

CPA FLIGHT LINES

Vol. 3, No. 5

June/July 1986



Walt and Terry Barbo on CPA Breakfast Fly-In to Cheyenne.
Plane is Cessna 152 Aerobat.



COLORADO PILOTS ASSOCIATION, INC.
P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vern Foster

What is the concept of "see and be seen" for inflight collision avoidance? Are we doing all we can to make "see and be seen" work to prevent mid-air collisions?

At the time of this writing, it has been just 24 hours since the Grand Canyon tragedy cost the loss of 25 lives. The crews were high-time professionals with years of operating experience in the area of the collision. The cause of this accident won't be known for some time, but it does remind us of the urgent need for continuing vigilance in order to "see and be seen."

The following are a few ideas to minimize collision hazards in the airport area:

1. Know the traffic pattern altitude for the airport of intended landing. At nontower airports, fly this altitude

accurately during the 45 degree entry leg and the downwind leg until descent for landing is to begin. This will prevent descending onto or climbing up under another plane which is at the correct pattern altitude. There is some belief that at tower-controlled airports flying the traffic pattern is never required. **WRONG!** If the tower clearance is to enter the downwind leg, etc., the expectation is, and good judgment dictates, that we comply at the appropriate pattern altitude, i.e. Centennial 6617' MSL all aircraft, Jeffco 6454' MSL light and 6654' heavy aircraft and Stapleton 6103' MSL light aircraft, etc. An exception would be a clearance to enter the downwind leg, base leg, etc., at a specified altitude other than pattern altitude. We probably won't see the plane that is just above or below us--and that pilot won't see us. Thus, be alert to the fact that high wing planes have the blind spot above and behind--low wing planes have the blind spot below and behind. In instances of potential conflict turn on a landing light for a few seconds, announce your altitude and ask the other pilot what his altitude is.

2. Long final approaches at nontower airports are hazardous and should be avoided. Spend the few extra minutes needed to enter and fly the traffic pattern and when ready to turn final, look out the final approach leg as a last check for someone on short final who has either not talked to anyone or who has slipped up to short final unnoticed.

3. What speed to fly in the traffic pattern? As we approach

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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:

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.

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Copy Deadline for FLIGHT LINES 20th of the month

if timely in nature; other
Material for publication welcome anytime.

the downwind leg or equivalent distance from touchdown, we should slow to best rate of climb speed for the aircraft being flown. If it is observed that students are doing landings, then Bonanzas, Mooneys, 210's, etc., should be in the 90-100 knot range, not "cruising speed."

4. Use all the make and N numbers on initial call-up--Cessna 7739B, then Cessna 39B thereafter. Deleting the "Cessna" may lead to pilot and/or controller confusion if there is a Beech 39B in the area. The Beech pilot could easily acknowledge 39B in error and do the turn or altitude change, etc., intended for Cessna 39B, with tragic results.

If there is EVER any doubt

about a clearance, ask for a "say again." The controller would rather say it again than go through the drill of sorting out a potentially dangerous situation.

Of the examples outlined here, I have been nearly knocked out of the sky several times by each of these hazardous operating practices. The end result of a mid-air collision is predictable--nearly always fatal to all occupants.

Let's work together to make "see and be seen" safe and effective. Let's concentrate on the area within five miles of the airport--that is the area of greatest hazard--tower or no tower!



LEGISLATIVE WRAP-UP

An Open Letter to the Members of CPA

As you may have learned by now, the Senate Transportation Committee favorably recommended HB1256, the Entz "Office of Aviation" bill but the Senate Finance Committee has postponed indefinitely any further consideration of it. Such action is a parliamentary way to say that the bill has been killed for this session.

Representative Entz has asked that we write to thank you for your support and involvement in this year's effort. Everyone who was involved should take pride in the fact that HB1256 advanced further through the legislative process than any such prior proposal. Further, HB1256 also represented the first time such diverse interests as pilots, FBOs, the air carriers, and airport sponsors together supported a bill to increase Colorado's commitment to general aviation.

