17

This is an opportunity to visit the just opened BIG ROOM of Kartchner Caverns. In addition we will visit the beautiful Ramsey Canyon, the old mining town of Bisbee and enjoy the Heldorado days in Tombstone. Trip is limited to the first 30 to sign up as Cavern reservations for groups can be 6 months out. Call Burkes to get on the list. Phone 303-989-1014.

Death Valley: November 12-14

This 2003 fly-in carryover had promised to be one of the most popular fly-ins ever conceived, however, California wildfires & Wx forced cancellation. We're going to try to resurrect this fly-in visiting the world famous Furnace Creek Resort & Ranch. More information is forthcoming. Contact Bob or Shawn Kinney with questions 303-288-7371 or twinlake1@aol.com.

December 4 - 6 - San Antonio

San Antonio in December is a festive location with lighted boats going down the lighted and decorated River Walk. We will have the opportunity to visit the Alamo and learn of the controversy regarding the fall of the Alamo. Trips can be taken to the San Antonio Missions National Historical Park as well as Mission Concepcion, Mission San Jose, Mission San Juan, and Mission Espada. Market Square will also be in full swing with many shops and a Mexican market. Come and experience a Texas holiday season. Info: Homer or Joyce Lyle at 303-7553271.

Subject: report from Telluride

*From Fletcher Anderson, Telluride
Colorado Pilots Association regional representative to the CPA:*

Telluride Regional Airport Safety Upgrades Status

Telluride refuses the first \$6,000,000 in Federal funding

As many of you know, in 1998 the FAA informed the Telluride Regional Airport, and many other mountain airports, that their facilities were not in compliance with newer safety standards for the category and class of aircraft which currently used the airport. In Telluride's, and in most other cases, this specifically referred to the width of safety areas beside the runway, and the length of over run areas off both ends. An accurate summary is to say that while existing safety areas meet the standard for all turboprop and some jet aircraft, the runway itself accommodates some faster jet aircraft for which longer over runs and wider safety areas are now mandated. Those faster jets have been using the airport in significant numbers ever since it opened in 1985. That indeed was the stated intent of the airport's builders. Since then airport safety standards have changed, not the airport itself or the type or numbers of planes that use it.

As the commuter airline industry phases out its turboprops and replaces them with regional jets, the issue of runway length arises as well. A Canadair Challenger can legally operate from Telluride's almost 6,900 foot long runway under FAR part 91 (as a fractional or corporate jet), or under FAR part 135 (as a charter);

but a Canadair Regional Jet (essentially the same airframe, but configured with more seats and less fuel as a commuter airliner) requires a full 7,000 foot runway length because under FAR part 121 air carrier regulations, the calculated start-stop distance determines whether or not you can take off. Because of Telluride's 9,078 msl field elevation, to accommodate a commuter jet, Telluride's runway needs to be 100 feet longer.

For a resort community like Telluride, these are issues of considerable economic impact. Basically for the first ten years of its life as a ski town/resort community, despite vastly expensive aggressive marketing, Telluride's economy was fairly flat. Airline service and general aviation traffic through Montrose, 70 snow covered road miles away over a mountain pass, was not a powerful economic engine. Growth, good or bad, came after the airport was opened in 1985 and air carrier service was established.

The status quo today, whether you approve or disapprove of it, is that most of Telluride's jobs and businesses are dependent upon air carrier service plus the even larger numbers of people who arrive via charter and private aircraft. (And my personal vested interest needs to be stated up front- I am in the tourist business. I moved here after the airport opened, along with about 85% of the region's current population. Turn the economic clock back to 1985, reduce the flow of tourism and second home owners in and out of

Telluride and my job goes away along with almost everyone else's.)

It must be pointed out that the FAA offered a solution to its own regulations. \$50,000,000 in funding was made available to Telluride to do the upgrades. Airport manager Rich Nuttall did the engineering studies, applied for and was granted funding. No one in the community had to contribute so much as a single penny. Problem solved! Here it is 2004 and not a single shovel full of dirt has been moved. The first six million of the grant money has expired and been kissed away. Compliance with safety standards is as far from being resolved as ever. What happened?

