

# EAA MILE HIGH CHAPTER



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NEWSLETTER  
KIRBY WHITE  
423-5134

## VOLUME 12, ISSUE 12, DECEMBER, 1989

THIS MONTH: This month's meeting will be a banquet held at The Plum Tree Restaurant at 502 S. Public Road in Lafayette on Saturday, December 9, 1989. Cocktails will be from 6:00 P.M. to 7:00 P.M. Dinner will start around 7:00 P.M. This will be a buffet which will include prime rib, chicken, shrimp, vegetables, and salad for \$11.00. Daphne Davenport 460-7789 and Cathy Sheeon 469-6456 ask that you contact either one of them to let them know if you are or are not planning to attend. Please do so at your earliest convenience so they can make the necessary plans. If you don't call them, they may call you. Everyone, including Chapter 43 guests from previous meetings, is welcome. The Plum Tree Restaurant is on Highway 287, which runs North and South and connects with Northbound Wadsworth. The building is beige with shutters and is two stories. It is on the East side of the street between Lafayette Florist and Mini Mart and is just South of Emma Street. Their phone number is 666-9304 for any additional information. Hope to see everyone there!

LAST MONTH: With 60 members and guests in attendance, the meeting of November 11, 1989 was called to order at 7:45 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the October meeting were approved as published in the Newsletter.

Guests: Guests present were John McCabe of Broomfield, Helen Geiger of Westminster, Sean Sweeney of Westminster, Herb Winters of Watkins, Mas Yoshida of Wheat Ridge, and Mark Blusiewicz of Lafayette.

Treasurer's Report: There was none given.

Old Business: Kirby brought up the Christmas Banquet, which was scheduled for Saturday, December 9, 1989. Daphne Davenport informed everyone of the menu and a few other things, and both she and Kirby hoped for a really good turnout. Kirby said that all necessary information would be published in the December Newsletter. The volunteer patches for the 1989 Rocky Mountain Regional Fly In finally arrived, and Kirby asked that everyone who volunteered at least two hours of their time to see him during the break for a patch. Kirby talked a little about the Copperstate Fly-In in Casa Grande, Arizona that he went to in October. He said it was an enjoyable Fly-In (except for a heavy rainstorm on Saturday afternoon) and there was a good turnout of airplanes. There were at least three airplanes and ten people from the Denver area at the Fly-In. Jim Thompson reported that the Fly-In and BBQ lunch at the Aurora Airport on October 28, 1989 was a success and a fun day for everyone who attended.

New Business: Kirby had 1990 calendars to sell. He said they cost Chapter 43 \$3.00 each and a decision needed to be made by the Chapter members on how much to sell them for. After some discussion, it was voted to sell them for \$4.00 each. Bob Greeno talked about a recent tour he took of the Naval Air Station Museum in Pensacola, Florida. He said everything is in mint condition and recommended it highly to anyone who is in the area and has some time to spend there. Jim Anderson brought in a brochure on the Fifth Annual Lowry AFB Art Show. Steve Ferguson, who is a former Chapter 43 member and is now living in Colorado Springs, was scheduled to show his work at least one of the days of the Show. Chuck Ogden mentioned that he had been offered a tour of the new US West Communications aviation facility at Centennial Airport and wondered if any Chapter 43 members would be interested in going along. He heard that it is very nice. He said he would find out more information about when a tour could be arranged and report back at a future Chapter 43 meeting.

Gene's Corner: Gene Horsman read two articles from The Luscombe Association Newsletter about aviation taxes and FAR violations in California that we could find ourselves faced with at some point in time. Gene also read an article from The Squire about Centennial Airport. All three articles are important and are published in this Newsletter and should be read.

Progress Reports: John Evens reported that he has been doing some work on the center section of his Thorp T-18 project. He said it is coming along pretty well. Bob James told everyone that Jim Ernst had rebuilt the engine in his Cessna 140 and that Jim is back in the air again.

