

CPA FLIGHT LINES

Volume 24, No. 4

April 2007



CPA President Sarah Dolliver presents a check to Sue Osborne, Ninety-Nines liaison. This generous contribution will be used to sponsor an event at the 2007 International Ninety-Nines Conference to be held here this September.



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

While on vacation recently, I was admiring the graceful flight of some pelicans scoping out their dinner, and I thanked my lucky stars for the privilege of being able to fly; and I thought “Gosh, what would I ever do if I could no longer fly because of physical issues or fiscal restraints.” That’s when the ugly head of user fees crept into my mind.

In reading and watching the exchanges between the FAA and groups such as AOPA, NBAA, EAA and HAI, it is clear how catastrophic the new FAA funding system would be. AOPA President, Phil Boyer, has said that what the FAA would like to send to Congress would be “the most radical shift in funding government programs since the Sixteenth Amendment and the implementation of the permanent income tax in 1913.” Although FAA Administrator Marion Blakey doesn’t support “broad user fees.” that would impact pilots, aircraft owners and mechanics throughout their aviation lives, the FAA reauthorization bill calls for 13 new or increased fees. General Aviation would be hit by user fees to utilize larger hub airports, to issue a pilot certificate, to issue a medical certificate, and to register your airplane – NOT TO MENTION A HUGE INCREASE IN GENERAL AVIATION GASOLINE TAX! Ugly, isn’t it!

To give you an example: a student pilot learning to fly at a non-towered GA airport, before he can solo, would have to pay \$42 to the FAA for his medical certificate (plus the fee to his AME for the physical examination), the rental costs would increase significantly because the Av gas tax would increase nearly fourfold – or an approximate 366% increase -- over the current fuel tax. Then, when the student would fly into a Class B airspace to work with ATC in a terminal environment, he’d be hit with a charge for using the terminal airspace. At this writing, we don’t know what the exact charges would be, but it would apply to any GA aircraft flying in any of the 30 Class B terminal areas. But I digress, back to our student – when he goes for his checkride, not only does he have to pay the designated examiner, he would also have to pay the FAA \$50 to issue his certificate, and should he need a replacement, that would be another \$25 – and we’re concerned about sky-rocketing costs and diminished new pilot numbers – to

quote a friend of mine “DUH, DO YOU THINK!!!” Now let’s not forget the fees to register your aircraft. It could conceivably cost \$130 for an airworthiness certificate, plus a recurrent renewal fee. Again, these figures are approximate.

DID THE POTENTIAL 70.1¢ A GALLON AV GAS TAX HIT YOU YET? Many AOPA members confided to Mr. Boyer that should the Av gas tax triple or quadruple under the proposed FAA reauthorization bill, most of them will reduce or stop their flying. In February 2007, Mr. Boyer said “This proposal stacks more taxes on top of user fees. It would kill GA. We intend to kill it before it kills us.”

We have precious little time to get involved to help kill the FAA reauthorization bill. After the FAA submits the proposal it is edited and changed by the Department of Transportation. Then the White House Office of Management & Budget chews it up and spits it out; then the White House Senior Staff tweak it further still; after which it goes to Congress who could accept it, or change it, or write a bill of their own. All of this must take place before September 30th, when the current reauthorization bill expires. So, please, as the proposed bill makes it trek through the system, get involved! If you need some direction, call CPA member and AOPA Rep. Bill Hamilton. He can suggest how best to utilize your assistance and has suggested we contact our mayors, city or town council members, county officials and members of the Colorado General Assembly and let them know these proposals could kill their community airports and GA as we know it. We need to work together to defeat the FAA’s User Fee proposal!

*Blue Skies,
Sarah*

Want more color in your newsletter? Did you forget where you put the Flyin list? Need to contact someone on the Board, committee or local Area Rep? Remember, you can always read the newsletter, flyin list, and other information on the CPA website. Don’t have handy web access? Check out your local library. It’s always free at the Public Library!

www.coloradopilots.org

The Ten Fly-In Commandments or There's a Fly-In Etiquette?

