



# MOUNTAIN WAVE

Quarterly publication of the Colorado Dept. of Transportation-Aeronautics Division

## FALL 2002

### GRANT PROGRAM COMES FULL PROMISE

It appears for the first time in the life of the Colorado Discretionary Aviation Grant (CDAG) Program that the majority of the projects deemed meaningful to the statewide system by the Colorado Aeronautical Board, will receive funding.

This is a major breakthrough from earlier years when funding was more restricted than the needs. Applications from 49 airports and aviation interests sought in excess of \$4M. More than 70% of those requests were honored in a funding package nearing \$3M.

The Colorado Aeronautics Board will continue to support the State Infrastructure Bank, which provides loans for airport expansion and development projects not covered in other grant funding programs.



Individual hearings for each CDAG project application were held in conjunction with the Colorado Airport Operators Association annual meeting at the Stanley Hotel in Estes Park, CO in early October. For a complete listing of awards granted during the 2-day session, refer to the *Discretionary Grants* page on the Division website at [www.colorado-aeronautics.org](http://www.colorado-aeronautics.org)

### AWOS REFINEMENTS UNDERWAY

When the Colorado General Assembly and the Colorado Aeronautical Board committed to the development of a system of Automated Weather Observing System (AWOS) sites in the high mountain passes and along the Continental Divide, they stepped into uncharted territory. No one had ever tried to locate AWOS facilities where they would report real-time weather information from such critical terrain. The program's goal was to provide pilots flying in the region a perspective of existing conditions - to base a "Go" or "No-Go" determination on the best possible information.

Each location recommended by the Legislature was carefully explored by Division staff to provide the most realistic overview of conditions within the areas of concern .. and where there were accessibility, available utilities and communications facilities. The Division continues to refine the information available from the sites to guarantee its accuracy.

Ultimately, weather reported from the Statewide AWOS sites will be available on the Division's website. Software to accommodate this service has to be individually written before the information is available - or valid.

Continuing the commitment made to the aviation community, the Division has contracted for the location of two additional sites at Saguache (in late September) and Kremmling (in late October) to augment the broad view of weather conditions along the Continental Divide.

The Division's determination remains as it always has - to install and perfect the best possible system of weather information reporting that limited access and budget can provide.

# FLIGHT PREPARATION - A Pilot's Responsibility

*The following comments are those of Harold Handke, FAA NWM Region, pertaining to safety issues are the Jackson Hole WY airport. If you ever expect to fly into JAC, please read them carefully.*

The Jackson Airport Traffic Control Tower (ATCT) opened in June of 2000. The opening of the ATCT was to coincide with the publication of the new charts with all the appropriate data for the new tower. The charts did not get published until December of 2000. However, NOTAMs were issued stating that the ATCT was open and operating. The first reported pilot deviation was on May 26, 2001.

There were no pilot deviations recorded from June 2000 to May 2001. The staff of the JAC ATCT felt obligated to give the pilots a chance, since this was a new tower.

There were several documented pilot deviations that were not reported during this period. In one incident, a pilot landed on the runway while it was closed and under construction. He had not checked for NOTAMs. In December of 2000, another pilot landed between the runway and taxiway with two feet of snow on the ground. Everyone walked away, but the aircraft suffered major damage. The pilot was flying with outdated charts and he had not checked for NOTAMs nor did he contact the ATCT.

Since May 2001 there have been 22 recorded pilot deviations at the Jackson Hole Airport. Three were in helicopters used by the Forrest Service for firefighting. Seventeen were pilots from the local area, Wyoming or one of the states surrounding Wyoming (Montana/Idaho/Utah/Colorado). The final two pilots were from Kansas and Oklahoma. Local pilots accounted for over 88% of all pilot deviations associated with fixed wing aircraft at this airport.

In all cases, the pilots had not met the requirements of FAR Part 91 Subpart B, paragraph 103, paragraph (a), "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATCT."