A&P: The business portion of the meeting adjourned for coffee at 8:15 P.M. After the break, Bruce Vogel showed a videotape about the wind shear problem at Stapleton Airport entitled "The Day All Hell Broke Loose." It was well done and quite informative, but most people at the meeting felt the music that was used was overly melodramatic. Bruce also showed a tape on the use of airborne weather radar. Thanks to Bruce for providing the videotapes.

South  
Metro  
Denver's  
Best Read  
Monthly  
November  
1989

# The Squire

## Arapahoe County Commissioners Clip Board's Wings

The Arapahoe County Commissioners have announced a plan to disband the board currently in charge of operations at Centennial Airport. Last month the commissioners began negotiations with Douglas County Commissioners to restructure the current operating authority to include equal numbers of voting members from both counties, according to Arapahoe County Commissioner John Nicholl. Once the plan is in motion, Douglas County will be responsible for providing half of the airport's capital improvement costs. Nicholl announced that while Arapahoe County has already invested millions in

airport infrastructure and improvements, Douglas County would not be asked to bear that financial burden.

The Arapahoe County Commissioners' decision comes after the Arapahoe County Public Airport Authority issued a policy announcement stating commercial air service at Centennial would not be unconditionally denied. Nicholl said the commissioners were not informed of the Authority policy statement ahead of time and were surprised at the announcement.

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### Wings Clipped

*continued from page 1*

Area citizens' groups were elated after the commissioners' announcement. "I've never been more encouraged. The old board did not represent the will of the people or the will of the commissioners . . . We did it. I feel we have won," says Greenwood Village resident Edie Marks.

With equal representation from Arapahoe and Douglas counties, Arapahoe County Commissioner Tom Eggert states, "We're starting anew, but it's time for some equanimity here because the airport's future is at stake." Eggert and the other commissioners renounced plans to increase the aircraft weight limit and provide commercial service at Centennial. However, according to Centennial Airport Executive Director Bill Fitzgerald, the Authority statutes demand that any applications for a scheduled commercial carrier must be reviewed.

While the announcement may have taken some by surprise, public dissention is not strange when airport issues are involved. In recent years, concerns over noise, safety and commercialization have had citizens' groups up in arms. Greenwood Village Mayor Freda Poundstone says she has been fighting the current Authority for years. "We have not been able in the past to trust them," Poundstone told the Denver Post. Additionally, groups like CRASH (Citizens Rallying for Airport Safety and Health) have been ardent critics of Centennial Airport, fearing the venue would become another Stapleton.

The Airport Authority, on the other hand, feels the community has been affected by "intimidation, hysteria and misrepresentation." In their public policy

statement the Authority cites the fact that "no scheduled air carrier, either large or small, has applied to the Authority to operate at the Airport . . . No action will be taken by the Authority . . . without extensive community input and public hearing."

Executive Director Fitzgerald believes those who oppose the airport are doing so for political reasons. "It's become increasingly obvious to me that the airport is being used for political motives, unrelated to the airport, and we don't even know what they are . . . We don't have anybody (scheduled commercial carriers) knocking at the door," he states. Fitzgerald says Centennial is at least partially responsible for the development of Arapahoe Road, the Centennial Airport Center, and nearby hotels. He believes the airport is not getting a fair shake. "We have amended and amended and amended (our plans)," he remarks. Fitzgerald says area residents and politicians seem to think the Authority is orchestrating "some Machiavellian scheme" designed to attract commercial

carriers. "It just isn't true," declares Fitzgerald.

The current Airport Authority includes five Arapahoe County residents with voting power (Harold W. Patton, former Greenwood Village mayor; Gary Tobey, attorney, Tobey and Pelz, P.C.; Beth Jenkins, former Cherry Hills Village mayor and member of the Denver Regional Council of Governments (DRCOG); Max Brown, retired real estate and insurance executive and former Greenwood Village city council member; and Chuck J. Ferrari, chief test pilot for United Airlines at their Stapleton flight center); and three non-voting Douglas County representatives (Robert A. Resling, Director of Operations for International Jet, Centennial Airport; Robert E. Walton, former CEO of American Resources Group, Inc.; and Ray S. Wells, president of the RS Wells Corp. Although the Authority is a subdivision of the state of Colorado, Arapahoe County has the legal power to abolish the current board.

