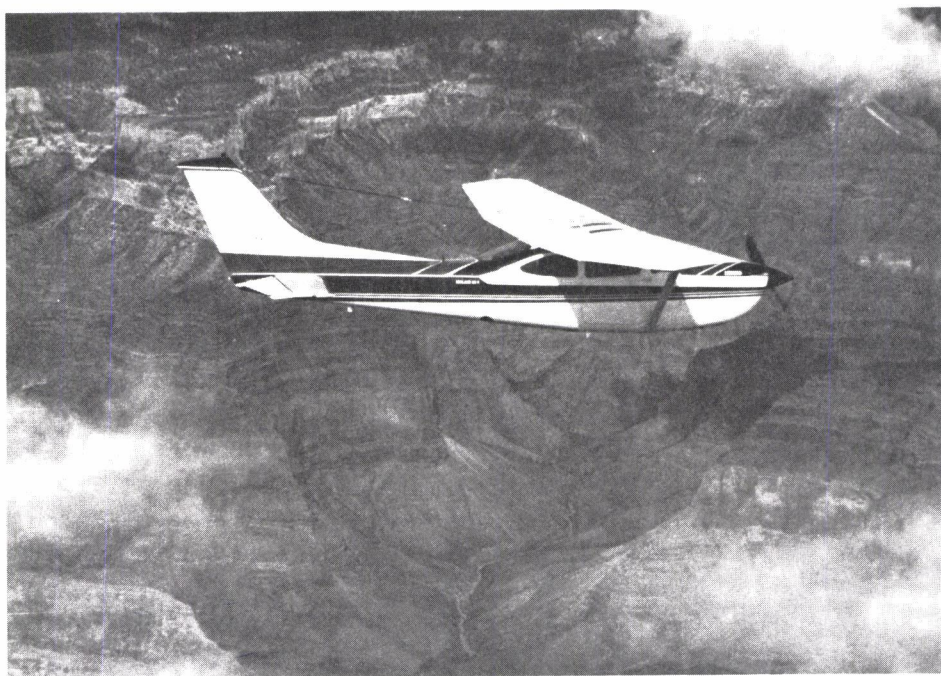


CPA FLIGHT LINES

Vol. 3, No. 3

April 1986



Tom Daly's T182RG — Gringo 8 — on a trip to Baja. Photo taken over Grand Canyon by Walt Barbo.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

By Vern Foster

I had a recent visit with CPAer Dick Orr. A subject of our conversation was the price of aviation gasoline. He suggested a news article be written with a listing of AV gas prices at FBO's around the state. Such an article is presented in this issue of FLIGHT LINES. However, questions remain such as, "Why do prices of AV gas vary by twenty cents or more per gallon at airports along the front range?" and "Why has the price of auto gasoline decreased by thirty to forty percent per gallon in recent months while aviation gasoline prices have decreased by only a few cents per gallon at some locations?" We hope to address these questions in an upcoming article. At the very least, CPA pilots are entitled to know current fuel

prices in order to be selective in purchasing fuel.

As I write this column, it is a beautiful CAVU Colorado day, OAT 65 degrees F and the wind is light and variable. That means airport time and time to fly. However, many CPA members do not own airplanes, so what to do? There are several good alternatives to individual airplane ownership.

1. A well-run flying club may meet the need and provide a variety of aircraft to fly. The flying club system has been prominent in Europe and Australia for several decades for all the reasons that are making clubs popular in the U.S. recently --- namely, the costs of aircraft and fuel.

2. The FBO's at most outlying airports operate a flight school and aircraft rental service. Considering that pilots average less flight hours per year now than in past years, the cost of renting at your local FBO may be less expensive overall than owning an airplane.

3. This third alternative is a partnership arrangement. With compatible and responsible partners, businesslike rules and procedures, an airplane partnership can be a fun and very satisfactory experience.