After studying numerous options, the airport authority board, the engineering firms, and airport management held public meetings seeking to explain the proposed design options and gather public input. Arguably this step might not have been necessary, since the whole project takes place within the airport fence and is entirely compliant with existing special use permits and zoning. The Airport Authority Board instead elected to be good neighbors and work with the community fully. The unanticipated result was a swell of heated, viscously emotional anti-airport rhetoric, the formation of a group whose admitted purpose is to close the existing airport, and a simple process deliberately dragged out through four extra years which have included 16 well advertised and well attended public meetings in numerous forums, hundreds of thousands of dollars in duplicate studies, and six million dollars of funding kissed away. It is at least within the realm of possibility to specu-

late that the anti-airport people may actually succeed in closing the airport, or at least limiting its use to much smaller, slower aircraft than use it now. Either way, economically we move back to 1985... and quite a few airport opponents are extremely pleased with that notion.

Telluride may be a special case. We have a very significantly large and influential portion of our population whose jobs and incomes are not a part of the local economy. I sat down at dinner across from a guest who ranted and raved for half an hour about the evils of airplane over flights (he lives under a victor airway) until he began bragging that he actually shoots his rifle at planes flying overhead. Only then did he ask why I was wearing one of those white shirts with the shoulder epaulettes. I had come to dinner straight from work as a charter pilot and had in fact flown right over his house, right on the route Denver Center required me to fly. Lets look at some of the issues raised and see what is behind them.

Noise:

Noise, whether from an airplane or from any other source, can intrude on all aspects of our daily lives. The airport's engineering firm understood that as well as anyone and made noise reduction a goal. The proposed design would actually reduce noise in all nearby subdivisions provided that the number and type of aircraft using the airport remained the same. That is the best prediction of future use based on observed trends, unless the commuter airlines begin phasing in the regional jets most of them already have on order. Airport enemies simply refused to believe the engineers. Accordingly a

very comprehensive and expensive noise monitoring study was enacted during the years busiest weekend in 2003. As luck would have it, conditions were favorable for producing the worst possible noise in some nearby subdivisions, and instruments were there to record the results.

As airport opponents claimed, the noise predictions were slightly in error, but not the way they claimed. Measured noise was actually less than predicted noise! In fact, except as measured right at the fence at the top of a 1500 foot high cliff at the west end of the runway right underneath departing aircraft, measured noise outside the airport fence was less than the sound of voices in normal conversation. Airport opponents then decided that subaudible rather than audible noise was the real issue. Subaudible noise can rattle windows, even if you don't hear it directly. Of 24 events measured there between 80 and 90 decibels, only 2 were aircraft. When you get down to noise levels of normal conversation or quieter, but measured in the subaudible ranges, there were 591 events, of which 79 were aircraft. The only significant way to reduce noise in the nearest subdivision is not to close the airport, it is to close the only highway which serves Telluride.

Very vocal, that is to say, over 88 decibel dBA and dBC weighted, opponents continued to scream that Being 737 jets would soon be shattering their lives. No Boeing or Airbuss, or any other large airliner or any proposed airliner of that size can ever

operate from a runway Telluride's size at Telluride's altitude. It is a silly argument, but a usefully one, so they keep spouting it.

Logic is not a part of this debate. It is the simple knowledge that a plane may be flying by, rather than the actual volume of sound that is the cause of the complaint. Clearly reducing or all but eliminating noise will please only a few people. Others will really be even more annoyed by the noise reduction because it forces them to argue even more difficult issues.

Economic impact:

Opponents cited studies showing that the proximity of an airport reduces property values by various percents, depending on how close the facility is, and so forth. Accepting the validity of the original study, you must still question its application to an otherwise inaccessible resort. Since the airport opened, dozens of houses now valued at over five million, if not over ten million dollars have been built as close as possible to the airport as local geography permits. Clearly the owners of ten million dollar second homes value the ability to fly in rather than drive an extra few hours.

At the same time, the same opponents have also made the seemingly self cancelling argument that as well as driving people away and lowering property values, airplanes at the same time bring people and raise property values too high and make it too expensive to live here. The very most expensive homes in the area are in

the Aldosoro subdivision, which is directly adjacent to the airport's north boundary fence. In the opponents' view the airport is really bad both for raising property values and for lowering the values of the same property at the same time.