On August 12, 2002, an aircraft landed on Runway 18 at Jackson Hole Airport and exited the Runway at Taxiway A2. The pilot had not established communications with the ATCT prior to entering the Class D airspace or prior to landing. There was a temporary flight restriction in effect at the time for a 3 nautical mile radius of the JAC VOR

below 3000' AGL. The Vice Presidential motorcade was entering the field as the pilot landed and it crossed the runway departure end just as the aircraft exited the runway. The pilot taxied to the commercial ramp, passing approximately 100' behind Air Force Two. The pilot parked the aircraft between two Skywest aircraft and let two passengers out. He was not prepared for the reception he received when he got out of the aircraft.

The Teton County Sheriff's Department, the Secret Service, and the Transportation Security Administration (TSA) were waiting to greet him. Needless to say, his day went down hill from that point on.

FAA's recommended penalties for violating these specific regulations are:

91.103 Preflight Action (30-90 days suspension).

91.129(c)(1) Operating in Class D airspace without communicating with the tower (30-60 days suspension).

91.129(i) Landing without a clearance at an airport with an operating control tower (30-90 days suspension).

91.141 Flight Restrictions in the proximity of the Vice Presidential and other parties (30-90 days suspension).

The pilot could have his certificate suspended for up to 330 days. The case is currently pending. The FAA takes no pleasure in pursuing certificate action against a pilot. However, **this is a very dangerous situation that must be controlled.** The penalties are a measure of the FAA's concern over these errors.

The bar has been set. Whatever penalty the above pilot receives, it will probably be the same for any other pilot which has the same transgression.

It is your responsibility as pilot in command to check current NOTAMs and ensure that you have current charts.

**Pilots must remember to contact the ATCT before entering the Class D airspace when flying into Jackson Hole Airport.**

*In a season all too filled with the horrors of wildfires in Colorado, the aviation community lost three pilots in two different accidents while fighting the Big Elk Fire east of Estes Park.*

*In mid-July, as the wildfire blazed out of control in the pine and juniper forests, retardant-dropping Forest Service aircraft based at Jeffco Airport responded throughout several days. It was only after having made six previous "drops" earlier in the day that one of the tanker aircraft, a vintage Convair PB4Y, encountered difficulties on base-to-final for a run over the fire. The two-man crew lost their lives in resulting separation of its left wing and ensuing spiral and crash.*

*Later in the same month, a French Aero-spatiale turbo helicopter carrying water buckets to control the remaining hot spots at the same fire crashed in similar terrain. The single pilot lost his life in the accident.*

*The loss of life punctuates the bravery and singleness of purpose that is characterized by every member of this elite and skillful group of pilots. When our very hearth and home are threatened, these men and women are our first - and in some cases - our last line of defense.*

*The aviation community should be justly proud of their work and pause a moment in remembrance for the losses we have experienced in the burning summer of 2002.*



Colorado airports crews can now receive "live burn" training at the new ARFF facility opened this summer at Denver Intl. Airport.



**1st Flight - 1903**

## **COUNTDOWN TO KITTY HAWK**

1903 - THE CENTENNIAL OF FLIGHT - 2003

Too often we fail to give the credit to those who came before Orville and Wilbur in the long quest for flight. Earliest devices flapped their wings just like the birds - others relied on lighter-than-air contraptions. As early as the end of the 18th century, innovators were conceptualizing with lift, thrust and control surfaces.

Like the Wright Brothers, a number of visionaries experimented with gliders - and were already tackling the concept of powered craft in the 1880's. By 1899, the Wright Brothers were testing wing warping and a movable front elevator to maneuver their craft. Perplexed by the initial difficulties they encountered with controlling their aircraft, the Wrights tested in a wind tunnel over the winter of 1901-1902. The outcome of those tests and the 1902 summer glider flights was the development of a movable rudder.

Meanwhile, innovators such as Octave Chanute and Samuel Langley are working feverishly to beat the Wrights with the first powered aircraft. Beginning in the 1890's, Langley had received funding from the U.S. Army to aid in his development of a steam-powered aircraft engine. He and Chanute watched the Wrights' every move closely and visited at Kitty Hawk on more than one occasion. It was a "nip-and-tuck" race to be the *first* - Langley made several unsuccessful attempts within days of the Wright's history-making flight on December 17, 1903.

