

CPA FLIGHT LINES

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Publication Notice

The CPA Flight Lines is published once each month. Articles for the CPA Flight Lines are sought from members and other persons or organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

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Material for publication will be accepted up to the deadline date which appears in Flight Lines. Flight Lines staff reserves the right to accept, refuse,

President's Message

By Vern Foster

The Colorado Pilots Association is presently undergoing a face-lift. Newly elected officers began plotting to revitalize the CPA for the new year, 1985. Operating tactics should be finalized at the next director's meeting, December 6.

During the November board meeting the formation of committees, oriented toward accomplishing specific tasks, was discussed. Also the goals and objectives of the CPA were discussed. During the meeting, it became apparent that there is a pressing need to update the by-laws.

Details of the new CPA operating plan will appear in our recently and greatly improved newsletter, the CPA Flight Lines. Two primary aims for the upcoming year are to increase our membership roster and to increase participation in activities by all members.

Members, be aware! Your name will be called to contribute your time and talent toward some CPA activity.

or edit any material submitted. Publication of articles and opinions in the CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in the Flight Lines. Permission is granted to reprint, provided credit is given to CPA Flight Lines.

COVER PHOTO

Scott Hamilton in his C175 near Ft Collins

Aviation and the State

The state aviation staff is currently involved with several new projects. Bill Cheuvront and myself have recently returned from the FAA Academy in Oklahoma City where we acquired new information which will aid in our participation in the Airport Safety Data Program. Often referred to as the 5010 inspection [a reference to the FAA form number], our task is to annually review all aspects of runway, taxiway, apron and approach surface conditions. The inspections include all 78 non-certificated, public-use airports in Colorado. The data gathered is published in the **Airport Facilities Directory**, and is used by FSS and by the FAA's planning staff.

Also, as a safety measure, the state is attempting to review and, when necessary, circulate all notices of proposed construction filed with the FAA. Under the FAR's, any construction exceeding 200 feet AGL, on or within 20,000 feet of a public-use airport or potentially impacting any published flight procedures must be reported to the FAA prior to the start-up. Our office receives copies of these construction notices and attempts to circulate all significant cases to interested groups or individuals for review. Time is of the essence, as we have only 30 days within which to comment. Presently, for cases of interest to CPA, I am notifying Frank Gallo. Were CPA to establish a "tall structure review committee", I would be most happy to cooperate with them. Hopefully, by working together, we can avoid the nuisance of raised minimums or the sudden appearance of a new antenna at the end of your favorite runway.

Phill Schmuck is currently coordinating the first stages of work necessary for the state to produce a **"Colorado Airport Directory"**. Phill and I envision a directory containing both a vertical aerial photograph of

the airport and a short set of descriptive information about conditions, services, etc. We will be calling upon CPA in the near future for input as to the format and information to be contained in such a document. Please bear this in mind as you use other state directories, and help us make Colorado's one of the best.

By Dennis Mewshaw
Colorado Aviation Planning Staff

News Briefs

DECEMBER MEETING

This month the Colorado Pilots Association will hold its annual **Dinner Meeting on Thursday, December 20** at the **Ramada Renaissance** in Aurora. The evening will commence with cocktails at 6:30 pm to be followed by dinner at 7:30 pm. The speaker for this meeting will be Mr. Dan Todd, President of Frontier Commuter Airlines.

A special flyer has been mailed to all members the first week of December which contains all pertinent information and a reservations form. Please send in this form before the deadline date of December 12. For further information contact either Terry Barbo 367-0670 or Vanita Gallo 337-5864.

Front Range Airport has lowered its tie down fees effective Dec 1 to \$30.00. MOGAS is now available for \$1.40 per gal and 100LL fuel costs \$1.75 per gal. Hangers are available for \$160.00 per month.

Message from your Editor I would like to receive some articles about your experiences while flying or while you were on one of those great flying vacations. If you send me an article the CPA will send you a set of GAMA AVGAS stickers for your fuel tanks. Please specify 80 or 100LL fuel.