Bob Kinney, Vice President

If you have never attended one of the many CPA sponsored fly-ins offered each flying season you've missed out on one of the most remarkable CPA member benefits. Each flying season, from around March through November, individual members volunteer to host fly-ins to a places of their choosing. These adventures range from one day sight seeing excursions to multi-day getaways. One thing they all have in common though, is the huge amount of effort the sponsors put forth to ensure a well run, successful event.

Having sponsored a number of fly-ins over the years, my wife Shawn and I have learned that, when planned with close attention to the many details and with a bit of common sense thrown in, hosting a fly-in is very rewarding and fun for everyone who attends, including the sponsor.

Simple fly-ins sometimes require only a cursory amount of work such as picking a date and time and arranging for courtesy car transportation at the destination. Most fly-ins, however, are not so user friendly. Once a destination is picked and a date and time of arrival is chosen, rental cars must be arranged for; blocks of rooms must be secured at a hotel or motel; airport FBO's must be contacted regarding services and facility availability, restaurant reservations are made to cover the meals during the stay; admission to tours and attractions must be researched; and a flyer has to be produced to be mailed with CPA's "Flight Lines". The sponsor is also responsible for receipt and disbursement of all registration moneys and must provide a full, written accounting to the CPA board's treasurer at the completion of the event. Overall, the folks who host fly-ins are a sturdy group who love a challenge.

As a fly-in participant, you have responsibilities? They're simple.

The Ten Fly-In Commandments

1. Read and re-read everything mentioned above about organizing a fly-in. The task can be monumental! It'll give you an appreciation for what an event sponsor goes through.
2. Register as early as you can. Send in your event registration as early in the process as you possibly can. This helps the sponsor with early planning and allows him/her to make advance projections as to the number of rental cars needed, accommodations required, etc. Even though the sponsoring pilot probably would make every attempt to help you out, please don't contact him/her after the registration deadline to request a late registration. To expect this person to squeeze one or two more folks into the program late in the process is unfair and quite often, a lot of work.
3. Offer your help. The host pilot can almost always use assistance with the planning and running of the fly-in. If you have past experience attending or sponsoring a fly-in you're even more valuable. Rental cars need drivers. Happy hours need organizing. There are many details that need attention that you can help with. If you offer and your help is not needed, it's not because you're not appreciated it's probably because your host just has all the bases covered and he/she wants you to enjoy your time.
4. Be on time! This is a big one. The larger the fly-in, numbers-wise, the more important punctuality is. When you're asked to meet to leave for a tour, a hike, dinner, or the ride back to the airport for the flight home, be on time! Making the group wait for one or two delinquent people is rude and it can be costly. If restaurant reservations are cancelled because of a late arrival or a wait time is charged by the tour bus driver who had to wait an extra 15 minutes for one late person it can destroy a fly-in budget. Close management of finances is a must if the cost of these expeditions is to remain low.
5. Rental cars have needs too! If you're called on to drive one of the rental cars at a fly-in please keep all fuel receipts and turn them in to the fly-in sponsor immediately at the end of the fly-in, preferably before departing on the homeward bound flight. Write your name and address on the receipt to ensure you get reimbursed by the CPA for your fuel expenditure. It's also important that you retain the rental company paperwork to be turned in to the fly-in sponsor too. Once again, write your name on that paperwork so the host can keep track for accounting.

6. Be courteous. That sounds like a “gimme”, but hosts have had to deal with participants who are rude to tour operators, bus drivers, hotel/motel personnel and even the sponsor themselves. Remember, not everything goes as planned at events like this. The host is trying his/her best to reconcile problems. If you can help in a positive manner, then do. Otherwise, chill! For crying-out-loud, don’t complain! If your pillows are too hard in your room let the motel know but understand it isn’t the host’s fault. It’s also not the host’s fault that the weather isn’t perfect, the restaurant has slow service, the rental car isn’t running right, or your Teddy bear has an eye that’s popped off. One grump in the group can ruin the experience for everyone.

7. Be patient. The fly-in sponsor is trying to “herd” scores of people to their proper destinations for hiking. They’re trying to meet tour schedules. They have any number of volunteer drivers to deliver to car rental agencies. They’re trying to track incoming aircraft to ensure someone isn’t sitting at a small airport in the middle of nowhere with a mechanical problem. Overall, these folks have taken on a huge responsibility and patience by all really helps. It doesn’t help, however, when part of the people jumps into a rental car and “head out” on their own. Folks get lost that way and guess who gets the blame? You’re right. .the fly-in host.