So, if you find the balmy days at hand and you don't own an airplane, don't wait another minute, consider an airplane partnership, check out the flying clubs in your area or check in with your local area FBO/Flight School operator and get ready for the great summer flying in Colorado.



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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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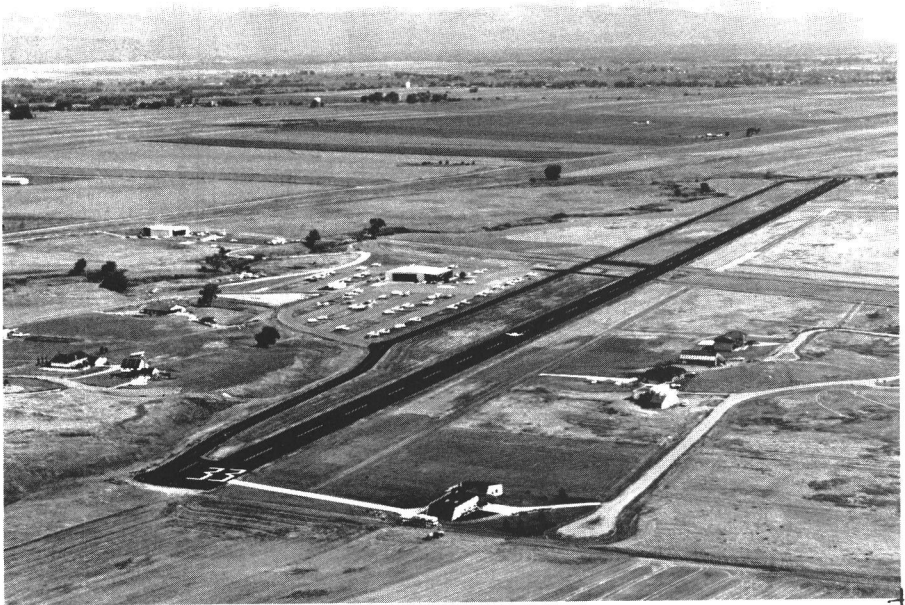
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Copy Deadline for MAY FLIGHT LINES April 20

Material for publication welcome anytime.
If timely in nature, MUST be received by
the 20th of the month.

TRI-COUNTY AIRPORT

by Dick Mansfield—CPA Area Rep, Boulder/Loveland



Every once in a while I go through my stack of aviation magazines that I have been accumulating since 1953 for the necessary research information that provides facts on the condition of general aviation "back when," such as the number of airports, the number of licensed pilots, or the number of aircraft that the big three were producing. These magazines produce a plethora of facts that included the many problems that general aviation faced during these past thirty odd years and all, for the most part, have come true, sadly, for all of us. There have been hundreds of articles written during these past thirty years and though oft repeated by numerous individual authors, the warnings were left unheeded by manufacturers, suppliers, government agencies and those of us who have maintained and used aircraft for our business and pleasure.

That there has been little change in these past three decades is a sad testimony to the plight of general aviation, and in particular, in the case of the general aviation airports. From some 20,000 airports in the 1950's to just under 12,000 airports in the 1980's is evidence of the damaging effects of inflation, land development, noise abatement problems, and the escalating cost of services, products, and insurance. I have found it particularly discouraging because I have been in this region for almost 23 years, and have seen the effects on the Boulder Airport, Tri-County Airport, and to a lesser degree on the Longmont Airport. Those of us who are the Area Representatives have come to know all of these problems, now, first hand. (See articles on Boulder Airport and Longmont Airport, February and May, 1985, issues of FLIGHT LINES, respectively.)

Involvement at these airports has meant becoming almost personally acquainted with a TV soap opera's day-to-day crises, and the survival of these airports is certainly real and not contrived.

Tri-County Airport began as a dream of builder and developer, Tom Pierce, Sr. Unfortunately, Tom was involved in a fatal aircraft accident several years later so the burden of the operation of the airport complex as well as the residential airpark fell upon the shoulders of his son, Tom, Jr. and his wife, Caralee.