See page 11 for sample of avgas sticker

Airport Happenings

Denver Stapleton Airport

General aviation pilots flying into Denver Stapleton will get quite a shock after January 1 if a plan announced by Airport Manager George Doughty goes into effect. The plan calls for a dramatic increase in landing fees from a current schedule of \$3.00 to a new schedule of \$25.00. There would also be a monthly charge of about \$50.00 for based aircraft. The fees would be collected by the airport and would be separate from any additional tiedown charges assessed by Fixed Based Operators. The proposed actions are part of ongoing efforts by Denver to reduce aircraft congestion and delays. They are intended to discourage GA use of the airport.

Front Range Reliever Airport

Adams County realizes that its new Front Range Reliever Airport can be a problem to pilots during strong cross wind conditions. Plans are underway to complement the airports single E/W runway with a new N/S runway measuring approximately 50 ft X 4000 ft. The runway location will be westerly of the existing base of operation area. It should be completed in the 1985 fiscal year.

Jefferson County Airport

Jefferson County Airport is in the process of extending its major runway 1500 ft from 7500 ft to 9000 ft in a project that will take at least three years to complete. The extension will require rerouting of the state highway which is located immediately north of the airport. This should be completed in 1985. The actual runway extension work will extend over the two years following.

Centennial Airport

Planned construction of a new E/W runway at Centennial Airport is on hold until environmental issues relating to the proposal can be resolved. Much of the environmental concerns stem from Douglas County, which is understandable when one considers that the airport straddles the line between Arapahoe and Douglas County. The new runway would be located entirely within Douglas County. The airport authority has contracted for Part 150 Airport Noise Compatibility Study in a cooperative endeavor between the counties to solve the problem. Answers are not expected until late 1985.

LaVeta, Colorado has a new Airport

Private capital completed construction of a new 60 ft X 5500 ft runway at LaVeta in early November. The site (located immediately north of the town) was developed to serve an emerging ski resort area in the Cuchara area, which is located 10 to 15 miles south of LaVeta. Airport elevation of 7154 ft is relatively high, but could have a great deal of appeal to "flat landers" since the site can be reached without crossing mountains. Colorado pilots might find it appealing also as a future fly-in destination.

Telluride Airport

Telluride has awarded a contract for construction of a new airport on a plateau site southwest of the ski area. [See October issue of CPA Flight Lines]. The airport will be built with \$4 million of local funding, most of this from the ski industry. Equipment is working on a drainage structure in a 140 ft ravine which traverses

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Mile High Air Derby

By Lucile Bledsoe

September 21 and 22 the Colorado Chapter of 99's sponsored the first annual Mile High Air Derby. Twelve aircraft with pilots and copilots challenged the course.

Prior to the race day, the planes flew into the new Front Range Airport, east of Denver, and were impounded until race time. Race contestants complied with printed regulations established by the race committee.

Members of the Denver Flight Service and Weather Bureau addressed the pre-race pilots briefing. Pat Jetton of the Dallas, Texas Chapter 99's gave a delightful, humorous briefing recalling previous experiences in national air races and provided safety tips to the contestants. Mr. Mick Wilson, Accident Prevention Specialist from FAA General Aviation District Office, charmed the delegation while briefing the race participants on safety rules and regulations. Cathy Jones, FAA, answered questions and gave encouragement to all race pilots.

Aircraft departed Denver Front Range Airport and did a fly-by

at the Wray Airport for the first leg of the race. They proceeded to the La Junta Airport for a fly-by and compulsory landing. Then the race course headed West for the Alamosa fly-by. The final leg terminated at Baca Grande with a final fly-by and landing.

At the awards dinner the suspense climaxed when Nancy Aldrich, race committee chairperson and Mistress of Ceremonies, awarded \$1000 to Charles Clemens for winning 1st place flying a rented 1979 Super Decathlon. Cheryl Kinkel and Ralph Harvey won \$500 for 2nd place followed by Tom and Diane Daly winning \$200 for 3rd place. Lucile Bledsoe and Glenn Packard finished in 4th place.

Race leg prizes went to Charles Clemens, Lucile Bledsoe and Glenn Packard. Sponsors gifts were awarded by drawings to appreciative recipients.