### The Little Airport That Could

Centennial is currently one of the nation's busiest general aviation airports. Established in 1963 by the Federal Aviation Administration and the Arapahoe County Commissioners as a reliever airport for Stapleton, Centennial today generates some 650 area jobs and has a reported annual payroll of \$20 million. As owner/operator of the airport, the Authority has the power to issue bonds, lease land, regulate use of the Airport, construct and maintain facilities, and make and pass resolutions. However, since the Authority does not have the power to tax, the airport is self supporting — operating entirely from user fees and lease and license agreements.

A 45-square-mile Airport Influence Area was established by Douglas and Arapahoe counties to discourage the introduction of non-compatible development. When residential communities began to spring up, the Authority revamped construction plans, established a Noise Compatibility Committee and initiated the development of an environmental impact statement. ■



# The LUSCOMBE COURANT

NEWSLETTER OF THE CONTINENTAL LUSCOMBE ASSOCIATION

VOL 13 NR 6

NOV./DEC '89

Editor: Bump



## THE F. L. SEZ

"Pilots will kill people because they are all up there snorting coke while waiting to dive on somebody," so claims a retired policeman at a recent meeting of pilots and homeowners at Corona Airport. This "cops" IQ certainly must be exceed by his hat size.

It seems that a "new" homeowner under the final approach path became upset because of the traffic and noise. He lit a fire under the rest of them, got over 200 of the homeowners to sign a petition to get the Corona Airport shut down.

The petition was presented to the Council Members at the November meeting. Can you imagine a scene between outraged homeowners and pilots over the petition. A scene that went on for over two hours, finally, the Council directed the pilots to take their points before the Airport Advisory Committee.

A modified traffic pattern was unofficially adopted to keep the aircraft away from the housing area. So, some good came from this scenario which was initiated by a "radical" who has since crawled back into the woodwork. Makes one wonder why this frustrated, agitated, activist disappeared so quickly and quietly.

A number of years ago a "new" tax was introduced in California called, Possessory Interest Tax, or PIT as I call it, its the PITS. If you rent a hangar or tie-down from your local airport, you possess this property, hence you pay the PIT.

Now, out of the fog and smog of Santa Clara County, the Board of Supervisors have come up with yet another "new" tax, "Field Use Fee" or FUF. FUF can mean any thing you want it to, but it means a horrendous tax amounting to \$700. per year, per aircraft. This will affect every one of us, FBO, owner and renter alike. The first premium of \$290. due by December 31, 1989 and the next premium of \$410. due July 1, 1990.

There are 3 very important items about FUF. One, the BoS has not indicated what the money is for or how it will be used. Two, there is no expiration date and could go on forever. Three, and most important, the BoS may establish, by resolution, annual FUF, this means they may raise the FUF at will.

A legal opinion issued by the County Counsel's office in June 1989 stated that it was their opinion that any assessments in excess of current budget needs would violate Proposition 13 but the board chose to ignore their own staff recommendation and go ahead with these fees.

We all know that if the BoS of Santa Clara County is successful, this type of FUF will spread like wildfire, like PIT did some years ago, to each and every city/county-owned airport in the nation where the politicians decide they need to raise money.

#### HARASSMENT?

Have you heard the one about? No joke here, the following happened to a Santa Monica CFI who was "busted" by the LA county Sheriff's chopper, while giving instruction to a student under Part 141.

The lesson plan was stalls, slow flight, steep turns, a little hood work and then a simulated engine failure by failing the throttle. All air work to be done over the ocean and sparsely populated coastal areas. At one point the aircraft's altitude got down to about 600 feet over land and the area wasn't sparsely populated. At this point the aircraft was turned toward the ocean and power applied to gain altitude. At proper altitude, the lesson was terminated and the aircraft proceeded back to the airport.