I called ahead and arranged to meet with Tom (he has dropped the Jr.) at his airport office and found him to be very congenial, with a ready smile and handshake. He has taken on quite a responsibility. He is a very large, broad shouldered young man and the two of us would find it impossible to sit side-by-side in most cockpits because of our size. We spoke briefly about his dad, and the shared memories over the past eight years. We then got down to the business of discussing the plans and expectations that he had for the airport and the residential airpark just east of the main runway.

He relayed the information concerning the services that the airport will provide which includes daily operations from 7:00 a.m. to 7:00 p.m. during winter, and 7:00 a.m. to 9:00 p.m. in summer. Tie-downs will run \$3.00 per day and this will be for transient aircraft. They have a total of 140 tie-down spaces which run for \$35.00 per month and there are a total of 60 spaces available.

The airport has 290 aircraft based there and a total of 103 T-hangars, of which 20 are still available. If you are interested, you might give Tom a call at 666-4350 which is the number for the FBO.

Fuel prices, though they vary, have stabilized somewhat in the past several months and the current bulk rate on a pre-purchase plan of 600 gallons runs \$1.70 per gallon for 100 LL; \$1.60 per gallon for jet fuel; and \$1.33 for Mo. gas. Some of these figures of course will vary and may have changed by the time this article is printed. Though there is no radio or electronic repair services at the airport as yet, that too is expected to be added at some future date. In addition to the FBO, the airport is also home base for Tri-County Propellers, Inc., a business which is owned and operated by Robert Rock. Bob has some 11 years in the business, having previously come over from Aero Propellers at Jefferson County Airport. Tri-County Propellers can be reached at 665-7905.

Then there is Tri-County Flight School which is run by Linda Hampel, who is also the chief flight instructor. Their office number is 666-4350. There is also a company called Aviation Maintenance (Norson, Inc. with Ben Watkins, Manager), which provides aircraft maintenance. They may be reached at 666-4353. Hazelwood Engineering and Land Survey is owned and operated by Jim Hazelwood. Mr. Hazelwood's phone number is 665-4030.

For those not acquainted with Tri-County, there is a large residential airpark to the east of the main runway. The airpark is comprised of 240 acres and has 120 lots of which 47 remain. Each is approximately 2-1/2 acres and full utilities can be provided. All of the lots afford a magnificent panoramic view of the front and back ranges, the Continental Divide, and spectacular sunsets throughout the year. The airport rests on 119 acres, and the remaining area of some 60 acres will be divided for light industrial and airport expansion during the years to come.

Tri-County rates No. 6 in the

state for total aircraft operations. Tri-County has two asphalt runways, 9/27 is 3,830 ft. x 60 ft.; 15/33 is 5,400 ft. x 65 ft. and has a .9% upgrade to the south. Pattern altitude is 5,951 ft. M.S.L. for all aircraft. There are lights on both runways, dusk to dawn. Unicom 123.0, and for those who have the 1986 edition of A.O.P.A. Airports '86, refer to page 94. There is a V.A.S.I. for runway 33 only. Possible extension of 1600 ft. to runway 15/33 would allow a total of 6,800 ft. usable. Also, the phone number previously listed (665-2300) is no longer in use; refer to the number given above (666-4350).

For those uninitiated, the airport is also the home of the Convair Restaurant. This restaurant is well known for its gourmet food. The house specialty is prime rib. They also have a full course menu and are open throughout the year. There is a large lounge with a dance floor that provides live entertainment several evenings per week. The restaurant and lounge have been a favorite gathering

spot for pilots and nonpilots alike over the years. Reservations are suggested and can be made by phone (666-7380). The restaurant is open for lunch and dinner from 11:00 a.m. to 10:30 p.m. seven days a week. The lounge is open from 11:00 a.m. to 1:30 a.m.; there is a disco and D-jay on Friday and Saturday, and I suggest that you call to find out what the entertainment will be for those evenings.