The 1985 Mile High Air Derby will be held September 20-21, 1985. Linda Horn, 14437 West

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32nd Ave, Golden, Colorado 80403 is race committee entry chairman. Anyone interested in this race should contact Linda. All the participants complimented the

fine effort on the part of all the 99's for establishing the Mile High Race Derby and managing the race with such professionalism.



Slow Flight for Safe Flight

In which phases of flight are general aviation accidents most likely to occur? According to the NTSB, 65 percent of the reportable airplane accidents occur during takeoffs and landings. In these two phases of flight, airspeed is low and pilots attention is often diverted to other tasks.

Pilots who are skillful and confident in operating an airplane at slow speeds can easily avert the dangers that can confront the hapless pilot unable to handle an airplane at minimum controllable airspeeds. With a little training and practice, pilots can recognize that their airplane is approaching, or has attained,

a critically low airspeed, and learns how to control the airplane at speeds just above stall.

But learning to fly safely at low airspeeds involves more than merely showing how slowly the airplane can be flown. We should also study power required versus airspeed produced; trim needed, control effectiveness; turns and rate of turn compared to degree of bank; stall as a result of level turn; effects of flap extension and retraction; descents and descending turns; climbs and climbing turns, and go around procedures. So you can see, there are a lot of things to consider in the realm of flight at minimum controllable airspeed.

The discussion presented in this article is extracted from a General Aviation Accident Prevention

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Program safety bulletin. The bulletin outlines FAA-approved procedures formulated for the use of flight instructors in introducing students to flight at minimum controllable airspeed.

While the procedures could also be utilized by an **experienced** pilot to increase and maintain his proficiency, it is strongly recommended that pilots first review the procedures with a flight instructor. As a general word of caution, all slowflight maneuvers should be practiced at an altitude sufficient for safe recovery in the event of an inadvertent stall.

The "minimum controllable speed" for the aircraft you are flying is not a set figure. It will vary with loading configuration, power setting, and pilot technique. It is best described, however, as a speed just above stall or a point at which a further reduction in airspeed, or an increase in angle of attack or load factor, will cause an immediate physical indication of a stall.

Let's go through a slow-flight procedure. In cruise flight at cruising airspeed, use the rudder, aileron and elevator, noting the pressure applied and the response rate. Then, while maintaining heading and altitude, reduce power, slowing the airplane to minimum controllable airspeed.

As speed is reduced, note changes

in pitch. A change in pitch attitude is needed in order to maintain altitude. There will be a point at which pitch change alone does **not** increase lift, altitude can not be maintained and power must be added.

Next, recognize that the airplane is close to its operating limits. The pitch attitude of the nose, the angle of the wingtips in reference to the horizon, the sound of the engine compared to a reduction in wind noise, the lowered resistance to control pressures, and the lack of elevator and rudder trim all indicate that the airplane is at a low speed. Everything still affects the airplane the same way, with reference to control movements, except that greater control movement is needed to produce the same rates of response that were obtained at cruise speed.

Roll into a medium-banked turn to show that the airplane is maneuverable even at low airspeed. The medium bank will result in a high rate of turn at this low airspeed. It will seem as though the airplane is almost pivoting around a point on the ground.

The turn made at medium bank also demonstrates that a level turn does increase stall speed and, unless power is added, a stall will occur soon after the turn is established. When the first indication of a stall is

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Flight Line, Lines.

This is your line of communications, let us hear from you.

If you have some information or an unusual experience that would be of interest to the members of the CPA, send it in. We need your help!

Send it to Ken Monahan,

*3733 S. Lewis Ct.,
Denver, CO 80235.*

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felt, recover by simultaneously reducing the angle of attack, adding power and rolling out of the turn.

Return to straight-and-level flight and again set up minimum controllable airspeed to demonstrate why proper coordination of rudder and aileron in turn entry and recovery is important. By using aileron only to establish a banked attitude, the application of left aileron causes the nose to swing, or "yaw" to the right. The wingtip can also be used as a reference to show yaw. As left aileron is used, the right wingtip would appear to move aft. Finally, use both aileron and rudder control to show how entries and recoveries are properly executed.