Upon arrival they were stopped by the chopper and a deputy conducted an investigation. The CFI stated, he and his student were treated like criminals! "He proceeded to question me about what I was doing up there. He said things that cannot be printed in this paper". The sheriff lectured the CFI severely while his deputy wrote him out a ticket charging him with Lawfulness of flight and careless

and reckless operation of an aircraft which are listed under the Public Utilities Commission. They are basically the same as the FAR's which say that a pilot has to be at least 1,000 feet above a populated area. Moreover, it says, if a pilot were to lose his engine then there should be suitable landing area which would not cause hazard to people or property. By the way, according to the LA GADO office, undue hazard to people or property includes the plane and passengers! In other words, having the ocean as the only place to make a forced landing is in violation of FAR's.

The CFI appeared before the judge at least 10 times, his sentence was worse than being charged with drunk driving and the judge would have given him 30 days in the Malibu county jail had his vilocations been intentional. Think the system isn't serious about busting you? Think again Buster! F.L.



DON LUSCOMBE at Mercer Airport. Photo taken in late 1930's.

(Photo Courtesy of Brownie Luscombe)

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## PROPELLERS

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### HARTZELL

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Hartzell  
Model HC-E2YL-2

Illegal Repairs

A propeller overhaul shop reports that a pair of propellers was sent to them for inspection because the tips were found bent during annual inspection. Shop inspection revealed that the propellers had previously received severe damage. After the tips were stripped, illegal repairs were very evident. They had been field-straightened, welded, filled, sanded, and painted.

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## MAINTENANCE NOTES

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Piper, Cessna  
Hughes and  
Gulfstream

Fuel Tank Quantity  
Sender Unit

These aircraft manufacturers and possibly others use a Fuel Tank Quantity Sender Unit with a foam float material that can wear on the steel sender arm to the point the float falls off the arm. Erroneous fuel gauge readings and possibly fuel screen contamination can result. It is recommended that these floats be inspected periodically to eliminate this condition.

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## BE AWARE

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### Airworthiness Directives (AD's)

Airworthiness Directives (AD's) are amendments to FAR Part 39. As such, their issuance complies with the regulatory requirements of the Administrative Procedures Act for rulemaking. Once issued, AD's have the effect of law and remain in force until superseded or revoked. Official public notice is achieved by publishing each AD in the Federal Register. The AD's contained in the Summary of AD's differ slightly from the Federal Register version in that the lengthy portion which relates to adoption proceedings is eliminated. Copies of the Federal Register may be obtained by subscription from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

AD Applicability - Some persons may assume that an AD issued prior to the manufacturing date of an aircraft is not applicable to it. Others may assume that because an aircraft is experimental or certificated under the special airworthiness category that an AD which is otherwise applicable does not apply. These assumptions may not be true. The applicability of an AD can only be determined by careful examination of the applicability statement contained in each AD. An AD which does not limit the applicability by specific serial numbers, date of manufacture, product modification, or by some similar method, is equally applicable to existing and future production aircraft. A new aircraft which meets the applicability statement of a previously issued AD must still be operated within the requirements of that AD. Similarly, an experimental aircraft or an aircraft certificated in the special airworthiness category which meets the applicability statement of an AD must also be operated within the requirements of that AD unless specific exemption is authorized.

Some persons may assume that all AD's which are applicable to an aircraft will be listed under or cite the aircraft manufacturer's or type certificate holder's name. This may not be true. The AD's are issued against all types of aeronautical products. When an appliance is installed in an aircraft, the aircraft must be operated in accordance with the requirements of the appliance AD. Pilot/operators should be alert for such appliance AD's to assure that routine maintenance or preventive maintenance actions do not render previous AD compliance actions invalid. If difficulty is encountered in determining the applicability of any AD, the local Flight Standards District Office should be contacted.