As to why the bill died, it is hard to point to one specific cause. Concerns which were still

unanswered at the end, and which may have contributed included:

- Would the state be able to provide financial assistance to privately-owned public-use airports?

- How would the aviation fuels tax be collected on auto gas (mogas) used in aircraft?

- Is collecting the fuels tax at the tank farm, and thus requiring the FBO to front the tax, the most equitable procedure?

Representative Entz has expressed a desire to once again introduce aviation legislation next session. He would encourage interested individuals and organizations to view this year's effort as a learning experience and begin this summer to prepare for a future effort.

Once again thanks for your help.

Dennis W. Mewshaw
Colorado Aviation Planning

"JUST KEEP YOUR EYES OPEN"

by Liz Wheeler

"Just Keep Your Eyes Open!," were the words that greeted 37 pilots as that many airplanes flew in to Burlington, Colorado's beautiful airport on Sunday, May 18. There were a few other comments too, like, "I'm third to land, #*\$#@, I KNOW I'm third to land!" as the 10:30 arrival time drew closer.

The event was the Colorado Pilots Association Fly-In Tour and Brunch at Burlington, Colorado. Airport Manager and CPA member Larry Mack was responsible for all the arrangements on the Burlington end and the day was very well organized.

As people began to arrive, vans and drivers were waiting to begin taking them to the first spot and the highlight of the trip: the Kit Carson County Carousel. This unique Carousel is a three abreast, stationary (no jumping horses), menagerie machine. It

was manufactured by the Philadelphia Toboggan Co. in 1905. It is Machine Number 6, the first machine made in the second year of the company's organization. (They have not made a carousel since the early '40s.)

The carousel has 46 hand-carved wooden animals which include a lion, tiger, dog, donkeys, camels, goats, deer, giraffes, a hippocampus and, of course, many horses. There are four chariots, two of them elaborately hand-carved. The drive machinery is housed behind 45 original oil paintings depicting popular themes of 1905. Accompanying the carousel is a 1909 Model 155 Wurlitzer Monster Military Band Organ; very large, very loud, and wonderful to hear.

Machine No. 6 was originally purchased by Elitch Gardens (an amusement park in Denver) in 1905

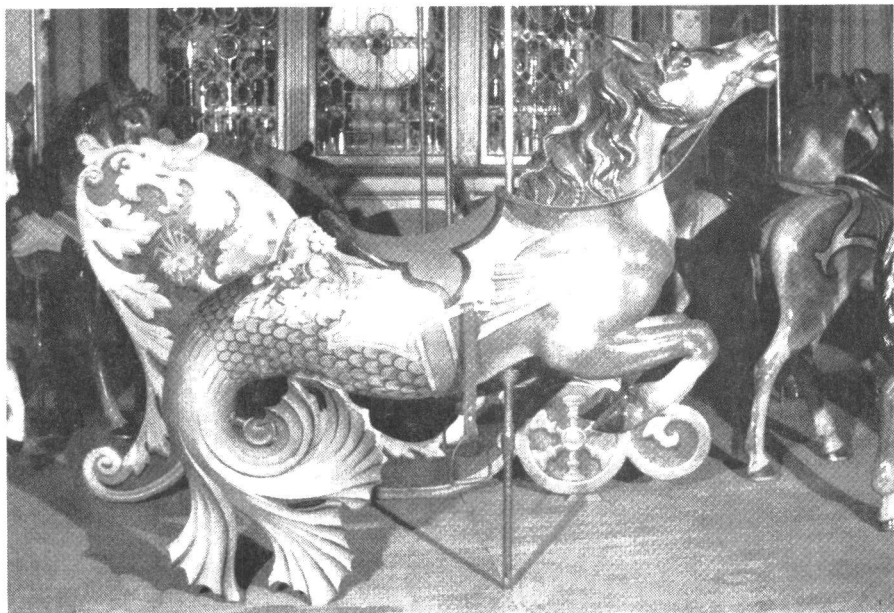


Photo shows detail of Carousel's elaborately hand-carved wooden animals



Jo Downy of Kit Carson County Carousel Assn. describes the restoration project to a group of CPAers and Friends