Flying Safety:

The fact that all but perhaps three of the airport's opponents are not pilots makes this argument a very difficult one to follow because the use of very technical aviation terminology comes out more than just a bit garbled when deliberately misconstrued by people who don't fly. The guy who claimed to have shot his rifle at me nevertheless expressed an interest in my safety at one of the public meetings.

Safety of people on the ground:

The people on the ground most at risk are those whose houses are right off the east end of the runway where a plane would end up if it overshot on landing. In the past decade, we have had three jets overshoot and end up in the snow in the east safety over run area. Change that to four- a Lear from Mexico just did so an hour ago while I was at work. That is why both the regulations and the engineers call for a longer overrun area. However to make the over run area longer and leave the touchdown zone where it is, you necessarily move the end of the over run further from the runway itself and closer to neighbors. Since the over run is now longer, you can also build a small berm at the end of it, which will further stop planes.

Visual Impacts:

While the runway is proposed to remain right where it is now, the longer over run areas will require some very large retaining walls. The retaining

walls will pretend to be a natural extension of the current cliff bands. How well they will perform this deception can be argued endlessly. Some people will be completely fooled, but certainly others will not. Airport opponents tend to fall into the category of being offended to the core by the attempt to disguise the wall as anything else, and the better the disguise, the more offended they are.

Obviously if you close the airport but somehow still bring in the same number of people, then you bring them in by road. The current two lane highway being at capacity, that means expanding to 70 miles of four lane. Within a mile radius of the airport, that would mean a five mile long retaining wall three times as high as the runway over run retaining wall plus the over run retaining wall built anyway for landslide mitigation. Airport opponents in general conceded this point, but still prefer the impacts of a retaining wall tens or hundreds of times larger so long as it does not involve an airplane. Once again, pilots don't get it.

Public relations:

This is the realm in which the Telluride Regional Airport Authority has really been hammered. Simply put, there is a prevailing belief among the airport board and the aviation community as a whole that if only the true facts are known, everyone will draw pretty much the same self evident conclusions. We tend to be pretty much nuts and bolts kind of folks. If A, then B, if B, then C, etc. If the statutory noise level is 65 decibels but we achieve 44, then we did pretty good, right? Unfortunately for us, that simply isn't the way public opinion is swayed. The entirely aviation

funded project built entirely within the existing airport fence exactly on the existing airport footprint is always "The Largest and Most Expensive Project in the Region's History." It is "The Biggest impact in Our Region Ever." Although an engineer or an airport board member or any other legitimate expert might be quoted in an article, the quote is always presented in a way made deliberately easy to misconstrue, and it is presented in a way geared to make the intelligence or truthfulness of the person who said it suspect. Quotes by experts are always rebutted by quotes from opponents who are made to seem at least equally credible and far more honest and unimpeachable. Thus you can read a whole paragraph of rebuttal to a noise engineers one line quote from a guy whose principal expertise is that he owns a stereo. Misunderstood science, pseudo-science, and pure and simple nonsense are presented as far more compelling argument than simple measurable facts.

Current Status:

Where we now stand is that in March the San Miguel County Board of Commissioners will once again revisit this issue. In the meantime, engineering studies have to be redone at considerable cost. There is some hope that a special material in use today for the safety over runs at Boston/Logan airport may allow for a shorter overrun with the same ability to stop a plane. Think of the deep gravel bed of a runaway truck ramp off the side of an interstate and you have the concept, but not the material. There is

some hope that the smaller amount of earth to be moved may offset the cost of the material. The engineering study is not completed yet. In the meantime, we will have more public meetings. Emotions will run just as high. Hard core airplane haters will be unconvinced. Pilots will be completely convinced. The commissioners' decision will be influenced by both sides. The airport has better hard scientific data, but the opponents have far louder voices, far more emotion, and incomparably better media savvy. It is a serious mistake to guess which is more important.