In my visits to the Tri-County Airport I have found the entire staff to be courteous and eager to assist in whatever way they can to make my stopover as pleasant and convenient to me as possible. I highly recommend a stop there, not only to take advantage of the fuel prices and hospitality offered by Tom Pierce and his staff, but if you have the time to drop by the Convair, you may enjoy the sights and sounds of a very large commercial aircraft that now serves as a gourmet restaurant and is a favorite meeting place for pilots and nonpilots alike along the entire front range.



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CPA MOUNTAIN FLYING COURSE MAY 30-31, 1986

by John Simmance

COURSE NOTES:

All enrolled trainees will be provided with Colorado Pilots Association Mountain Flying Course materials prior to Ground School (May 30) and Flying (May 31) for individual study and preparation. Target date for this is one week prior to the course.

Ground School: Training Classroom facilities at Rocky Mountain Piper, Jeffco Airport, Friday, May 30, 6:00 p.m. to 9:00 p.m.

Dual Flight Training: 3.5 hours, approximately, in suitable trainee's aircraft, 150 HP minimum. Rocky Mountain Piper will be able to provide limited rental aircraft for use by any trainees with approved instructors, and in such cases will be able to credit this training time towards complex aircraft training, if applicable. CFI's and trainees will arrange specific routes and will arrange schedules individually.

A group weather briefing will take place at Rocky Mountain Piper at 7:00 a.m. on Saturday, May 31, to be followed immediately by dual training flights.

Suggested route: BJC - KREMMLING - GLENWOOD SPRINGS - ASPEN - LEADVILLE - BJC. (Landing fee payable at ASPEN; trainee may opt to omit and land at SALIDA instead, following LEADVILLE.)

No passengers will be permitted; CFI and trainee pilot will be sole occupants of aircraft in order to maximize both safety and training efficiency.

Following the dual training flights, a common debriefing session with all trainees and CFI's participating will take place at Rocky Mountain Piper at

approximately 1:00 p.m. There will be a late afternoon graduation certificate presentation to all trainees.

DENVER TO JACKPOT AIR RACE: (OPTIONAL)

One goal of this training is the preparation of pilots to be able to confidently and safely enter and compete in the Tenth Annual Denver to Jackpot Air Race on Saturday, July 12, 1986. All registered trainees are encouraged to enter, and will be provided with guidance and assistance by Course CFI's prior to, but not during, the Race.

MOUNTAIN CROSS COUNTRY FLY-IN: (OPTIONAL)

This West Slope Air Tour, September 13-14, is the final phase for polishing mountain flying techniques. CFI's will supervise and assist as necessary. This will be a weekend fly-in, with spouses/passengers as desired within performance limitations. There will be a final debriefing and wrap-up session to recap lessons and complete the course with a thorough training in all aspects of safe mountain flying.

REQUIREMENTS: All trainees must hold a Private Pilot Certificate or higher, with BFR and currency, and must be in possession of a current medical certificate, as appropriate. Trainees' aircraft must have valid Liability and Hull Insurance in force. Rocky Mountain Piper rental aircraft have renter insurance, but must be flown with instructors who have previously checked out in RMP aircraft.

FEES: Including tuition, course materials, and dual instruction on May 31 --

CPA Member \$135.00

Non CPA Member \$150.00

DEADLINE: Reservations for

this course MUST be made no later than May 16, 1986, accompanied by a \$25.00 nonrefundable deposit. Balance of fee will be collected on registration, 6:00 p.m., Friday, May 30, 1986. Mail reservation and deposit to:

JOHN SIMMANCE
6210 W. 108th Cir.
Broomfield, CO 80020

-or-
VERN FOSTER
2848 S. Lansing Way
Aurora, CO 80014

-or-
JEAN TUCKER
Rocky Mountain Piper
Jeffco Airport

SPECIAL NOTE: It is hoped that arrangements will be finalized at course time to include this Mountain Flying Course in the FAA's Wings Safety Program. If this is confirmed, all participants will qualify under the terms of this program.