and was operated every season at Elitch's until 1928 when it was purchased by the Kit Carson County Commissioners for \$1250.00 and placed on the Fairgrounds in Burlington. The carousel became a part of the annual Fair until 1931 when the Depression forced its closure. The Carousel building was used to store feed until 1937 when it was cleaned out, scrubbed up, and popular and western records were played as the carousel operated for some 45 years. In 1975, a committee of citizens was formed to restore the carousel. Much of the original gold leaf, animals and painted decoration remained, making this a priceless treasure among America's carousels.

The carousel is now operated during the Kit Carson County Fair and at other times during the summer. For a schedule of operating dates write: Kit Carson County Carousel Assn., Inc., P. O. Box 28, Stratton, Colorado 80836.

Riding the old carousel brought back memories and nostalgia only a carousel can. The guided tour of the carousel and the building that houses it was so interesting that it was difficult to tear ourselves away for brunch.

Brunch at the Country Club was enjoyed by 78 CPA pilots, friends and relatives who participated in this fly-in. Plenty of deliciously prepared food awaited the hungry group while new

acquaintances and old friends socialized in a pleasant atmosphere.

After the brunch the tour continued to OLD TOWN, where an immense red barn (houses free melodramas every night except Monday), a two-storey farm house, a 70-year old country church, a one-room school house, a sod house, a metal windmill, a blacksmith shop, a general store and post office, a creamery, a depot, a doll house, outhouses, and OLD TOWN's own museum continued to intrigue and fascinate all of us to the point of having to tear ourselves away from all the antiques, classic cars, and memorabilia.

Transportation back to the airport was provided by the wonderful citizens of Burlington and friends of Larry, together with his wife, who gave up their day to accommodate us. The Fly-In/Tour/Brunch was a big success and we shall not soon forget Larry Mack's hospitality at the Burlington Airport and that of the town of Burlington.

If you missed this one, all is not completely lost! Burlington is a nice flight, the airport is easy to find, great to land at and just ask for Larry--he's such a nice guy--we know he will help you with arrangements to get in to see the things we saw. Make it one of your summer fun flights!



HEARD ALONG THE FLIGHTLINE

Jeffco Airport Manager, DAVE GORDON, is still trying to explain how he intends to use for airport purposes a boat he received under the Federal Government's Surplus Property Program.

*

More on Jeffco. DAVE GORDON tells us runway extension of 29R-11L to 9000' is underway with completion scheduled by year end.

*

ASPEN-PITKIN COUNTY is currently exploring privatizing of SARDY FIELD as one of the ways to control aircraft congestion at the airport. Or is it intended as some have said...a way to legally discriminate against access by small general aviation aircraft?

*

CPA President VERN FOSTER is looking for a Cessna 195 to fill his vacant condominium T-hangar at Centennial. Seems he has a love affair with big tail-draggers.

*

Strange "Law of Economics" being practiced at Centennial Airport. After finding that a group of open bay T-hangars could

not be rented at \$195/month, decision was made to take doors off (at a cost of several thousand dollars) and rent as "hail shelters" at \$95/month. The logical alternative of leaving the doors in place with a reduction in rent was rejected because of potential impact to current rental structure of other T-hangars on the airport. Strange?

*

Meanwhile, up at Weld County Airport, Airport Manager (and CPA member) FRED JAEGER, is converting some of his "hail shelters" to open bay T-hangars, at a cost of several thousand dollars, by adding doors!

