

CPA FLIGHT LINES

Vol. 2, No. 6

July 1985



ASK ANY PILOT"—See Cover Story inside.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

By Vern Foster

Please share newsworthy aviation items with the other members of CPA by sending them in for publication in CPA Flight Lines.

Among items of great interest are names of people who have acquired new licenses/ratings, taken interesting airplane trips, airplane purchases and events to do with airport repair/expansion, etc.

All you need to do is send these news items to Terry Barbo, 12579 East Cedar Avenue, Aurora, Colorado 80012. These items should reach Terry by the 15th of each month. Your assistance will help to increase the amount of statewide news coverage in CPA Flight Lines.

PRESIDENT

Vern Foster
303-751-9421

VICE PRESIDENT

George McCrillis
303-770-8284

SECRETARY

Wayne Thetford
303-697-9792

TREASURER

Don Vander Ploeg
303-757-1310

VICE PRESIDENT**AT LARGE**

John D. Warrender
303-351-0892

PUBLISHER

Colorado Pilots
Association
P.O. Box 38555
Denver, CO 80238

EDITOR

Terry Barbo
303-367-0670

PRODUCTION

MANAGER
Lisa Thetford
303-697-9792

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:

CPA FLIGHT LINES editor

Terry Barbo
12579 E. Cedar Ave.
Aurora, CO 80012

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, 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.

Advertising space is now available in CPA Flight Lines in ad sizes ranging from full page to business card size. Rates are very reasonable and the income from these ads will be used to defray some of the postage and office supply expenses of Flight Lines.

For information on advertising contact Hal Gamble 790-7102 or P.O. Box 3279, Littleton, Colorado 80161.

The draft of Centennial Rules and Regulations, recently developed by the airport users committee, is being reviewed by county legal personnel. According to Brad Livingston a draft of the latest rules and regulations will be available for final review by the full committee on or about July 15th.

We continue to respond to proposal to build high and hazardous TV towers in the area between Colorado Springs and Pueblo. The last proposal was for a tower to be 1990 feet AGL. CPA along with AOPA and Colorado State Division of Local Governments are actively filing and pursuing objections to these proposed towers as a hazard to flight operations in the COS-PUB area.

**NO MONTHLY MEETING
IN JULY**

**Copy Deadline For
August FLIGHT LINES
July 15**

NEWS BRIEFS

Longmont: Emil Vogel of Longmont bought Vern Foster's Commonwealth Skyraider restoration project and moved it to the Longmont Municipal where several EAA members have a large hangar/shop. It is hoped that this airplane will be flying in about a year. There are only three known Skyraiders in Colorado; the one mentioned here, one at Fort Collins and one at Elizabeth.

Meadow Lake: Dee Jolly of American Aviation at Meadow Lake Airport will be the acting Area Representative for Meadow Lake while Cliff Clemens is in Australia for six weeks. Her office phone is 683-2547.

Burlington: Larry Mack, Airport Manager/FBO at Burlington-Kit Carson County Airport, reports that the crosswind runway 03-21 is now operational. Businesses now located on the airport, in addition to Larry's operation, are three Ag operators: Ron Seelhoff, Aerial Spraying Service; Ken Hildebrandt's Warrior Aviation, and Hahn Aerial Spray Service. The Hahn firm is building a new hangar on the airport. There are 22 aircraft based on the field. Facilities include 16 "T" hangar units all filled. Larry is a highly experienced A & P and AI. He reports that his shop business is growing nicely and that business is exceeding first year projections.

Denver Metro: New CPA members, Ken and Maggie Peterson, will be flying a Cessna 182 in the Jackpot Air Race. Ken was a helicopter pilot for the Aurora Police Department for five years. He is now a helicopter pilot in

the Colorado National Air Guard at Buckley ANG Base.

John Shaw is fit after a stay in the hospital for minor repairs and with his wife Fifi will fly in the Jackpot Air Race.