By the fall of 1903, the Wrights had returned to Kitty Hawk with the "Flyer" and the knowledge and materials to assemble a propeller-driven powerplant. On December 14th, Wilbur over-controlled the aircraft when he tried to fly it from a downhill start - and plowed into the sand. On the morning of December 17th, Orville made the first fully controllable powered flight. Later that day, the Brothers took turns at four additional powered flights, the longest of which was 852 feet. They returned to their home in Dayton, OH, for Christmas.

Access the [www.eaa.org](http://www.eaa.org) website to learn more about plans to re-enact the history-making flight. Test your knowledge of the Kitty Hawk event by trying your skill at the "Wright Brothers Trivia Challenge" at [www.firstflightcentennial.org](http://www.firstflightcentennial.org).

## EMERGENCY RESPONSE THAT SAVED A LIFE

Rarely is there a direct relationship between an airport's participation in a statewide program and the survival of an individual. But, according to Mike Reisman, manager at the Greeley-Weld County Airport, there definitely is a correlation in the events of early August.

At last year's surplus equipment sales, the Greeley-Weld County Airport acquired a used quick-response fire truck from Denver International Airport to be placed on their airport for emergencies.

When it was called upon, the truck and the two brave men - Reisman and Mike Strawbridge, Airport Operations Manager at GXY - responded immediately to a departure stall and the resulting fire on Runway 09 to pull the right seat passenger from the Cessna 172 safely. The victim sustained significant injuries, but was able to survive the crash only through the quick action of the airport staff, using equipment that was purchased at the surplus sales.

Airports throughout Colorado are beginning recognize the values in airport support equipment that they can acquire at pennies-on-the-dollar from the Colorado Dept. of Transportation and Denver International Airport as a valuable resource for their operations as well.

The Division is proud of the surplus equipment program. But more importantly, are very proud of the quality men and women who operate our airports, doing the day-to-day tasks that keep an airport running - and responding to the life-and-death crisis that keep the spirit alive.



Equipment such as this dump truck with snow plow is common at the CDOT equipment sales to airports throughout the state.

## National Air Tours a time to commemorate flight

Yet another effort from the flying community to commemorate aviation in the centenary year of "first flight".

The newly formed **Aviation Foundation of America** is planning to recreate the National Air Tours, originally held from 1925-1931, which brought the latest aircraft to local airports to promote aviation. Organizers expect about 24 vintage aircraft from the 1920's and 1930's to take part, including Ford tri-motors, vintage WACOs, Eaglerocks and flying boats. The 16-day 4,000 mile trip is schedule for September 2003 and will feature more than two dozen stops, including Chicago, Fort Worth, Kitty Hawk and Dayton.

No indication at this time regarding a stop in Colorado. The closest locations currently on the schedule are Wichita, Ft. Worth or Tulsa.

## Update of Economic Impact Study in the Works

Community and state officials, airport supporters and the general public were overwhelmed when, in 1998, the CDOT-Aeronautics Division published its Statewide Aviation Economic Impact Study that stated just how important our industry is to the state's fiscal well-being. That report showed an impressive \$14.2B impact from airports and business activity related to aviation. The only other report of this kind had been published more than 10 years earlier.

Now the Colorado Aeronautical Board has authorized that study be revised and updated. Initially planned to have been undertaken in 2001, the study revisions were delayed until our community had recovered somewhat from the "hit" of 9/11 and the "profile" of aviation activity was more realistic.

The study will take approximately 18 months to complete. A selection process for professional services to prepare the study has begun.

## New Names and Faces

The aviation community has begun getting used to a couple of new faces on the national scene...