APPLICATION FORM

CPA MOUNTAIN FLYING COURSE
May 30-31, 1986

Pilot's Name: _____ Pilot Cert. Type: _____

Address: _____ Ratings: _____

City: _____ State: _____ Zip: _____

Medical Certificate Class: _____ Med. Cert. Date: _____

BFR Date: _____ Total Hrs: _____ Hrs. in Course Aircraft: _____

COURSE AIRCRAFT: Own aircraft? _____ Rental required? _____

DETAILS OF OWNED AIRCRAFT

Make: _____ Model: _____ HP: _____ Year: _____ N No: _____

Max. gross weight: _____ Max. ROC at max. gross, SL: _____

Applicant's Signature: _____

Date: _____

Deposit of \$25.00 (nonrefundable) enclosed: _____

Total fees for the course:

CPA Member	-	\$135.00
Non CPA Member	-	\$150.00

PLEASE make checks payable to: COLORADO PILOTS ASSOCIATION

BALANCE OF FEES WILL BE COLLECTED AT REGISTRATION, FRIDAY, MAY 30, 1986. SEE RELATED ARTICLE FOR NAMES AND ADDRESSES OF PERSONS TO WHOM COMPLETED APPLICATION FORMS ARE TO BE MAILED.

DEADLINE: May 16, 1986

COLORADO AVIATION CALENDAR

APRIL 19 (Saturday)

DENVER AEROBATIC CLUB & ASPEN FLYING CLUB STALL/SPIN WORKSHOP. Aspen's hangar at Centennial Airport starting at 8:30 a.m. Qualifies for FAA Wings Program. Static aerobatic aircraft display. Aircraft and instructors available to participants wanting "hands on" stall/spin experience (at cost). Ends at noon. Info: 799-6794.

APRIL 26-27 (Saturday-Sunday)

PIKES PEAK 99s PRECISION FLYING COMPETITION, Fremont Co. Airport, Canon City. Local rallye for the U.S. Precision Flying Team. Safety seminar "On Landings," Saturday, April 26, 10:00 a.m. Info: Sharon Roush, (303) 544-6450.

MAY 9-13 (Friday-Tuesday)

ARKANSAS PILOTS ASSOCIATION 13th ANNUAL BAHAMA FLY-IN. Jack Tar Village, West End, Grand Bahama Island. Info: Edward M. Morris, 5 Ridewood Rd., North Little Rock, AR. 72116.

MAY 10 (Saturday)

CAP FLY-IN BREAKFAST, Beckett hangar at Centennial Airport, 8:00 a.m. to noon. Sponsored by the Black Sheep Senior Squadron of the Civil Air Patrol. Info: Carl Feldhamer, 773-8181.

MAY 18 (Sunday)

CPA BURLINGTON FLY-IN. Plan arrival by 10:30 a.m. Tour and lunch. Info: Burlington - Larry Mack, 346-5352; Denver - Liz Wheeler, 770-0155, or Vern Foster, 751-9421.

MAY 25-26 (Sunday - Monday)

1986 COLORADO NATIONAL AIR SHOW, Front Range Airport. Gates open at 10:00 a.m. U.S. Air Force Thunderbirds, Christian Eagles, Bob Hoover, Jim Franklin, many other activities and displays. Info: Jim Bauer, Air Show Director, 363-0894.

MAY 30-31 (Friday-Saturday)

CPA MOUNTAIN FLYING COURSE, Rocky Mountain Piper, Jeffco Airport. An intensive 2-day course to familiarize pilots with the unique requirements of mountain flying. Ground school followed by dual instruction over mountainous terrain. Reasonable fee. Info: John Simmance, 469-1461 or 429-1996.