8. Say Thanks! That’s right. It’s really simple but is so darned important. Thank the folks profusely who hosted your fly-in. They did it because they recognized the opportunity to share something special with their flying friends and they accepted the challenge. All they really want to see is smiles on the faces of their CPA flying family.

9. Host a fly-in. You’ll be much more empathetic to the plight of those who have gone before you. You’ll have the opportunity to share a special destination with the rest of us and you’ll probably have a kick doing it.

10. You’re the Colorado Pilot’s Association! Always present yourself as a representative of the CPA in a manner that does us proud.

Come fly with us. If you’ve never tried a CPA sponsored fly-in, or haven’t done so in a number of years it’s time to see what you’ve been missing. In the past five years or so, fly-in planning and execution has grown to an art form. Yes, occasionally things go wrong, but more often than not, good hosts have done their homework and you add to your list of life experiences thanks to the CPA. You’ll have a great time. I guarantee it!

HANDICAPPING FOR AIR CLASSIC

by Jim Hollis

The 31st Denver to Jackpot Air Classic scheduled this year on July 7 will be here before you know it and, for those participants without a speed handicap for their aircraft it is time to give the matter some thought. For the last several years handicaps have been derived from a GPS based procedure. The following will provide some insight to the process.

The Handicap Process. The Air Classic Committee typically sets handicap speeds in the week prior to the event. As part of the process the committee reviews results from last years competition to evaluate whether previously assigned handicaps need to be adjusted. For new entrants without a GPS handicap, we rely on any manufacturer's data (if we have any available), previous race history of your or same type aircraft, and personal knowledge and experience (albeit sometimes limited). We know some pilots push their aircraft harder than others. Our goal is to make every aircraft competitive, but we do lean towards handicapping the aircraft's capability more than the pilot's style.

To establish a GPS handicap, an observer rides in your aircraft, flying as close to an 8,000' density altitude as is safely possible for normally aspirated aircraft, and 12,000' density altitude for turbo-charged, turbo-normalized or super-normalized aircraft. We note altitude, altimeter setting, temperature, and aircraft configuration. We record GPS ground speeds every 10 seconds for two minutes on three cardinal headings, then average the ground speeds for each. Finally, we enter those cardinal heading ground speeds into an online calculator (www.reacomp.com), which gives us true airspeed and winds aloft.

Even with a GPS handicap as a basis, assigned handicaps sometimes differ based on your aircraft's previous race experience and common sense. For example, last year a Cessna 182 in Class A with a 300 hp engine modification established a GPS handicap of 126 knots, but we assigned it a 137 knot handicap. A super-normalized Cessna 182 in Class C recorded a GPS handicap of 129 knots, but we assigned it a handicap of 140 knots. Common sense said they should be faster than 230 hp Cessna 182s with 133 knot handicaps.

In actuality, the 300 hp Cessna 182 averaged 127 knots on the Rock Springs to Jackpot leg, slower than the other 4 lower powered 182s in Class A. The super-normalized 182 averaged 140 knots on the Rock Springs to Jackpot leg, earning a third place finish.

Last year, 15 competitors had established GPS handicaps while 5 did not. The 15 with GPS handicaps as a basis for assigned handicap recorded speeds on the Rock Springs to Jackpot leg anywhere from 5 knots higher than handicap to 14 knots lower than handicap, with an average difference of 1.6 knots. The 5 without a GPS handicap basis finished the same leg with speeds anywhere from 7 knots slower to 14 knots slower, with an average difference of 10.2 knots. Again, it's to your advantage to establish a GPS handicap basis.

Evaluating Last Year's Results.