AD Compliance Periods - Not all AD's are written with a one-time compliance action. Many have recurring or repetitive compliance requirements due to the nature of the unsafe condition. Some AD's must be complied with before further flight, and others are not required to be complied with until some specified time or event in the future. This difference in compliance periods is not to minimize the seriousness of the condition, but rather to provide a reasonable interval for notification and compliance within safe

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operating limits. An AD compliance period which is greater than the scheduled inspection interval provides an additional opportunity for monitoring by maintenance persons performing 100-hour, annual, or progressive inspections. Conversely, the burden for monitoring those AD's with shorter compliance periods rests fully upon the person operating the aircraft to assure the interval is not exceeded.

AD Recordkeeping - FAR 91.173(a)(2)(v) extends the owner or operator's recordkeeping requirements to include, "The current status of applicable airworthiness directives (AD) including, for each, the method of compliance, the AD number, and revision date. If the AD involves recurring action, the time and date when the next action is required." Section 91.174 further requires each owner or operator who sells a U.S. registered aircraft to transfer the preceding records to the purchaser at the time of sale. Keeping and transferring AD records are mandatory requirements for all owners or operators. However, purchasers should be alert for errors and should not assume an AD is not applicable because the records do not include it.

AD Compliance Responsibility - FAR 91.163 places the primary responsibility for maintaining the airworthiness of an aircraft, including compliance with FAR Part 39, Airworthiness Directives, upon the owner or operator. In this regard, it is the responsibility of every pilot/operator to assure that aircraft operations are conducted in accordance with the requirement of ALL applicable AD's.

When the purchaser of an aircraft actually becomes the operator or accepts delivery, the burden for complying with the AD operating, AD recordkeeping, and record-transfer requirements rests upon the purchaser. To avoid the possibility of unsafe and unlawful operations, the accuracy of the AD records should be verified prior to operating the aircraft. To avoid the possibility of incurring unanticipated expense, the AD records should be verified prior to making the purchase.

AD Numbering and Identification - AD numbers are composed of three basic elements (example: 89-01-02). The first two digits represent the year in which the AD was issued. The second two digits indicate the biweekly period within the year (normally, a year contains 26 biweekly periods). The last two digits are sequential numbers assigned to each AD issued within a biweekly period (sequential numbers assigned to telegraphic AD's begin with number 51 instead of 01). Thus, AD 89-01-02 identifies the second AD issued during the first biweekly period of 1989.

The AD numbering system was expanded in 1980 to include two supplemental elements. A "T" precedes the first two digits to indicate the issuance of a telegraphic AD (TAD). When a TAD is reissued as a final rule, the "T" will be deleted but the 5 in the sequential number still indicates the original AD was issued as a telegram. Also, whenever an AD is revised, an "R-number" will be added following the original AD number. Thus, T89-02-51 identifies the first TAD issued during the second biweekly period of 1989 and 89-02-51R1 identifies the first revision to the same AD following its reissuance as a final rule.

Since AD's are amendments to FAR Part 39, they also bear the amendment record for each adopted change. This is reflected in the opening sentence of the body of each AD (i.e., 39-4679 indicates amendment 4679 to FAR 39.13). An AD may be revised several times. Each time a revision occurs, FAR Part 39 is amended and the new amendment number added to the opening sentence of the AD. The revision status of each AD may thus be verified.

Dates - Some persons may have difficulty in finding the "revision" date of an AD to make the record entry required by FAR 91.173(a)(2)(v). The revision date is the effective date of the latest amendment to the AD. This date will be found in the last sentence of the body of each AD. (Example: Amendment 39-XXXX became effective on March 3, 1987. This amendment (39-XXXX) becomes effective on July 10, 1988.)

Similarly, the revision date for an EMERGENCY AD distributed by telegraphic or priority mail is the date issued. This date will be found in the last sentence of the body of the letter or telegram. Each EMERGENCY AD is followed by a final copy. The final copy will reflect the final status and amendment number of the regulation, including any changes in the effective date.