Marion Blakey, until recently administrator of the National Transportation Safety Board or NTSB, was sworn in as FAA Administrator in early September, replacing Jane Garvey who stepped down in early August. Ms. Garvey served a five-year contract with the FAA and was complimented for her resourcefulness during the Y2K anxiety and in response to 9/11. As the first, but certainly not the last female FAA Administrator, she generally receive high praise all around.

At TSA, short-term administrator, John Magaw, resigned abruptly and was quickly replaced by retired Coast Guard commandant, James Loy. The TSA has already come under criticism for having acted heavy-handedly and having dug itself a significant budget hole in its short life.

The aviation industry hopes for better relations with new Administrator Loy.

## AERONAUTICAL BOARD SELECTS NEW OFFICERS FOR '03

The Colorado Aeronautical Board re-elected Greeley investment broker, Dale Hall, as its chairperson for the next twelve-month State Fiscal Year. Mr. Hall will be joined by Harold Patton as vice chair and Corinne Nystrom as secretary. Both Mr. Hall and Mr. Patton represent eastern plains governments which operate airports. Ms. Nystrom is manager of Walker Field in Grand Junction and represents airport management.

Election took place at the Board's regular public work session on July 12th in Montrose.

## Legislature Honors GA Community



Colorado General Assembly members Rep. Alice Borodkin, (2nd left), Sen. Lewis Entz, (center with plaque) and Rep. Al White (far right) took time from the Legislature's busy mid-summer special session to make presentation of the lawmakers' resolution to the Colorado aviation community for its efforts to get general aviation back in the air after the events of September 11, 2001. Represented at the gathering were Colorado Airport Operators Association (CAOA), Colorado Pilots Association (CPA), Colorado General Aviation Council (CGAC) and Aircraft Owners and Pilots Association (AOPA).

Sen. Entz makes presentation of the special resolution to AOPA Pres. Phil Boyer (center), while (l to r) Corinne Nystrom, CAB and CAO, Greg Feith (CGAC), Rep. Borodkin, Dennis Heap (CAOA), Walt Barbo and Gary Tobey (CPA) and Rep. White look on.

## AOPA TOWN MEETING

7:30 PM

Thursday, November 14, 2002

Hilton-Denver Tech Center

Presentation by

AOPA President, Phil Boyer

## TOWER CONSTRUCTION PLANS APPROVED

Under the **Contract Tower Cost Sharing Pilot Program** newly-funded in *AIR 21*, Eagle County Regional Airport is setting out to construct a new Air Traffic Control Tower (ATCT) to replace the existing temporary tower. Through the Cost-Sharing program, the Airport can expect to receive up-to-50% and not-less-than-25% of the expenses to operate ATCT services at the Level I facility.

The program is aimed at assisting in providing air traffic services at airports that do not qualify for a fully-funded federal air traffic control tower facility.

For several years, the Eagle tower has consisted of a temporary facility constructed from “container boxes” and operated with limited technical capability. Advanced radar is also scheduled to be implemented in the near future at the Eagle County Regional Airport which serves the popular Vail-Beaver Creek resort area, annually transporting nearly 200,000 passengers on a variety of major and commuter carriers.

## LAMAR AIRPORT RECEIVES SMALL COMMUNITY AIR SERVICE GRANT FROM US DOT

The small southeastern plains community of Lamar, CO, lost its commuter air service to Denver in 2000 when the Essential Air Service (EAS) subsidy to the United Express carrier was dropped. That meant that the nearest connection to the trunk carriers was at least a 2 or 3 hour drive to Pueblo, Colorado Springs or Denver.

A 2001 Strategic Business Plan showed the demand level was not great, the need persisted. Community leaders applied for - and were recently awarded - a Small Community Air Service Development Program grant of \$250,000 from the US Dept. of Transportation to re-establish commuter air service to the region. Additional U.S. Economic Development Administration funds are pending.

Negotiations are now underway to secure twice daily weekday flights and a once daily weekend flight in a 9-passenger Cessna Caravan, providing service to Denver and Albuquerque. When in place, the service will restore accessibility to national and international air transportation system for the southeastern Colorado market of more than 70,000.