Bad weather plagued the 2006 Air Classic. Mountain obscuration and marginal ceilings from Jeffco to west of the Continental Divide convinced some pilots not to depart. Others turned around just past Laramie (a couple because the forecast for returning on Sunday was dismal). All the competitors who did complete the Air Classic had to fly north towards Laramie and Rawlins before finding better weather. Two went as far north as Medicine Bow to circumvent the weather. At least 5 competitors found their way along the Colorado-Wyoming border between Fort Collins and Encampment, finding better weather by U.S. Highway 230. As much as a 15 knot tailwind at 10,000' helped negate the extra distance flown. With these conditions, it's unrealistic to use this leg for evaluating last year's results.

However, Rock Springs to Jackpot was all good weather with variable winds aloft. Even if pilots chose to stay low going through Logan Pass and go around the side of the mountain range along the Utah-Idaho border, the distance is within 1 NM of going direct. Therefore I believe last year's results for this leg will be very useful as we evaluate how well we assigned handicaps last year. Four of the competitors finished this leg at their handicap speed, accounting for one first place, one second place and two third place finishes. All but one first through third place winners were within 4 knots or less of their handicaps.

With repeat competitors, we can look at their averages for this leg over several previous races to evaluate the reasonableness of assigned handicaps.

Distance From Rock Springs to Jackpot Corrected?

According to DUATS Flight Planner and my GPS, the distance from Rock Springs to Jackpot is 251.2 NM, whereas we have always shown the official race distance to be 260 NM. This actually makes a significant difference when calculating average ground speed. An aircraft that takes one hour and thirty minutes to travel 260 NM averages 167.47 knots, whereas an aircraft that takes the same time to travel only 251.2 NM averages 173.33 knots. This certainly impacts the committee's evaluation of previous assigned handicaps. For reviewing 2006 results, I used 251.2 NM, and have asked the race committee to consider changing the official distance. Jeffco to Rock Springs remains 206 NM. I hope you join us again, or for the first time, for the 31st Air Classic. If you don't have a GPS handicap established, or want to fly another one to double check previous results, contact me at 303-718-7376. I'll line you up with an observer from our committee. We will fly GPS handicaps up to June 30th. See you at Jeffco (Rocky Mountain Metro Airport) on July 7th!

**Colorado Pilots Association
Welcome New Members!**

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Fire Safety!

Ben Hinkle
National Airspace Coordinator
Bureau of Land Management.

Fire Season is coming soon. Last year we saw a large increase in near midair's and Temporary Flight Restriction incursions around our incidents. Our goal is to help make flying safe for everyone, our Aerial Firefighters and the rest of aviation as well.

We have some handout type information available, such as the flyer (*ed note: very large, see it in full color on the website*), flight planning cards and magnets. If you would like to have some please send me an email with your mailing instructions and the numbers requested.

The BLM is still the *only government website* to graphically plot all Temporary Flight Restrictions at
<http://airspace.nifc.gov>

Regards,

Ben

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Flight Standards -
<http://www.aviation.blm.gov/airops.htm#Flight>

FLY CLEAR OF WILDFIRES

For your safety and the safety of our aerial firefighters



Do not risk a Midair!

Do not risk a violation.

Do not approach to investigate.

CPA and the 99s

At the March board meeting, CPA President Sarah Dolliver presented a check to Sue Osborne, Ninety-Nines liaison. This generous contribution will be used to sponsor an event at the 2007 International Ninety-Nines Conference to be held here this September.

The CPA Board voted to contribute \$1,000 to the Ninety-Nines for its 2007 International Conference to be held at the Omni Interlocken Resort (Rocky Mountain Metro/Jeffco airport area) on September 12th through the 16th. CPA President Sarah Dolliver presented the check to Sue Osborne at the March Board meeting.

The Ninety-Nines is an organization of women pilots with a membership of over 5500 from 35 different countries. CPA member Jan McKenzie is the Ninety-Nines Conference Chair for the 2007 Conference.

The Ninety-Nines came into being November 2, 1929, at Curtiss Field, Valley Stream, Long Island, New York. All 117 American female pilots had been invited to assemble for mutual support and the advancement of aviation. Louise Thaden was elected secretary and worked tirelessly to keep the group together as it struggled to organize and grow until 1931, when Amelia Earhart was elected as first president and the group was named for the 99 charter members who met that day in November 1929.

The mission of the Ninety-Nines is to promote world fellowship through flight, provide networking and scholarship opportunities for women and aviation education in the community and to preserve the unique history of women in aviation.