*

CPA's "own Chuck Yaeger", BRUCE HULLEY, continues to set new x-country speed records in his Cessna 140. His 578 nm trip from Denver to Grand Forks, ND, for the USPA Annual Meeting in mid-June took just 6½ hrs. enroute... 7 hrs. on the return. It was just a year ago that Bruce achieved his record scorcher from Denver to the Albuquerque Pilot's Bash...369 mn in 6½ hrs.

*

Speaking of the USPA Annual

Specialists in Pilots Vision **Drs. DeHaan, Gwin & Alderete**

Table Mesa Medical Center
4150 Darley Avenue
Boulder, CO 80303

499-7192

Meeting, other CPAers attending were DON and JEAN VANDER PLOEG of Denver, and WALT and TERRY BARBO of Aurora.

★

CPAers flying to Albuquerque to attend the NEW MEXICO PILOT'S BASH in June included JIM and HELEN DYKES of Colorado Springs, RON and DONNA LEWARK of Frisco, and VERN and KAY FOSTER of Aurora. Other Colorado attendees were Paul and Eddie Whistle of Wheat Ridge.

★

Another of our "nonpilot CPA spouses" tires of sitting right (or back) seat and opts for flying lessons. See accompanying photo.

★

The CPA MOUNTAIN FLYING COURSE held May 30-31 and June 1 at Jeffco Air was a great success with 16 pilots being introduced to extensive mountain flying

cross-country training. Three pilots flew their airplanes from the Kansas City area for the training.

★

CPAers JOHN WARRENDER and HAL GEYER co-chaired a very successful "POKER FLY-IN" to Greeley on June 14. Approximately 90 people attended. A new technology fantastic beef barbecue was provided courtesy of The Monfort Company (John's employer). Lucky participants enjoyed a preview of why Monfort sales are on the rise. Winners of best poker hands were: JACK CRONIN of Denver, 1st; FRANKIE SINNOTT of Aurora, 2nd; and ARNOLD GOLDBURG of Littleton, 3rd. Each will receive an engraved plaque courtesy of CPA.

★

CPA President VERN FOSTER delivered the commencement address to the Colorado Aero Tech graduating class at the Harvest House in Boulder on June 24.



Nancy Jewell is taking her flight training at Front Range Airport

COLORADO AVIATION CALENDAR

JULY 19 (Saturday)
FLY-IN BREAKFAST TO CALHAN AIRPORT, sponsored by Aspen Flying Club. Starts at 7:00 a.m. (rain or shine). Info: Nancy 799-6794.

JULY 18-20 (Friday - Sunday)
DENSITY ALTITUDE AND WINGS SAFETY CLINIC, Jeffco Airport. Cosponsored by Colorado Pilots Association, Wings West and FAA Flight Standards District Office. Participants receive 3 hours of free dual (participant's aircraft) and qualify for FAA Wings Program. Info: Babette Andre 778-7145 or Mick Wilson 446-7326.

JULY 19 (Saturday)
USO WWII BIG BAND DANCE, Jeffco Airport. Benefit for Crohn's Disease. Sponsored by Blinder Robinson. Info: Sharen Zupancic 773-8200.

JULY 24-31 (Thursday-Thursday)
SOARING CHAMPIONSHIPS, Owl Canyon Gliderport north of Fort Collins (formerly Waverly West). Sponsored by Colorado Soaring Association. Practice date July 23. Info: Norma Faulkner 756-5933.

JULY 26 (Saturday)
2ND ANNUAL MOUNTAIN FLYER'S AERO CUP RACE. Rain date August 2. Sponsored by Mountain Flyers Aero Club of downtown Fort Collins Airpark. 200 Mile closed circuit course beginning and ending at the airpark. Entry fee, cash prizes, barbecue following. Info: Jerry or Brian Richardson (303) 493-5840.

AUGUST 2 (Saturday)
AIRMANSHIP WORKSHOP, Crosson Field, Sterling. Sponsored by Colorado Pilots Association. Barbeque lunch following. Info: Ian Hastie 425-0937 (H) or 426-6460 (O).