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## CDOT HOSTS REGIONAL AIRPORT INSPECTION TRAINING

CDOT-Aeronautics Division plays host to several dozen of their counterparts from aeronautics divisions in the West and Northwest during FAA Airport Safety Inspection (5010-1) training held at Centennial Airport and Boulder Municipal Airport on October 22-24th. Students are the men and women who annually inspect the nation’s general aviation airports to insure safety of operations and provide updates for the FAA publication of its Airports Facility Directory .

Training will include classroom and field work at both Centennial Airport and Boulder Municipal Airports - giving the trainees a close look at two

very different general aviation airports.

*CDOT planner and airport safety inspector, Shahn Sederberg, takes distance readings with a range finder during a recent 5010 safety inspection.*



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[www.colorado-aeronautics.org](http://www.colorado-aeronautics.org)

Donna Miller shares a moment with Gov. Bill Owens, as he presents her with a Colorado flag to be carried by the *Flight Across America*.



Each state was represented by volunteers who flew to New York via Dayton, OH, Somerset, PA. and Washington D.C. to be part of the national period of remembrance. The flight crews carried their State's flag as a symbols of the nation's unity.

Donna Miller and Nancy Aldrich flew their Cessna 182 on behalf of all the people of Colorado, as they shared their love of aviation with school children and local communities along the way. They took greetings from Colorado students to schools in Kansas, Ohio and Pennsylvania - and carried with them the best wishes and prayers of those children for the victims of 9/11.

On Sept. 8th, Colorado's state flag flew proudly along side the flags from 49 other states and the District of Columbia aboard the aircraft carrier U.S.S. Intrepid, moored permanently in New York Harbor. It was part of *Flight Across America*, the national movement by general aviation to honor the victims of Sept 11th and the City of New York.

Colorado's flag was proudly flown to its destination through the support and generosity of the aviation community in Colorado. Governor Owens honored the remembrance of 9/11, presenting Donna and Nancy with the Colorado flag to be carried to New York, proclaiming August 31st as *Flight Across America*, and honoring the memory of Coloradoan, Jason Dahl, pilot of UA Flight 93, and the others who lost their lives in the "first battle against terrorism" over the fields of Pennsylvania.

*Flight Across America* was the brain-child of Molly Peebles, a pilot from the State of Washington, who envisioned - and then made happen - the gathering of pilots from all over the country to remember those lost at the World Trade Center, the Pentagon and aboard UA Flight 93.

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## Don't forget that the *Mountain Wave* is on the Web

If you would prefer receiving your copy of the Division's quarterly newsletter via email or Fax, please let us know. Detach this page and return it to the Division with your preference. Or find us at [www.colorado-aeronautics.org](http://www.colorado-aeronautics.org).

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# **DIVISION WELCOMES EDUCATION COORDINATOR**

The Aeronautics Division is pleased to introduce Darci Grieser, who has accepted the State Aviation Education/Public Relations position in our office. Darci will be developing and coordinating a state-wide aviation education program. She will also serve in a Public Relations role for statewide aviation, the Colorado Aeronautical Board, and the Division of Aeronautics.

Darci has a background in the aviation industry and is a commercial pilot with instrument, multi-engine, and seaplane ratings. She's flown skydivers and traffic reporters and worked as a flight instructor. She also has many years experience in various facets of the public sector including serving as the Public Relations Officer for the City of Longview, Washington and as Tourism Coordinator for the City & Borough of Juneau, Alaska. She comes to the Division of Aeronautics from the Arapahoe County Public Airport Authority at Centennial Airport.

As of this writing, Darci has been with us for a week and she says she is "thrilled to be a part of the Aeronautics team" and is "looking forward to meeting and working with members of the aviation community throughout the State". Her first step is to contact other states and aviation organizations which have successful aviation education programs, seeking input and ideas for Colorado's program. Please feel free to share your thoughts with her. Reach her at 303-261-4418 or email [darci.grieser@dot.state.co.us](mailto:darci.grieser@dot.state.co.us).



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