The U.S. Pilots Association quarterly meeting and New Mexico Pilots Bash at Albuquerque May 30-June 1 were well attended by Coloradans, including Don and Jean Vanderploeg, Walt and Terry Barbo, Frank and Vanita Gallo, Barbara Fey, Babette Andre', Tom Bein, Ed Beegles, Scott and Charlotte Hamilton, Bruce Hully, and Vern and Kay Foster.

Wray: Lucile Bledsoe, CPA area rep and flight instructor in Wray, Colorado reports that one of her students, David Keith Carey, recently received his private license and two others, W. Gary Doake and Kelly Hayward, have now soloed and are on their way to license status.

Lucile also says that the town of Wray is planning its 100th anniversary next year and that local aviation enthusiasts are going to invite fellow pilots to fly in for various aeronautical activities during the celebration.

CORRECTION:

First Place winner of the CPA Poker Fly-In at Greeley in June was Bonnie Hanson of Castle Rock. The original announcement of winners was incorrect.

ASK ANY PILOT

Cover Story By Hal Gamble

"Ask Any Pilot." This was the motto of the old Waco Aircraft Corporation founded in 1929 from the older Advanced Aircraft Company which started building airplanes in 1923. The cover picture is of a recently completed

NUWACO T-10, a continued and improved version of the original Waco 10-T Taper Wing, and built by Ernest A. (Ernie) Bode of Littleton.

Ernie is a longtime airline pilot, military flight instructor, test pilot, crop duster and designer, whose aviation career started at age 19 when he first owned his own airplane, but rode a bicycle to the airport at West Richmond, Indiana to fly. He's restored many prize-winning antiques and experimentals, and may well be the leading authority in the United States today on Taper Wing Wacos.

Ernie's company, NUWACO, which is an acronym for New Western Aircraft Company, but happens to have in it the letters to form WACO, has its present headquarters in a condominium hangar at Centennial Airport, but he's looking for larger quarters. NUWACO already has provided partial kits for several home-builders around the country, and Ernie emphasizes that his T-10 is not a "counterfeit" of Waco 10-T, but rather an improvement over the old and proven design.

And proven it was.

Although only about 60 Taper Wings were built, they seemed to

fall into the hands of aviation's best of the day. Among them were Col. Joe Mackey, an aerobatic wizard who ruddered his Taper Wing into a triple snaproll on takeoff before 500,000 Parisians at a France airshow in 1936; Bob Lyjak, whose vertical double snap seemed impossible to fliers of the time; Len Povey, head of the Cuban Air Force in the 1930s and inventor of the Cuban Eight; Art Davis, Freddie Lund, Gladys O'Donnell, and of course, the Taper Wing designer, Charlie Meyer.

Meyer is given credit for most of the work in the design of the Taper Wing. It was a modification of the wing of the Waco 10, but it gave the plane greater speed and markedly better all-around performance. Five craft of this series were sold to China with guns mounted for use as fighter planes. A "stretched" (by one foot) version was used by Northwest Airlines in 1931 for hauling mail.

Original 10s and 10-Ts were fitted with various engines, everything from OX5s to Wright R975s, but Ernie recommends powerplants between 220 hp (Lycoming) and the 450 hp Pratt and Whitney.

Ernie's proud of his five years of work and says he hopes to "bring about the possibility for the average sport pilot to build and fly an airplane of this caliber."

New modern materials (steel nearly twice as strong), anti-friction bearings and modern trim

mechanism are among the improvements that enhance utility and safety. Hydraulic toe brakes and modern engines also increase safety and reliability, Ernie says, and the comfort of an enclosed cockpit is optional.

Those interested in a real aviation project may call Ernie at (303) 798-8121.

AIRPORT HAPPENINGS

By Walter A. Barbo, Manager
Denver Airports District Office

Glenwood Springs Municipal

Bill Falconer, Chief Pilot for Mid Continent Resources, tells me of urban development encroachment which threatens future retention of the airport. The city is currently seeking ways to protect the airport ... also ways to protect developers from themselves. The 50 aircraft based there include a King Air E-90, a Turbo Bonanza 36 TC and a Baron 58 T operated by Mid Continent Resources. Bill admits that the 3300 ft. long runway (elevation of 5916 ft.) is a little marginal for the aircraft operated by Mid Continent ... particularly on a hot day. Visiting pilots should be mindful of density altitude considerations. Also, as an environmental courtesy, plan approaches and departures to avoid overflights of the city.