Summary of AD's - Individual AD's are assembled into the Summary of Airworthiness Directives. The Summary of AD's is available to the public on a prepaid subscription basis. Further information including prices and ordering procedures, is available in Advisory Circular (AC) 39-6( ), Announcement of Availability - Summary of Airworthiness Directives. To obtain AC 39-6( ) or for questions concerning AD's, contact:

Federal Aviation Administration  
Aviation Standards National Field Office  
Manufacturing Standards Section, AVN-113  
P.O. Box 26460  
Oklahoma City, OK 73125-0460

Telephone: (405) 680-4103  
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# LLWAS, NEXRAD, TDWR — Early Warning for Microbursts

by Bob Jain

Weather was CAVU that afternoon last July 8 as two airliners approached touchdown and a third rolled onto final on parallel runways 17 L and R at Stapleton International Airport. Then suddenly all three broke off their approach, pulled up and went around.

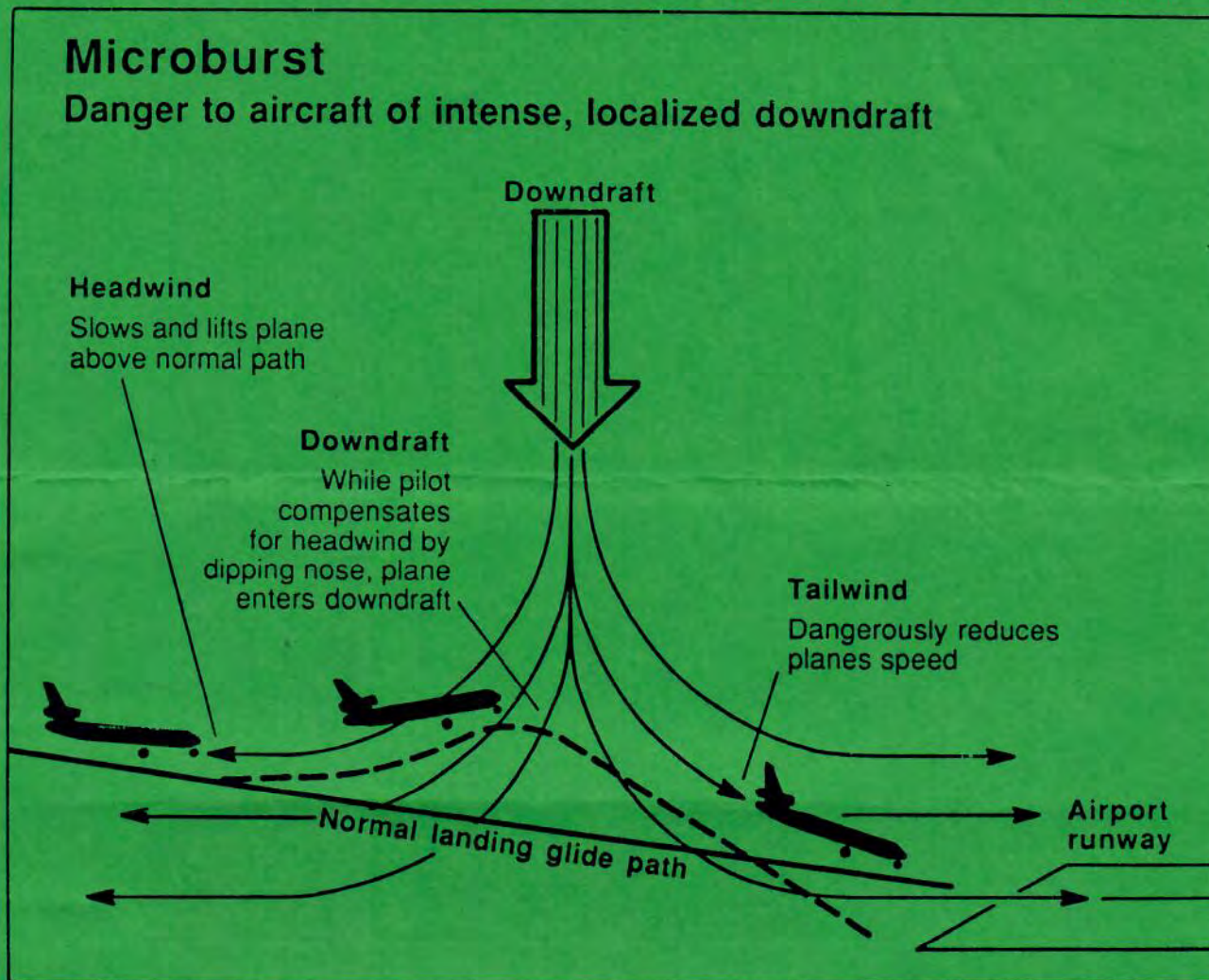
Invisible to all three pilots, a microburst was descending onto the airport. Had it not been detected, there could have been a disaster. But controllers in the tower warned the pilots.