AUGUST 9-10 (Saturday-Sunday)
POKER RUN & SAFETY SEMINAR, sponsored by Pikes Peak Chapter of the 99s. Activities begin at

Meadowlake Airport with Buena Vista as destination airport. Info: Marty Benham 471-7965.

AUGUST 15-17 (Friday-Sunday)
UNITED STATES PILOTS ASSOCIATION, Summer Board of Directors meeting, Columbus, Ohio. Hosted by Ohio Pilots Association. Info: Walt Barbo 367-0670.

AUGUST 23-24 (Saturday-Sunday)
DENSITY ALTITUDE AND WINGS SAFETY CLINIC, Gunnison Municipal Airport. Co-sponsored by Colorado Pilots Association and FAA Flight Standards District Office. Participants receive 3 hours of dual (participant's aircraft) and qualify for FAA Wings Program. Moderate fee for flight portion of program to offset flight instructor costs. Info: Vern Foster 751-9421 or Rocky Warren 641-2176 (H) or 641-2966 (O), or Mick Wilson 466-7326.

AUGUST 30-31 (Saturday-Sunday)
CPA FLY-IN TO SARATOGA, WYOMING. Easily accessible to West Slope and East Slope flyers. Fun weekend of golf, tennis, swimming, rafting, fishing and other social activities. Info: Frank and Vanita Gallo 337-5864.

AUG. 31-SEPT. 1 (Sunday-Monday)
COLORADO SPRINGS 9th ANNUAL BALLOON CLASSIC. Three-day event over Labor Day weekend. 85 hot air balloons, parachuting, ultralights, model aircraft. Proceeds to local charities. Info: Dewey Reinhard 473-2120.

SEPT. 8-14 (Monday-Sunday)
HANG GLIDING FESTIVAL, Telluride. Info: Barbara Loken 728-3041.

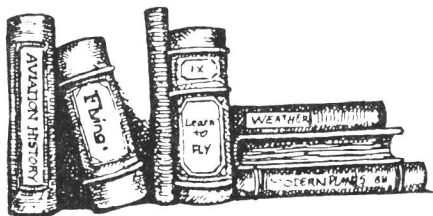
SEPT. 12-14 (Friday-Sunday)
MILE HIGH AIR DERBY, sponsored by Colorado 99s. Race open to all interested pilots. Departing Front Range Airport. Cash prizes and trophies. Info: Phyllis Kramer 237-1056.

SEPT. 13-14 (Saturday-Sunday)
GRAND JUNCTION AIR SHOW, featuring
Blue Angels. Info: Frank Miller
244-9120.

SEPT. 13-14 (Saturday-Sunday)
ROCKY MOUNTAIN AIR SHOW, Fort
Collins-Loveland Airport. Featuring
Canadian Snowbirds, Blackhawk
Aerobatics Team, Earl and Paula
Cherry, Bobby Bishop, noise static
displays. Info: Jim Bauer, Air
Show Director, 364-1316.

SEPT. 13-14 (Saturday-Sunday)
CASTLE ROCK BALLOON FESTIVAL. Info:
Joyce Bungaard 759-3907.

SEPT. 26-28 (Friday-Sunday)
CPA FLY-IN TO AMIGO INTERNATIONAL
AIR SHOW, El Paso, Texas. Combined
with U.S. Pilots Assn. Fall Board
of Directors meeting. Info: Vern
Foster 751-9421 or Walt Barbo
367-0670.



THE BOOKSHELF

by Stephen Blucher

A pilot who holds an Instrument Rating has taken one of the toughest written tests the FAA gives. Though I have not taken the CFI or CFII writtens, I have passed the Commercial Airplane and Balloon, Basic and Advanced Ground Instructor, Airline Transport Pilot and Boeing 727 Flight Engineer writtens. The Instrument was the hardest.

Knowing the material is very important. Knowing how to take the test can make a great difference. The FAA does not resort to "trick questions," but the way they ask may not be the way you learned.