JUNE 6-8 (Friday-Sunday)

CPA FLY-IN TO ANNUAL NEW MEXICO PILOTS BASH, Albuquerque. Pilot Bash, Sat., 6:00 p.m. - midnight, Westernair's Hangar. Event draws several thousand pilots and aviation enthusiasts. Info: Vern Foster, 751-9421.

JUNE 13-15 (Friday-Sunday)

UNITED STATES PILOTS ASSOCIATION ANNUAL MEETING AND FLY-IN, Center for Aerospace Sciences, University of North Dakota, Grand Forks, North Dakota. Facility tours and various social events. Info: Walt Barbo, 367-0670.

JUNE 14 (Saturday)

COLORADO PILOTS ASSOCIATION POKER FLY-IN, includes stops at five airports in the Denver area with Greeley as final destination. BBQ lunch. Prizes awarded to high poker hands. Safety seminar will follow. Info: John Warrender, 351-0892(H) or 353-9629(O), or Hal Geyer, 233-5071(H) or 232-1367(O).

JUNE 19 (Thursday)

COLORADO PILOTS ASSOCIATION MONTHLY MEETING, Heritage Inn, I-25 & Bellevue, Englewood, 7:30 p.m. Program to be announced. Info: Liz Wheeler, 770-0155.

JULY 5 (Saturday)

COLORADO PILOTS ASSOCIATION FLY-IN TO WRAY. Plan arrival by 10:30 a.m. Air show and BBQ. Info: Vern Foster, 751-9421 or Lucille Bledsoe, (303) 332-5143(H) or (303) 332-4955(O).

JULY 5 (Saturday)

CENTENNIAL AIR SHOW, Wray, Colo. Described as unique with performers never before appearing in Colorado. BBQ following airshow. Info: R. Kenneth Brown, 332-4656.

JULY 5 (Saturday)
ASPEN AIR SHOW '86, Aspen.
Warbirds, aerobatics, etc. Info:

Airport Manager's Office, (303)
925-8698.



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WILL THE PRICE OF AVIATION FUEL FOLLOW THE TREND OF AUTOMOBILE FUEL?

by Walt Barbo

When I filled the gas tank in my old Ford LTD at a local convenience store recently for 62.9 cents/gallon, I couldn't help but reflect on how much more I drive that GAS HOG now that gasoline prices are so cheap. It costs only half for a fill-up now than what it did just a few months ago. It certainly creates an incentive to do more driving.

Then my mind wandered to thoughts about that other GAS HOG that Terry and I spend a lot of time in ... our T210 ... and how much more we would use it if prices for aviation fuel took a similar tumble. A few calls to some of the airports in the front range revealed they haven't.

There are some relative bargains though ... and some vendors are expecting to see price drops of 10-20 percent over the next several months as refiners reduce current inventories of past high cost production. There are also a number of sweetheart deals out there in which FBO's give favored

treatment to based customers. But if you were a transient fueling at the following locations, here is what a gallon of fuel would cost (mid-March 1986):

	100 LL	MOGAS
APA (Combs-Gates)	\$2.09	\$ -
APA (Beckett)	2.07	-
APA (Air C. #1)	2.02	-
Meadow Lake	2.00	-
BJC (Jeffco Air)	1.99	-
BJC (Aero Assoc.)	1.98	-
BJC (Denver Air)	1.89	-
Ft.Col/Lov.	1.89	1.39
PUB (Flower)	1.89	-
Greeley	1.85	1.12
L/mont(Hudson)	1.85	1.25
Burlington	1.83	-
Boulder (P.H.Av.)	1.82	1.39
Front Range	1.80	1.30
TAD (Las Animas)	1.80	-
Tri County	1.80	1.33
Aurora Airpark	1.79	1.29
Platte Valley	1.75	-

Others of our members may be aware of better prices elsewhere. If so, let your editor know so the rest of us can benefit.

HEARD ALONG THE FLIGHTLINE

A call to TELLURIDE on March 18 revealed that half the town was up on the slope enjoying near 22 inches of new powder dropped by the last storm system. Similar to Hawaii when the surf is running. And the new airport (altitude 9020 ft) was still "digging out."