Next on the list is demonstration of the effects of flaps on minimum controllable airspeed and airplane attitude. Extending full flaps will cause the airplane to balloon above the desired altitude. Drag also results from flap extension. As the airplane decelerates, lift is reduced. After flap extension, and when all forces are again stabilized, the airplane will have a new, lower, minimum controllable airspeed and a different pitch attitude for level flight. The power setting may be the same as before the flaps were added; or, if a power change is needed to maintain level flight, it will be a small one.

When the airplane is established in straight-and-level flight with the flaps down, turns can be demonstrated, again noting response rates to control pressures and high rate of turn produced by medium banked turns. Descents can be performed by reducing power while maintaining airspeed.

While descending, turns to the right and left should be practiced. Now, power can be applied to climb. At this time, if the airspeed has been allowed to get excessively low, it may be impossible to climb even with full power. By reducing the amount

of flap extension, you also reduce drag and should then be able to climb.

If the flaps are manually actuated, rapid retraction can result in a stall. If the flaps are electrically or hydraulically actuated, retraction may be slow enough that the airplane will accelerate so that flaps-up stall speed is attained before the flaps are fully retracted. In the case of manual flap operation, slower, smoother retraction will also permit acceleration, as drag is reduced, and a stall will be avoided.

To complete the demonstration, **attempt** (at a safe altitude) a simulated go around with flaps fully extended. As in attempting a climb, condition of power, load and configuration may make acceleration and climb impossible. If the pilot's operating handbook for your airplane recommends a specific procedure, we suggest you follow it. Otherwise, consult your certified flight instructor.

Practicing flight at minimum controllable airspeed takes a few minutes to go through, so be alert for indications of engine overheating, as indicated by cylinder head or oil temperatures. If the airplane is equipped with cowl flaps, use them to keep temperatures within limits. If no cowl flaps are installed, it may be necessary to increase speed for cooling.

By practicing flight at minimum controllable airspeed, pilots will become competent and confident in their ability to control the airplane. By applying the knowledge gained through practice, pilots can escape the hazards that are potential treats during takeoff and landing.

The procedures outlined in this article are intended to be practiced only by pilots who are accompanied by certificated flight instructors. Pilots who are not thoroughly trained or experienced in flight at minimum controllable airspeed should **not** attempt these maneuvers solo. —

AOPA & Avemco

CPA Needs You

Are you part of general aviation? If you fly the Space Shuttle, a crop duster, a charter plane, a Cessna, Piper, Beechcraft, Mooney or anything excluding air carrier and military aircraft, you are part of general aviation.

If you are part of general aviation and also have the good fortune of living in Colorado, you are being represented by the Colorado Pilots Association [CPA]. Would you like to take part in the association which represents you? The Colorado Pilots Association monitors all State legislation concerning general aviation and the CPA representative voices the association's opinion on any bills being reviewed by the Colorado Senate and House Transportation Committees.

CPA provides a fine blend of educational and social activities for its members. Each month the association has at least one planned activity. Sometimes the activity is an educational presentation concerning such topics as stalls and spins, winter flying, mountain wave phenomenon and survival tactics for the unscheduled landing. Alternatively, social activities such as overnight fly-ins, dinners, and dances are scheduled. In addition, members frequently have impromptu breakfast fly-ins or scenic flights.

Do any of these activities sound interesting to you? Colorado Pilots Association welcomes new members. CPA is the perfect association for all pilots and non-pilots to become as involved as their time and motivation allows.

Colorado Pilots Association APPLICATION FOR MEMBERSHIP

Name of member _____ Phone _____ / _____
Home Bus

Name of spouse _____

Address _____ City _____ State _____ Zip _____

Other Organizations AOPA ☐ EAA ☐ 99's ☐ Other _____

Pilot Information: Private ☐ Comm ☐ Inst ☐ ATP ☐ CFI ☐ CFII ☐

License No. _____ Hours _____

Aircraft Owner: _____
Make Model N number

How did you hear about the CPA? _____

My check is enclosed for \$20.00 ☐ Please bill me ☐

Make checks payable to: CPA
P.O. Box 38555
Denver, Co 80238

Members please give this application to a friend.