Airport for Sale

Andy and Connie Haller feel they need a break. So after six years of full time effort in operating and maintaining their Platte Valley Airport ... they are offering it for sale. The airport has a 40 ft. x 4150 ft. paved runway, an FBO hangar and maintenance area, and 12 T-hangars/shelters (with county approval for 40 additional) on a 237 acre site. In the early

70's (known then as the "Flying Ranch") the airport used to attract thousands of people to its barbecues and airshows. It is still an attractive airport to visit. Fuel service includes 100/130 at \$1.85, 80/87 at \$1.85 and MOGAS at \$1.45. And the Hallers always have coffee available. So if you have a craving to own your own airport ... or need nothing more than a simple rest break ... drop in and see the Hallers.

Durango-LaPlata County Airport

Airline deregulation has had disastrous effects on air service to many small communities. But Durango has proved it doesn't have to be that way. Airport Manager Bob Allison described Durango's dilemma. The community had experienced a serious loss and deterioration of air service and realized if things were to improve ... it must come through their own efforts. So the community initiated a major program to solicit replacement service. They were successful beyond their dreams.

Service is now provided by American West Airlines with B-737 nonstop flights to its hub in Phoenix. This opens air carrier access to

southern and western locations of the country without need to route through Denver. And for those who want routings through Denver, Aspen Airlines provides BA 146 service and TransColorado has Metroliner service. Passenger growth rate over the last couple of years has been an explosive 30-40% increase per year. It is expected to continue.

Bob Allison points out, however, that success has brought new problems. For example, their passenger terminal was designed for a maximum of two DC-3's at one time. Needless to say, it is not adequate for the jet age. So this year will see the start of a major construction effort to build a new terminal and terminal apron. Completion is expected in the fall of 1987.

Stevens Field (Pagosa Springs)

Those of you who have frustrated over the obstructed runway approaches to Stevens Field ... take heart. Perhaps it has gone unnoticed, but land acquisition for a new replacement 6500 ft. long runway has been taking place over the last couple of years. Alignment will be on the compass headings of 01-19. Construction will begin later this year with completion scheduled for fall 1986.

Gunnison County Airport

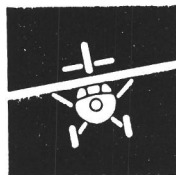
During this coming ski season, American Airlines will be scheduling 360 flights into Gunnison, primarily from their hub in Dallas/Fort Worth, to serve the Crested Butte ski area. The carrier sees Crested Butte as an attractive recreational destination area with potential for rapid growth. Tentative proposals are already being developed for runway extension along with other supporting improvements to meet this growth.

Routt County Stolport (Steamboat Springs)

Late this summer the stolport will be closed for at least a month for runway rehabilitation. Incidentally, designation of this airport as a stolport does not prohibit general aviation access. General aviation access is not encouraged, however, because of the limited runway length. The runway length of 4000 ft. is displaced 800 ft. (north end) and 250 ft. (south end). Also, the airport does not have adequate space to park transient aircraft during peak periods. So while you may be capable of landing on these lengths ... there may not be space for you to stay.

Red Table Mountain VOR

Though not an airport related item, it may be of interest to Colorado Pilots to know that this new enroute VOR is scheduled to be operational by November of this year. Its location on Red Table Mountain (on the alignment of Victor Airway 134) will improve IFR routings between Denver and Aspen. Initial flight checks for the VOR will include an evaluation of its possible use for VOR approaches to airports in the area, including Sardy Field. But chances are remote that the new facility will improve instrument approaches.



HITTING THE JACKPOT

By Dave Burke

Nearly everyone knows flying airplanes is just about the most fun you can have with your clothes on. And there is one unique C.P.A. flying event that stands out from all the rest: the annual Denver-Jackpot air race.