What is the lesson for the aviation community? The truth is that we really don't know. There is a very large group of people, not just in Telluride, but everywhere, who deep down just hate airplanes, pilots, and everything to do with them. Noise, visual impacts, safety, whatever- we can and should do whatever we can to be the best possible neighbors, but we cannot please everyone. What we cannot afford to do anymore, if ever we could, is to simply dismiss the most emotional and most irrational of the complaints as unreal or unrealistic. Only one in every four hundred people is a pilot. The other three hundred and ninety nine have a message we are not relieving.

However unrealistically the minute details of the complaints may sound from our viewpoint, the emotions behind them are unquestionably very real and very deeply held. Remember that some of the anti-airport group leaders actually think it is okay to

shoot a gun at you? The minute technical details we are trying to respond to are not the issue, they are only the periferal, even inconsequential irrelevant details of the core issue being poorly expressed. The core issue is no less valid for all that. As pilots, it is time we realized that there is far more substance to the complaints of people who hate airplanes than we admit. It is time we admitted that we don't even begin to grasp what the real core issues are. And it is time we reached out to the anti-aviation community to figure out what the real problem is and try to address it.

Fletcher Anderson
Telluride

28th Annual Air Classic

The 28th Annual Denver to Jackpot Air Classic will be held on Saturday, July 17, 2004. I would like to hear your ideas and suggestions for the Air Classic. Please feel free to contact me at (303) 766-0742 or email to rkvenohr@aol.com.

Robert Venohr
Air Classic Chairman

Shared
Ownership
Groups



We are in the process of forming a shared ownership company in the Denver metro area similar to ones you've read about in AOPA Pilot, Flying Magazine and other aviation publications.

All airplanes in our fleet will be new fully equipped state of the art products. Initial aircraft are expected to consist of fully loaded Cessna SR22's. Our goal is to achieve a fleet of at least 6 aircraft based at two or three Centennial airports within the next two years.

If you have an interest in becoming a share owner, visit our website at www.sogroups.com provide your contact information.

UPDATE ON ALEXANDER BULLETT BEING BUILT BY MARY SENFT DEC. 2003

We continue to make progress although it seems we have to do everything at least twice to get it right. And we also have the issues to deal with on the home front that affect most households. So sometimes progress is at a slower pace than at other times.

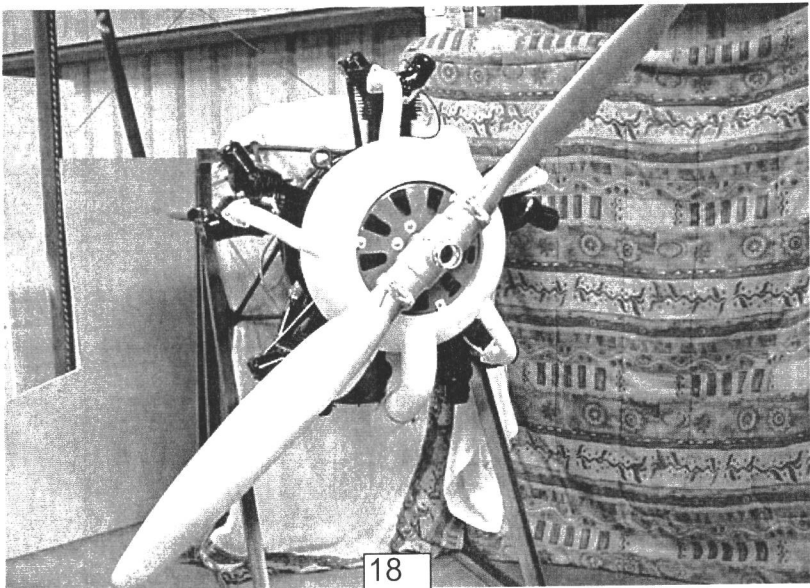
Right now we are installing the control sticks for the second time. The floor is made and a temporary seat has been fitted so we can see the ergonomics of fit and service.

The engine is assembled with the accessories attached. I am waiting for the firewall to come back from the professional welder. I do all the "other" welding now, but I am not equipped to weld stainless steel. The outer wing panels are essentially complete with the exception of the final sanding and some epoxy varnish before covering. The tail feathers are also ready for fabric. The gas tanks are ready to be installed in the center wing section, but we will hold off until the fuselage is more complete since working around the fuselage with the tanks out is much easier than trying to reach over that 7' cord!