Auto Gas in a Cessna

There has been tremendous interest the past few years in the use of auto gas in aircraft. The three main reasons have to do with cost, lower lead content and availability.

Depending on what sort of price war is going on in the world of auto gas, a gallon of auto gas can cost anywhere from 50 cents to a dollar less than a gallon of AvGas. Given an owner who flies 200 hours a year in a plane that burns 12 gallons an hour these savings can approach a couple of thousand dollars annually.

In the early seventies, eighty octane [red] fuel was being phased out by many refiners. As an attempt to cover the aircraft that required 80 [red] octane and those that required 100 octane [green], a new fuel, 100LL [blue] was introduced. For owners of aircraft originally certified for 80 octane the term "low lead" was a misnomer. 100LL actually contains four times the lead in 80 octane. Some airplane engines, particularly the Q-200 used in the Cessna 150, found the increased lead content difficult to digest. If these airplanes could use auto gas, which has an octane and lead content similar to 80 octane, the engine problems that were occurring could be avoided.

When gasoline shortages occurred a few years back, the first group of gasoline users that government looked at restricting was general aviation. This was in spite of the proven facts of aircraft fuel economy and that general aviation users less than 4/10ths of one percent of the petroleum in this country. Using auto gas would limit, to some extent, this singling out of general aviation.

The major concerns about auto gas have centered primarily in two areas, vapor lock and contamination. Auto gas, especially

when blended for use in cold weather, is formulated to vaporize easier than aviation gas. While this ability to vaporize is conducive to easy starting it also lends itself more readily to vapor lock [vaporizing in the fuel line thus cutting off or reducing fuel flow to the engine]. The higher the operating temperature of the fuel the more likely vapor lock.

The Experimental Aircraft Association [EAA], which has lead the way in auto gas research in aviation, has found no greater tendency for vapor lock with properly formulated auto gas **in the airplanes they have received STC's for**, than with auto gas. The other concerns, fuel contamination, is difficult to pin down. Gasoline passes through so many hands from the refinery to the final user that contamination is always a possibility. If airports begin to stock auto gas this possibility should be reduced. Auto gas bought "off the street" probably should be filtered before being put in an aircraft. Related to this problem is the practice of some wholesalers to blend various forms of alcohol into gasoline, often without notification.

Auto gas STC's have been available for some aircraft for over two years now, and few problems have been encountered. One question that is often asked is how will using auto gas effect my aircraft insurance. The answer is that it will have no effect at all provided:

1. Your insurance policy does not have an exclusionary clause prohibiting the use of auto gas.
2. You are operating your aircraft under a proper auto gas STC for your specific airplane.

Auto gas use in airplanes still has it's critics. One of the most prominent is Al Hundere, the founder of Alcor. Mr. Hundere feels that some auto gas has a high enough vapor factor to

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vapor lock in an aircraft on a very warm day. Adding some support to this is the fact that the British government recently suspended use of auto gas in Piper Warriors [PA28-151] due to sudden engine stoppage problems. The EAA continues their vapor lock tests, but as yet have not been able to get vapor lock to occur in any auto gas filled fueled airplane.

There are two sources for auto gas STC's. The Experimental Aircraft Association, Wittman Airfield, Oshkosh, Wisconsin 54903, phone 414 426-4800 has the following Cessna- 120, 140, 150 through 150M, 172I,K,L,M, 180 through 180J, 182 through 182P. The cost is 50 cents per horsepower, plus \$15.00 for non EAA Members.

Peterson Aviation, Inc., Route 1, Box 18, Minden, Nebraska 68959, phone 308 832-2200 has STC's Cessna 172s through the 172M, 177s, 180s, 182s, and 188 Ag-Wagons. The cost is also 50 cents per horsepower. One advantage to Peterson STC's is that they allow the use of either regular or unleaded auto gas. The EAA STC's are restricted to unleaded gas only.