This is the time that:

You spend hours cleaning and waxing your airplane, only to find out some birds have no respect for their fellow flying companions.

You wish you had not stretched your airplane's speed quite as much while hanger flying.

You would like to have a long talk with the guy that dreamed up your published book speed. You know he had to be an optimist.

You tell your spouse this is sure to be your lucky year, in the race and at the casino.

You hope that tired engine will hold together for a few more hours.

You try to convince your spouse one of those shiny new airplanes would make you a star.

You consider making a small bribe to the race officials and timekeepers.

You are certain your opponent has bribed the race officials and timekeepers.

You hope all the people that beat you last year don't show up.

You only get right on course while taxiing for the takeoff at Jeffco.

You dream of seeing your name in the record books along with other famous racing greats of years past, such as: Greg Mattson, Ron Lewark, Wayne Thetford, Tom Daly, Liz Hawkins, Joe Thibodeau, and Bruce Lisle.

You suspect your best friend has put lead in your baggage compartment.

Continued on p. 8





You put lead in your best friend's baggage compartment.

You regret having drunk that coffee before departure.

You try to convince your fellow pilots you had 10 knots more headwind than they did.

You tell your opponents you never got lower than 500' A.G.L. (after carefully removing grass stains from your prop).

You have to admit the "real" fuel burn of your bird in order to enter the fuel contest.

And most of all:

You have a fun-filled weekend with some of the greatest people anywhere!

For anyone who has not been to Jackpot, you simply must give it a try. Just in case you miss Jackpot, due to some navigation error (this has been known to





happen), any small Nevada town with a runway will do as an alternate. Just tell your friends you changed your mind enroute.

For the ones lucky enough to actually find Jackpot, a treat awaits you. There is swimming, tennis, golf and the casinos. The rooms are always nice and the restaurant serves good food at reasonable prices. There will be the usual awards

meeting and cocktail party Saturday night, with many door prizes. Afterwards there is a buffet dinner and a floor show that has always been excellent.

On Sunday there will be the usual 180° change in wind direction and we will all head for home with a 20K headwind and some fond memories.



JACKPOT AIR RACE

July 13, 1985

By Hal Gamble

The 9th annual Denver-to-Jackpot Air Race, thanks to increased prize money from Cactus Pete's Casino in Jackpot, and the streamlining of entry categories by air race officials, promises to be bigger and better than ever this year, according to air race chairmen Vern Foster and Bruce Hulley.

The prize pool this year is \$3,000 and will be divided among the swiftest airplanes in each of three categories: Fixed Gear Normally Aspirated, Retractable Normally Aspirated and Turbo/Turbo Charged/Turbine. Race judges feel this type of classification provides better handicap position for most entries than the previously used method of classification by airspeed.

There will be five prizes in each category: \$300 for first; \$200 for second; \$150 for third; \$75 for fourth, and \$50 for fifth. Since aircraft are handicapped on their maximum rated airspeed as published in the Aircraft Price Digest (Bluebook), all entries from J-3 Cubs to Citations (if any) get an even break.

Pilots who do not wish to enter the speed race, or aircraft for which no specifications are given in the Digest, (homebuilts, antiques, etc.) may enter the Fuel Estimation Contest, and be eligible for four prizes of \$200 for first, \$100 for second, \$50 for third and \$25 for fourth.

Route flown is from Jefferson

County Airport to the destination in Nevada, a unique little casino village in the northeast corner of the state, which boasts excellent hotel accommodations, fine food and live entertainment. A landing or flyby at Rock Springs, Wyoming is mandatory this year, which makes the distance flown about 527 statute miles. Jackpot has an excellent paved runway, 6,200 feet by 60 wide and is at an elevation of 5,217. It's on the Salt Lake City Sectional.

Entrants in the race return home leisurely on Sunday or Monday ... or take a side trip if they wish over the scenic terrain of Utah, Idaho, Montana and Wyoming. Over the 8-year history of the event, hundreds of pilots have flown and more often than not, repeat the race in later years.