We're told that the airport is an exciting success. Traffic is near 20 operations/day ... including schedules by Mesa Airlines which operates Beech 1900s. Visits by small jets are common. Even saw a Cessna 150 at the airport during opening ceremonies last December. (Incidentally, this is not an airport for visits by low powered aircraft during high density altitude conditions.)

Those flying into the airport can typically expect relatively calm conditions during early morning hours ... switching to light westerlies by afternoon. Preferential routing is land to the east, depart west ... for noise abatement. Traffic advisories on Unicom 122.7. FBO can be reached at (303) 728-3161.

*

CASA MONTANA (formerly Baca Grande) appears lost as a "recreational fly-in." New out-of-state owners of land underlying the airport are currently processing paper which will result in its deactivation. Potential accident liability seems to be the problem. A call to the hotel brought a recorded response that the telephone had been disconnected.

*

Increased cost of LIABILITY INSURANCE is having its impacts at a number of Colorado airport locations. We hear that Cheyenne Wells (eastern Colorado) is considering closing its airport

because of the high cost of insurance. Many locations are currently operating airports without coverage. Front Range recently announced banning of ultralights because of high insurance costs. A number of air shows were cancelled in the state last year for the same reason. Wouldn't be surprised to see a trend in low activity private owned airports currently open to the public go private ... to protect themselves. Would be nice to have an insurance company viewpoint on this issue.

*

Speaking of ULTRALIGHTS, Tom Pierce, owner of TRI COUNTY AIRPORT, announced at a meeting of the DRCOG Aviation Advisory Committee on March 13 that ultralights are no longer permitted to operate at his airport. This used to be an "ultralight haven." Wonder where they have all gone.

*

At the same DRCOG meeting, HANK NEWMAN, AOPA Regional Representative, talked of AOPA concerns about loss of private owned general aviation airports. He spoke of the 50% of total U.S. aircraft operations which take place at these types of airports ... of the Mom and Pop operators whose "labor of love" keeps them open ... and who now no longer have the physical stamina to continue ... and of kids who are unwilling ... and factors such as the high cost of land which influences their transition to other purposes. Yet, Hank feels they CAN make money. And they are needed as a nest ... where aircraft owners can locate unhastled. Expect AOPA to pick up on this philosophy.

*

A DENVER SOARING COUNCIL proposal for a GLIDEPORT near the foothills north of Golden was tured down by the Jefferson County Planning Commission on March 19. FAA had refused airspace approval for the same site proposal in an earlier action. In a second blow to the glider community, BLACK FOREST GLIDEPORT has announced its closure on March 31. The site of this internationally renown location will be converted to urban development. Finding suitable replacement sites for these displaced birds is a major problem to the aviation community.

★

CPA members CHET & NANCY JEWELL are the proud parents of a "nearly" new V-35 BANANNA. Said they got tired of chasing "the pack" in their Cherokee 180.

★

Never thought the AIRLINE DEREGULATION ACT of 1978 would adversely affect general aviation. But the competition between carriers is so intense ... and air fares so ridiculously low (at least on many route segments out of Denver) ... that it doesn't make economic sense to fly our own birds.



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MEMBER FDIC



LOS GRINGOS & AMIGOS

by Wayne Thetford



Las Arenas Hotel is at an isolated beach location some 40 miles SE of La Paz. Airport is beyond first ridge in background.

Baja '86 with the Gringos was another one of those get-togethers where you can put a group of flyers together and end up with a great week.

It all started on Saturday, February 1st, at about 7:00 a.m. with three airplanes leaving Jeffco, one departing Greeley, and one from Centennial. We were all in radio contact by 7:15 a.m. and on our way south in some of the smoothest air I have seen in a long time.