The Cessna Pilots Association would be very interested in hearing members opinions and experiences on the use of auto gas in their aircraft.

Source: Cessna Pilots Association Newsletter October 1984

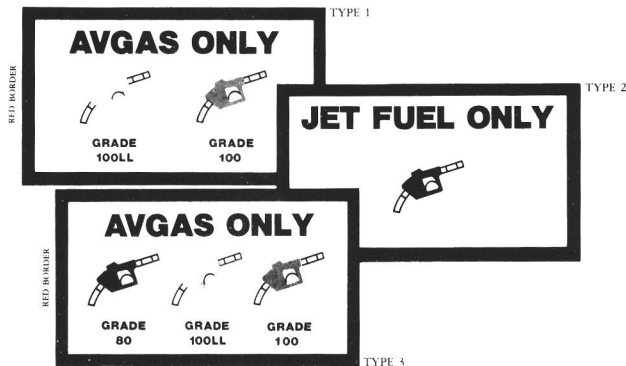
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the site. The community hopes to complete this phase of the construction prior to heavy snows. This would permit construction to resume on the deep fill needed for the airport runway early next year without having to face problems of spring run off. If Telluride meets its scheduled, the new airport will be operational next fall.

Skypark, Utah

A trip to Bountiful Skypark in Utah earlier this month demonstrated success of the airport FBO in marketing MOGAS for aircraft. The operator offers only two grades of fuel, MOGAS at \$1.25 per gal and 100/130 AVGAS at \$1.85 per gal. Profit margins are the same for each type of fuel and sales volumes are about equal. He sees MOGAS sales as his major profit maker in the future. Incidentally, the airport has undergone a major face-lift. It currently has 80 based aircraft and expects to add another 100 by next year. I recommend it as a good stop for any holder of STC's for MOGAS if headed westbound.

By Walt Barbo





United States Pilots Association, Inc.

Eleven South Meramec, Suite 810 St. Louis, Missouri 63105 (314) 862-5000

November 19, 1984

Mr. Ken Monahan
3733 South Lewis Ct.
Denver, CO 80235

Dear Ken:

I have received the last couple of issues of the CPA Flight Lines and would like to compliment you for the very fine job that you are doing with the publication. It is very impressive and I know that it will help build membership in the Colorado Pilots' Association.

From time to time, I will be sending you information concerning the activities of the USPA of which all CPA members are also members. In that way, we promote our activities to all members in our member states. Our next meeting will be held in San Antonio, Texas the weekend of February 22 - 24, 1985. I will be sending you information concerning that meeting when we have full details.

I was pleased to attend the meeting in Boca Grande in August and it was great to visit with all our Colorado friends. I would hope that the location in Texas, being reasonably close, will help to promote representation from your association at that meeting.

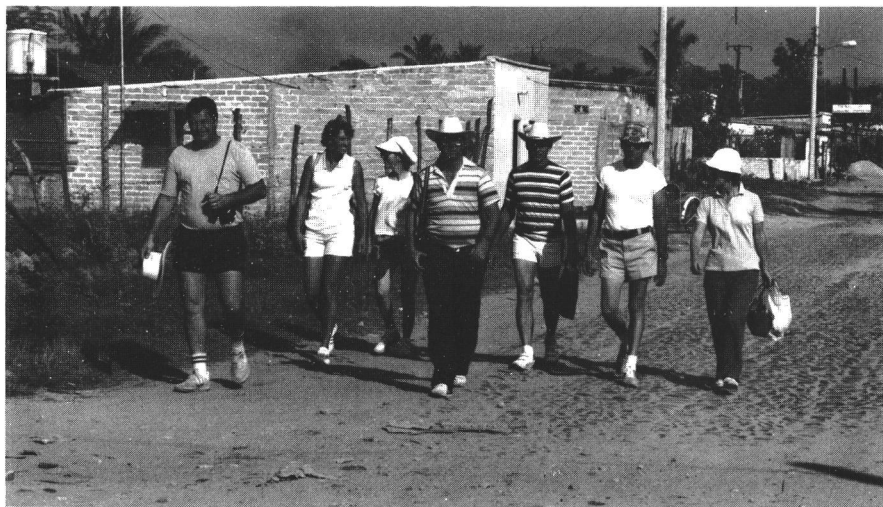
Thanks again for the great effort you are doing for the Colorado Pilots Association. I am sure we will be seeing a marked increase in the number of members in your state as a result of your efforts.