The action starts with a continental breakfast and pilot briefing at Denver Air Center at Jeffco at 6 am Saturday, July 13. All planes will depart by 8:30 pm and will arrive in Jackpot before the cocktail party there where prizes are awarded. As co-sponsor this year, Denver Air Center is providing its facilities and the continental breakfast. FAA safety officials, tower personnel and Flight Service and Weather Service personnel will be on hand for the early morning briefing.

Official deadline for entries this year is July 10, but judges are authorized to make exceptions for latecomers. They may phone Vern Foster or Hal Gamble at 790-7102.

BOOK REVIEW

By Vern Foster



ALEXANDER EAGLEROCK, by Col. John A. deVries, USAF Retired and published by Century Press, 2325 E. Platte Ave., Colorado Springs, Colorado 80909.

Alexander Aircraft Company was founded in mid-1925 as a subsidiary of Alexander Film Company which was then located at 3855 Broadway in Englewood.

The owners of Alexander Films were frustrated in their efforts to buy a fleet of airplanes for their nationwide sales representatives to use in film sales activities. For this reason, the aircraft company was formed to manufacture the desired airplanes. The aircraft were sold commercially and the envisioned squadron of flying film salesmen did not materialize.

The famed Alexander Eaglerock series of open cockpit biplanes was designed and manufactured at a facility adjacent to the Alexander Film Company in Englewood.

Airplane components were hauled by team and wagon or truck to the airport on Hampden just east of I-225 (near the present Marriott Hotel) where they were assembled in a large assembly building. The planes were then test-flown and delivered.

In 1929, Alexander Aircraft Company had 40 distributors and 140 dealers in a well-managed nationwide sales organization. A new Eaglerock could be bought on "easy payments" of one-third down and balance in monthly payments. This was a revolutionary sales promotion idea at that time.

Alexander Aircraft Company moved to new facilities on N. Nevada Avenue in Colorado Springs during April 1928. The Alexander airport was located on the east side of Nevada Avenue across the street from the factory.

A series of famed designers and test pilots worked for Alexander during the life of the company. These included O. R. (Ted) Haueter, retired chief pilot for Continental Airlines and pioneer Colorado aviator who served as a test pilot. He currently lives in the Denver area and is active in many aviation organizations.

The Alexander factory was billed as the largest manufacturer of

commercial aircraft in the world. Peak production capacity was eight airplanes per day at the Colorado Springs plant with daily production averaging three-four airplanes per day. In all, approximately 900 of the famed Eaglerock biplanes were built in a variety of model designations, depending on the particular engine used and other design variations.

Along the way, the Alexander firm designed and built the Bullet, a low-wing four-place retractable gear airplane which was very advanced for the time, the

Alexander sedan/transport, a high-wing monoplane to carry eight people, and the Flyabout, a small high-wing-two-place aircraft ... None of these were successfully marketed. In 1929, the company designed and built the Alexander Primary Glider which sold for \$375 and a number of these were sold.

Alexander Aircraft Company went out of business in August of 1932, a victim of the Great Depression. Thus a part of the proud heritage of Colorado aviation became history.

WHY NOT SARATOGA?

Saratoga the airplane? Saratoga, New York? Saratoga, the aircraft carrier? No ... Saratoga, Wyoming. And Why Saratoga? Because Saratoga, Wyoming is a great place for a fly-in, especially on a holiday weekend like August 31-September 2.

Swimming in a hot springs pool, tennis, golf, great food, a lounge with live entertainment, and a reknown but inexpensive resort with a nearby airport are all reasons you should make your reservations now by calling the Saratoga Inn at (307) 326-5261. There are 22 rooms being held by the Inn for CPA through

July 31. After that date, you are on your own.

A golf tournament is planned for Saturday, August 31, for all golfers including the most amateur. There will also be a joint dinner that night, and we expect to have a fun but interesting speaker. A possible float trip and other activities are planned for Sunday. More on this later.