From TAB Aviation Books comes "Passing Your Instrument Pilots Written Exam" (TAB #2385). Written by Jeff W. Griffin, a CFI and airline pilot, this book helps aspiring instrument pilots through the written. It also provides a refresher course for those of us who hold the rating

but file only to keep current.

The author has included sections of enroute and approach charts found on the actual written. With this information, the examinee will know in advance how the FAA sets up question situations. Many wrong answers have been given because the person taking the test misinterpreted a chart selection.

The second chapter is devoted to weight and balance. Often these questions are missed more than those on weather. What does oil weigh? The correct answer is 7.5 pounds per gallon but when was the last time the FAA gave gallons to work with! Quarts is the basic measure the FAA uses.

When do you use a SID or STAR? What if one is not available? What is a SID or STAR?

Author Griffin has also included information on FARs, nav. charts, weather, flight planning, radio usage and the test itself.

"Passing Your Instrument Written" offers all the needed information to pass the test in easy to read and understand prospective. It will help the neophyte cloud-flyer as well as the many-houred aviator.

This TAB selection (#2385) is available at the Aviator's Mart in Colorado Springs (949 Powers Blvd. at Galley), phone 574-1602, or from TAB BOOKS, Inc., Blue Ridge Summit, PA 17214. Write them for a free catalogue.

SARATOGA FLY-IN LABOR DAY WEEKEND

August 30 - September 1

The Saratoga, Wyoming, Labor Day weekend fly-in for CPAAers promises a good time for all who make it. Incidentally, one family drove last year, and some may prefer to do this and see the beautiful scenery at close hand. Sixteen rooms have been reserved for August 30-31. Make your reservation early, as the Saratoga Inn is much busier this year due to fewer people traveling overseas for vacations. To make reservations, call the Inn at (307) 326-5261, and identify yourself as a Colorado Pilots Association fly-in participant in order to get group rates of \$38 single and \$42 double. The 16 rooms will be blocked until August 22, but more than likely they will be booked much earlier by CPAAers. Don't procrastinate! Also, reserve a golf cart (if you want one) for the Sunday morning golf tournament at the time you make your reservations.

The weekend agenda is as follows:

Saturday, Aug. 30 - 1:00 p.m.

Depart by van for historic Encampment, stop at the Oasis ice cream parlor, tour the town and museum, visit the two-storey outhouse.

6:00 p.m. Meet in the lounge for cocktails.

7:00 p.m. Sit-down dinner at the Inn; baked chicken, \$10.75 each, includes tax and gratuity.

Sunday, Aug. 31, a.m. TBA

Golf tournament (make reservations with Terry Barbo, 367-0670, ASAP so we have enough tee times): 9 holes, \$8.50; 18 holes, \$12.00 - cart \$10 for 9 holes; \$15 for 18 holes.

Other a.m. activities include Inn pool, hot springs (across the street), volleyball, tennis. The Inn will drop you off at a nearby lake or fish in the river.

4:00 p.m. Float trip and steak fry, North Platte River, \$25 per

person. Make your reservations with Vanita or Frank Gallo ASAP (337-5864). We need an early head count.

Monday, Sept. 1. All day - enjoy the Inn's many attractions; walk into Saratoga and shop, visit the Rustic Bar and see the unusual dioramas there.

OSHKOSH SAFETY

by Dennis Mewshaw

Each year a number of the thousands who fly into Oshkosh are involved in accidents. Maybe not surprisingly, most of these are fuel or weather related. Many of these accidents can be prevented if pilots are aware of the potential problems and can be a little extra cautious.

Some common problem areas are listed below, and possibly you are aware of others. If so, be sure to share them with your fellow pilots, so everyone can have an enjoyable trip.