Sincerely,

Arnold W. Zimmerman

Arnold W. Zimmerman, Jr.
Secretary

/jm



Some real Gringos in San Blas, Mexico

From the Gringos

By Wayne Thetford

Sixteen venturesome people, including six Gringos enjoyed flying south of the border to our Mazatlan, Mexico destination. November 17th four aircraft departed Jefferson County Airport early Saturday morning after Dave Burke and Walt Barbo collected weather information. We flew via Tucson, which added one and one half hours to the trip, to avoid the inclement weather blocking our preferred route through New Mexico.

With the Barbo's blazing the trail, we headed toward Alamosa, Colorado. We picked up overcast conditions en route with virga hanging like draperies over the mountains. Southwest of Alamosa we encountered a variety of cloud layers. Walt and I took the high trail clearing the tops at 15,000 feet. We lost visual contact with Dave and Walt Bell as they went under the clouds.

We reunited in Tucson when we landed for fuel and an updated weather report. All adverse weather conditions cleared as

we crossed the border into Mexico.

After clearing customs in Hermisillo, Mexico, Walter Bell took off first and was flying point in a borrowed Super 21 Mooney. Ken Monahan, command of the Comanche moved in on his right wing. Walt Barbo, in military style, moved in on our right wing and Dave Burke closed in under the wing of Walt's 210. We kept fairly close formation during the four flight and arrived at Mazatlan just in time to see a beautiful sunset.

Terry Barbo invited everyone to a champagne "welcome to Mexico" party. Tom and Oleana Beaman and Aunt Polly joined our group. They departed Sante Fe, New Mexico November 16th and had an earlier start from Tucson on the 17th arriving in Mazatlan several hours ahead of us.

Following our champagne warm-up, we proceeded to Tres Isles for an outstanding seafood dinner. Tres Isles and the Shrimp Bucket

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are two restaurants which should not be missed on any visit to Mazatlan. Tres Isles probably has better food but, no margarita in Mazatlan competes with those served at the Shrimp Bucket.

Wednesday, nine of us took off for San Blas which is a small

sun, too much food and too much booze we forced ourselves to the airport. We left Mazatlan in a light rain shower and flew over the mountains east of the airport. After crossing the mountains and starting up the valley we picked up a 25 knot



Walt Barbo showing the Federally his paperwork

village located about 120 miles south of Mazatlan. As we approached the town we noticed the runway had people all over it as well as a couple of horses. All three aircraft flew in trail and made a low pass down the runway. By the time the Comanche had lined up on final the runway had cleared and we all landed.

As we taxied to a stop and shut down the engines about 50 small children rushed to greet us and to help us push the planes back into their parking spots. I had a sack of candy in the plane which I shared with the children. They spoke little or no English but the candy removed any language barrier between us.

We left the children at the airport and took a boat ride through the mangrove swamps. We returned several hours later and the children reappeared to line the runway and to wave us good bye.

After six days of fun in the



Terry Barbo and Lisa Thetford posing with a couple of the residents of Mazatlan



Lunch stop, deep in the mangrove swamp



Terry Barbo on the Golf Course at El Cid

tail wind which expedited our return trip. We checked out of Mexico at Juarez and checked into the USA at El Paso, Texas. Total flight time home was about seven hours.

The Gringos have no trips planned until next Spring. However, we may be making some impromptu flights so listen for us on 123.4 and let us know if you are in the air.

I want to mention again that you don't have to be a Gringo to go with us on any of our trips. Let us know if you would like to travel with us next time we have something planned. If you don't have a plane but would like to go, we often have empty seats in our aircraft. **Adios**

Printing of the flyer courtesy of



Tumbleweed Press

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Denver, CO 80238



Fra Filippo Lippi, National Gallery

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