For information on this fly-in, contact Vanita or Frank Gallo (337-5864) or Terry Barbo (367-0670).

COLORADO AVIATION CALENDAR OF EVENTS (Summer - 1985)

JULY

- 3-6 SAN CARLOS (MEXICO) FLY-IN, The "Gringos" and friends. Another fun group fly-in to a fun place. Fishing and scuba diving. Additional planes welcome. Info: Dave Burke 989-1014.
- 6 COLORADO 99's ASPEN FLY-IN. Info: Jan Clemen 1-667-7703.
- 6 ASPEN COLORADO AIR SHOW, fly-bys and aerobatic demonstrations, Howard Pardue and his F8F Bearcat, Tired Iron Racing Team, homebuilts and ultralights. Food and refreshments on site. Info: Kim Bracher (303) 925-8698.
- 6 COLORADO PILOTS LA VETA FLY-IN. Continuation of 4th of July activities, art fair, barbeque. Plan arrival by 9:30 a.m. (Airport has new 60 x 5500 ft. paved runway.) Afternoon trip to Cuchara Recreational Area for those interested. Info: Frank Gallo 337-5864.
- 13 DENVER - TO - JACKPOT NEVADA AIR RACE, Cosponsored by Colorado Pilots Assoc. and Cactus Pete's Casino. Departing this year from Denver Air Center, Jeffco Airport. Mandatory fly-by (or fuel stop) of Rock Springs Airport, Wyoming, on the 537 mile route to Jackpot. Aircraft handicapped by manufacturers published maximum speed. \$3,000 in cash prizes courtesy of Cactus Pete's Casino. Race open to all interested pilots. Info: Bruce Hulley 344-2843 or Hal Gamble 790-7102.
- 18-21 COLORADO 99's MINNESOTA FLY-IN. Info: Jan Clemen 1-667-7703.
- 20 COLORADO CHAPTER OF SHORT WING PIPER CLUB MEETING at Van-Aire Airport, Brighton. Aircraft wash and wax party with barbeque. Info: Dale Andrews 741-3560.
- 21 DENVER AEROBATIC CLUB "FUNDAY," Calhan Airport, starting at noon. DAC offers an open invitation to anyone who enjoys watching aerobatics or has interest in learning more about the sport. Aircraft arrivals should approach from east to avoid aerobatic area immediately west of airport. Info: Mike Ryer 1-621-2282 (H), 977-5029 (W).
- 26 OSHKOSH FLY-IN, EAA International Fly-in July 26 to August 7. Convention and Sport Aviation Exhibitions, Wittman Field, Oshkosh, Wisconsin.

AUGUST

10-11

3-4

AIRSHOW, Fort Collins/Loveland Airport. Featuring Warbirds of Confederate Air Force, Howard Purdue with his F8F Bearcat, Blackhawk Aerobatic Team, and others. Info: Larry Priest 224-4320.

18

AVIATION HISTORICAL SOCIETY PICNIC, at Norm Meyers Ranch near Conifer. Site is airport shown as Broken Bar M Ranch on Denver Sectional. Aviation public and supporters welcome. Airport is RESTRICTED . . . recommend that participants drive. Info: Dody Engle 755-9241.

24

STEAMBOAT SPRINGS AIRSHOW, Routt County STOLPORT, sponsored by EAA Chapter 649 and Steamboat Aviation. Info: Terry Bentley 879-1204.

24-25

BACA GRANDE OVERNIGHT FLY-IN previously scheduled for this date CANCELLED because of ownership change and interim closure of resort. Closure may also affect routing of Colorado 99's Air Derby scheduled for September 21. CPA Flightlines will provide advice of any change in status.

31-1

SARATOGA, WYOMING OVERNIGHT FLY-IN, sponsored by Colorado Pilots Assoc. Easily accessible to West Slope and East Slope flyers. Fun weekend of golf, tennis, swimming, rafting, fishing, and other social activities. Info: Frank Gallo 337-5864.