We have been blessed with many good people who walk through our doors who add helpful tips or are resources for collecting parts. The instruments have been overhauled and are now yellow tagged. They are beautiful. It looks like they just came off the store room shelf. Fantastic.

I will attach a picture of the engine with the prop attached. Hopefully we will be able to start the mock up of the engine mount soon (just waiting for that fire wall).

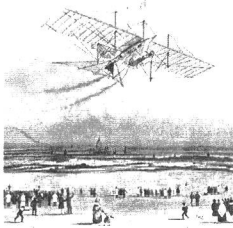
hope this finds you well and enjoying a wonderful 2004. *from Mary Senft*



Answer:

*For I dipt into the future, far as
human eye could see,
Saw the Vision of the world, and
all the wonder that would be;
Saw the heavens fill with
commerce, argosies of magic
sails,
Pilots of purple twilight dropping
down with costly bales;
Heard the heavens fill with
shouting, and there rain'd a
ghastly dew
From the nations' airy navies
grappling in the central blue.*

From Alfred Lord Tennyson, *Locksley Hall*,
1842.



Shown above is an "aerial steam carriage" called *Ariel*." Designed by William Henson and Charles Stringfellow around 1840, Ariel had many features of modern airplanes. Though existing technology was not sufficiently developed to permit its actual construction, the design alone was a sensation in the English and Continental press. Henson and Stringfellow are considered important early contributors to the science of aeronautics. Tennyson would have been well aware of them.

BY THE WAY...

"The image of the Macchi-Castoldi MC72 which appeared in the January issue was by courtesy of Andrea Buzzacchi, one of Italy's foremost aviation photographers."

WANTED!!!

A CPA (Certified Public Accountant) to prepare the annual income tax return for CPA (Colorado Pilots Association) on a pro bono basis.

Many thanks to our former tax preparer, Don Vanderplough, who did the returns for many years, and is now retiring.

Call or email Kathleen Morse, our CPA Treasurer, if you interested, at 303/841-2611 or kmorse@ci.parker.co.us.

Fly Mart



AIRCRAFT FOR SALE: 1949 Aeronca Champion 7CCM. Rebuild project, nearly finished. Lycoming O-235, 25 SMOH with metal prop, new stainless steel exhaust system, all accessories, and STCs, Citabria gear. Cleveland brakes, Scott 3200 tail wheel, all new tires, and tubes, 5.5 gallon wing tanks, and 12 gallon cowl tank. Wings and tail covered through white. Fuselage epoxy primed with all new wood and Airtex envelope ready to cover. New windshield, complete instrument panel. Price: \$16,500. John Baker, 303-452-9568 or joye99@msn.com

REPLACED AVIONICS: A recent avionics upgrade has left me with the following radios for sale. Collins ANS 351 Area Nav (\$500); King KX175B Nav/Com (\$750); Collins 950 Transponder (\$650); ARNAV R30A Loran (\$150); Collins AMR 350 Audio Panel w Marker Beacon (\$350). All in working condition. Use as a spare for your compatible radio. 303-322-5306.

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: jmarykathr@aol.com. Deadline is the 15th of each month, to appear in the following month. These ads run once unless you contact me by the 15th of the next month to be run again.



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80027-8253

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2800 Larimer

Denver, CO 80205-
2223

MEMBERSHIP MESSAGE

We will be preparing the 2004 Roster very shortly. This is a reminder to those of you who have Internet access to check out your personal data published in the Roster section of the CPA Website to make sure it's correct. If you have difficulty entering any changes or additions, please let me know.

Thanks for your help. Terry Barbo, Membership Records, 303/367-0670 or tbarbo@comcast.net



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CPA Decals \$1	CPA Logo Denim Shirts, long sleeve. \$30

For shirt info please call Terry Barbo 303-367-0670. Caps, add \$2 for shipping and handling; Pins or Decals, add 37¢; and shirts, add \$3.95. Mail to CPA, P.O. Box 200911, Denver, CO 80220

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