Another 18 aircraft held altitude until the microburst had dissipated. One of them ran into the upper part of the microburst, lost airspeed and diverted to Colorado Springs.

A microburst is a vertical column of descending air that strikes the ground with great force, then spreads out in every direction, like water from a hose pointed directly at the ground. An aircraft flying into a microburst first experiences a sharp increase in airspeed, then as it passes the center, an equally sharp decrease, possibly enough to cause a stall.

### Early Warning

In the July 8 incident the tower issued an alert by radio when an airspeed loss of 35 knots was indicated. It issued a second alert when sensors showed a 95-knot airspeed loss in less than



National Center for Atmospheric Research

## WEATHER, continued

two minutes. The airspeed loss was 60 knots when the three airliner pilots decided it would be best to go around.

The occurrence came during a special operational demonstration and evaluation of the new Terminal Next-Generation Radar (NEXRAD), sponsored by the FAA. But the NEXRAD system wasn't turned on. Instead, the warning came from LLWAS, the Low-Level Wind Shear Alert System, which with NEXRAD will form a completely new violent weather warning system.

### System Components

LLWAS consists of anemometers placed a half-mile off the end of each runway, in the middle of the airport and alongside the mid-point of each runway. Wind speeds and wind directions are sent continually to screens in the control tower, where controllers check for significant differences between readings from different sensors. Unusually large variations between sensors indicate wind shear, gusts or possible microbursts.

LLWAS at Stapleton was designed in the late 1970s. At first there were six anemometers. In 1987 another six were added and this year four more, making a total of 16.

But LLWAS covers only the airport itself and only shows conditions at and below the height of the sensors.

NEXRAD pokes its radar fingers past the airport boundary for about 10 miles. Its Doppler beam, bouncing back from such things as dust clouds, insect clouds or rain, show air movement. The radar unit is about 11 miles northeast of the airport. Data

received is transmitted to the operations room at NCAR's radar facility field site miles away. Scientists there relay information they receive from the radar to the control tower at Stapleton.

The LLWAS and NEXRAD systems are components in the Terminal Doppler Weather Radar (TDWR) system, described as "an entirely new remote detection system." It provides both an alphanumeric display and a Geographic Situation Display (GSD). The former gives a runway-by-runway synopsis of wind speed, direction and threshold wind.

The GSD is a computerized map of the airport showing microbursts, gust fronts, wind shift forecasts and precipitation.

### InterimStep

Terminal NEXRAD is an interim step of the TDWR program, according to John McCarthy, NCAR's Research Applications Program manager in the Atmospheric Technology Division.

Doppler radar works like audible sound. A train whistle is pitched higher as a train approaches and lower when it is going away. In the same way, NEXRAD can note movement of objects that bounce its signals back.

The first TDWRs will go into action next summer at the Washington, DC, National airport and at nearby Andrews Air Force Base.

*Bob Jain a contributing editor to Wings West magazine and is a retired Denver Post aviation writer.*

October/November 1989 — WINGS WEST



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