For more information, check the 99s website at
www.ninety-nines.org
or the Colorado 99s website at
www.colorado99s.org

Flyins for April & May

APR 21 FLY-IN to FORT LARNED, KS (KLQR). Larned-Pawnee County Airport located 305 nm east of Denver. Lunch in town then travel to Fort Larned National Historic Site for tour. Fort Larned is a restored military fort that guarded the Santa Fe Trail during western migration. <http://www.nps.gov/fols>
Info: John & Cathie Martyny 303/449-6875 or johnmartyny@comcast.net

APR 28 - 29 FLY-IN to 16TH ANNUAL MIDNIGHT BALL, Pueblo Weisbrod Aircraft Museum, Pueblo (PUB). Guided tour of Museum and a Moonlight Ball in the evening. The formal ball includes a cash bar, full course dinner, followed by music from a big band orchestra and dancing. It is heavily attended by B24 crew members and their families. Hotel and rental vehicles are included, allowing full enjoyment of the afternoon and evening.
Info: Carl & Beverly Boecher 303/697-5161 or N34552@wispertel.net

MAY 4 - 6 OMAHA, NE (OMA). Fly Friday to Omaha's Eppley Airfield; Saturday attend Defenders of Freedom Air Show at Offut Air Force Base featuring U.S. Navy Blue Angels. Have dinner at an Omaha steakhouse. Possible side trips to The SAC Museum or The Henry Doorly Zoo <http://www.offutairshow.com>
Info: Wayne & Terry Munson 303/666-8757 or wayne@munson.com

MAY 25 - 28 FLY-IN to GRANTS, NM (GNT). Spend Memorial Day in Grants, NM. There is a lot of history in the area from Native American to the Uranium boom/bust to Route 66. See Signature Rock, an ice cave, the Malpais and other local sights on Saturday. Sunday visit Pueblo villages and casino. Golf is available on your own either day.
Info:
Bob Jones 303/979-1529 or b45j@msn.com

CPA Fly-In to the Biplane Expo 2007

Bartlesville, Oklahoma

June 1 - 3, 2007

Join us the weekend of June 1-3 in the tree covered hill country of northeast Oklahoma and enjoy the largest biplane gathering in the United States. Non-aviators are invited to enjoy a tour and luncheon at the Keepsake Candle Factory, which overlooks the Bartlesville Airport. On Saturday, enjoy a half-day of hiking on the nature trails in the Woolaroc the 3,700-acre ranch retreat of Phillips Petroleum founder Frank Phillips. Also located at Woolaroc is a world-class museum featuring one of America's most unique displays of Western art and artifacts; and one of the world's most complete collections of Colt firearms. Located in the lower level is the Frank Phillips' exhibit which includes the Phillips' sponsored aircraft, flown by Wiley Post that flew in an around-the-world contest early last century.

There's no shortage of things to do in Bartlesville, Oklahoma in the late spring. A short walk from our four star hotel Hotel Phillips is the Price Tower, Frank Lloyd Wright's only high rise design, the Phillips Petroleum Museum, the Frank Phillips' home tour, and other attractions in downtown Bartlesville. If that isn't enough, Friday spend a lazy afternoon and evening at Sunfest. This is Oklahoma's Biggest Outdoor Picnic featuring food, tons of folk and traditional live music, car show, and arts and crafts.

Don't miss this fly-in! Generally, this Bartlesville weekend holds something for everyone great dining; a unique fly-in of biplanes from around the U.S.; and lots of fun in the great outdoors in a Midwest setting. Plan to join us for this fun-filled weekend.

Sponsored by
Bob & Shawn Kinney

Publication Notice*

Articles for 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 and letters should be sent via e-mail to:

Blanche Cohen Editor,
CPA Flight Lines, phone: 303/755-1525 (H),
email: blanche@acm.org

Material for publication will be accepted up to a deadline of the 15th of each month. CPA 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 CPA Flight Lines.

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Optional Online application found at www.ColoradoPilots.org

Name _____

Spouse _____

Street Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____

E-mail _____

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A/C Owned (make) _____ Model _____ N # _____

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