Down around Alamosa, Gringo 2 (Lisa and myself) had a little electrical fire in the panel. It seems to upset passengers when you start taking the panel apart at 12,000 feet; however, it was very minor and fixed in about ten minutes.

Our first stop was Truth or Consequences, N.M. where we fueled up and enjoyed our first "meal" of the day, homemade nut

bread and coffee supplied by our passengers, Nita and Don DeWitt, who drove up from Tulsa, Oklahoma, to make the trip with us.

After Truth or Consequences, we lost the good weather and by the time we hit Douglas, Arizona, we were down low following the road in a light rain. At that point we developed a few individual ideas on how to get to Mexico. The smart guys, Gringo 8 (Tom and Diane Daly with passengers, Gretchen Jahn and Karl Satterfield) and Gringo 9 (Alan Kested and Donna Rundell with passengers, John and Nancy Warrender), stayed low and managed to get through while Gringo 2 led Gringo 1 (Dave and Sue Burke) and Gringo 7 (Walt and Terry Barbo) to the top. At 14,000 feet we decided the top was out of reach so we headed west to Tucson, and there found enough sky to head south.

Our first stop in Mexico was

Hermosillo where we found Gringos 8 and 9 having a coke, all relaxed and waiting for us to make our way through the clouds. After clearing Customs and filling our tanks we returned to the air and headed southwest across the Sea of Cortez.

On the other side of the gulf we decided to do some real scientific navigation. We got down low and followed the shore line south, all except Gringo 7, who went inland a little to check something out. Might have been related to the fact that he was running with three ladies in his plane.

We reached Las Arenas Resort just at sunset after a couple hundred miles of listening to the turbos complaining. Something about being too low...

The runway at Las Arenas was hardpack, about 50 feet wide and 4,000 feet long, cut out of some of the toughest cactus you ever saw. We made 9 bad landings and about three good ones, out of five airplanes. I think it had something to do with having a Westwind crashed at the approach

end of the runway that took our minds off of what we were doing.

The Las Arenas taxis were waiting for us. One pickup, or as they say down there "peek up," and a Suburban. I couldn't believe how fast that crowd unloaded, loaded, checked in and hit the bar. All I can say is it must have been a long day. I am no slouch at getting to the bar, but by the time I got there, the two gals who went without their husbands (Gringo 7 passengers) had not only had their drinks but had already collected a couple of guys. I bet there are a couple of husbands who never see THIS issue of FLIGHT LINES!

We had five days of fun in the sun, and five nights that started with a cocktail party on the back balconies which were connected to all the rooms. Terry hosted one of her very popular champagne parties one night, and Tom Daly did a sooper margarita party.

The days were pretty much individualized except for one day we all went into La Paz for the day.

Two planes flew down to Cabo



The landing strip at Las Arenas looks like a smuggler's paradise.



The aircraft tiedown area was partially improved.



Runway surface is packed sand. John Warrender in foreground.

San Lucas for a day. One group did some fishing with Sue Burke taking in the largest, about 9 pounds, with a total of 44 nice ones altogether. The resort



Al Kested and John Warrender flew a short side trip to Cabo San Lucas and were met by airport officials.



Sue Burke threw this one back!

kitchen cooked most of them up for our last dinner.

Snorkeling was very good right in front of the hotel, and beach combing and desert hikes were very popular. One outstanding feature of Las Arenas was the food. It was great.

As the day came to leave we decided to clear Customs at Loreto and from there flew about 200 miles to the west coast of Baja to see the whales. Saw many in a bay area there. Then proceeded to Yuma, Arizona, to clear

U.S. Customs.

At Yuma we developed a difference in desires. Gringos 1 and 2 stayed over to visit Sue's parents; 7 and 8 went to Bullhead City to check out the casinos in Laughlin, Nevada; and 9 went to Phoenix.

At the weekend all the Gringos and friends returned to their homes with a very pleasant experience in their little toy airplanes, and possibly with the desire to fly away together again some day.



AREA REPRESENTATIVES

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