31

DENVER AEROBATIC CLUB CALHAN AEROBATIC CONTEST, Practice and registration on August 30, Rain date Sunday, September 1. Public invited. Info: Mike Ryer 1-621-2282 (H) 977-5029 (W).

FUTURE EVENTS

Sep 6

DEDICATION OF CONTROL TOWER and Administration Building Complex, Centennial Airport. Info: Bill Fitzgerald 790-0598.

Sep 7-8

ROCKY MOUNTAIN REGIONAL FLY-IN, Greeley-Weld County Airport, sponsored by EAA. Info: Bill Marcy 986-4398.

Sep 13-15

DENSITY ALTITUDE AND WINGS SAFETY CLINIC, Pueblo Municipal Airport. Cosponsored by Colorado Pilots Association and FAA Flight Standards District Office. Participants receive 3 hours of free dual (participants aircraft) and qualify for FAA Wings Program. Free "Pinch Hitter Course" for non-pilots. Info: Mick Wilson 466-7326, Verne Foster 751-9421 or Lee Porter 547-3339 (Pueblo).

Sep 21

MILE HIGH AIR DERBY, Sponsored by Colorado 99's. The 400 mile race starts at Front Range Airport and ends at Baca Grande via Burlington, Las Animas, CO, and Alamosa. Race is open to all interested pilots. Overnight activities scheduled at Baca. Info: Linda Horn 278-4435.

Oct 11-12

COLORADO PILOTS ASSOCIATION ANNUAL MEETING. Info: Frank Gallo 337-5864.

Dec 1

COLORADO AVIATION HISTORICAL SOCIETY HALL OF FAME BANQUET AND AWARDS CEREMONY, Air Force Academy Officers Club. Info: Dody Engle 755-9241.



Los Gringos y Amigos

By Wayne Thetford

It's Gringo time again and we are headed south to San Carlos, Mexico, for some scuba diving and/or fishing.

We have four airplanes going and thirteen people. Our first rendezvous is Sante Fe, N.M. where we will all meet for breakfast and then on to Guaymas, which is our airport destination. From Guaymas we will taxi over to San Carlos for three days of fun in the sun.

After returning we will only have five days to get ready for Jackpot. The Gringos are big supporters of the Jackpot Air Race, so we will have to get all the Mexican bugs washed off and do whatever else we do to get our airplanes ready for their best performance across the mountains.

It's very disappointing to hear about Baca Grande being closed, but there is a little hope. Gringo 4 was down there two weeks ago and talked to the realtors, and found out they are trying to get it opened up before summer is over. Maybe we can still have a fly-in there.

Until next month, its off to Mexico for the Gringos.

BULLETIN

i have some news
first the good then the bad

*The Flight
Lines is looking
better and
better.*

*We need more
news, announce-
ments, ads,
information from
you. Please
contact Terry
Barbo with your
contribution.*



AREA REPRESENTATIVES

STERLING Dan Hofmann
(H) 522-4444

WRAY Lucile Bledsoe
(H) 332-5143 (O) 332-4955

BURLINGTON Larry Mack
(O) 346-5352

PUEBLO Lee Porter
(H) 547-3339 (O) 547-3339

CANON CITY Jim Hogan
(H) 275-2830 (O) 275-1420

SALIDA Merle Entz
(H) 539-4683 (O) 539-4683

DELTA Glenn Cheney
(O) 874-3368

GREELEY John Warrender
(H) 351-0892 (O) 353-9629

LOVELAND Glenn Channell
(H) 667-5964 (O) 667-5964

BRUSH Jim Wood
(H) 842-3283 (O) 842-5061

BOULDER/LONGMONT Dick Mansfield
(O) 449-8484

LEADVILLE/KREMMLING/SUMMIT COUNTY
Ron Lewark

(H) 668-3089 (O) 668-3093

COLORADO SPRINGS Steve Blucher
(H) 597-5683

Pat James (O) 574-1602

MEADOW LAKE-PEYTON Cliff Clemens
(H) 646-4810

Printing of the flyer courtesy of



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