1. Don't stretch your fuel range.

2. Call ahead to confirm fuel availability.

3. Be weather wary. Low, wet areas such as around Oshkosh may catch you in unexpected fog.

4. File a flight plan and use the FSS services enroute.

5. Don't overextend yourself.

6. Don't forget our old friend "Density Altitude".

One final word of caution, "get-there-itis" has ruined more than one flight; don't let it ruin yours. Have a safe and fun summer of flying whether attending Oshkosh in August or not. And for those planning out-of-state journeys, our office has a good library of airport directories and state aeronautical charts which we would be glad to let you review or borrow.

THE PILOT'S TEN COMMANDMENTS

I. Beware of the intersection takeoff for verily the runway behind thee and altitude above thee are no more than another hole in the head.

II. Tarry not on active runways for mad confusion may result causing thee to make like a chopping block.

III. Ignore not thy checklist, for many are the switches, valves, and handles waiting to take vengeance upon thee.

IV. Look to thy left and to thy right as thou journey thru the sky or thy fellow pilots will surely buy beers for thy widow and console her in other ways.

V. Buzz not, for this incurreth the wrath of thy neighbor and bringeth the fury of the FAA on thy head and shoulders.

VI. Takest the measure of thy fuel, for verily, a tank full of air is an embarrassment at 10,000 feet. Yea, and even more so on departure leg.

VII. Push not through the scud lest the Angel Gabriel be waiting on the other side.

VIII. Trifle not with the thunderstorm for thy wings and tail feathers are like to be shorn from thine sky chariot, and thyself be cast about the firmament.

IX. Be wary of weather prophets for the truth is not always in them.

X. Check frequently thy airspeed on final lest the firmament riseth up and smite thee.

Reprinted from "Pireps," the Nebraska Aeronautics newsletter.

PEOPLES BANK
and Trust Company
WANTS to make AIRPLANE LOANS
to individuals and small companies on
single engine and small twins.

For more information, please contact
John Stedeford or Ken Hay at
364-2621.

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AURORA, COLORADO



MEMBER FDIC

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, 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 CPA 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 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 nonpilots.

Colorado Pilots Association APPLICATION FOR MEMBERSHIP

Name _____ Phone: _____ / _____
Home _____ Bus _____

Name of Spouse _____

Address _____ City _____ Zip _____

Other organizations: AOPA _____ EAA _____ 99's _____
Other _____

Pilot Info: 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: COLORADO PILOTS ASSOCIATION
P. O. Box 38555
Denver, CO 80238

MEMBERS, PLEASE GIVE THIS APPLICATION TO A FRIEND.



LOS GRINGOS Y AMIGOS

by Wayne Thetford



Gringos visiting Epcot. Back row: Wayne Thetford, Dave Burke, Randy Schnuerle; front row: Lisa Thetford, Karen Schnuerle and Sue Burke. Not pictured: Nancy and Chet Jewell

We are coming up on that time of year when all of us airport bums start dreaming up places to take our toy airplanes.

Lisa and I just completed re-doing the inside of our Comanche, and we are quite pleased with the results. We removed the old style bench seat in the back and put in reclining individual seats, plus a few other things like all new glass and all new upholstery. Now all we need is a place to fly it.

Speaking of a place to go, the GRINGOS headed to the Bahamas on May 30 for two weeks. We didn't publish this trip because of the limited housing available. We rented two houses on Abaco that are next to each other at a place called Eastern Shores of Marsh Harbor.

The flying weather was for the most part real good, and we had our usual head wind on the entire trip--it didn't seem to make any

difference which way we were going.

Our first leg of the trip took us to Knoxville, Tennessee, where we spent two days touring the Smokey Mountains. VFR flying down there is a little different than what we are used to. I have flown IFR with better visibility. However, we managed to find our way to Orlando, Florida, from Knoxville.

We spent 5 days in Orlando adding financial support to all of the tourist attractions. On the day we were supposed to leave there was a tropical depression over the islands, so we stayed an extra day in Orlando which we all seemed to enjoy.

The following day it was a very nice flight (about 2 hrs.) from Orlando to Marsh Harbor. Marsh Harbor is 175 miles due east of West Palm Beach, Florida.

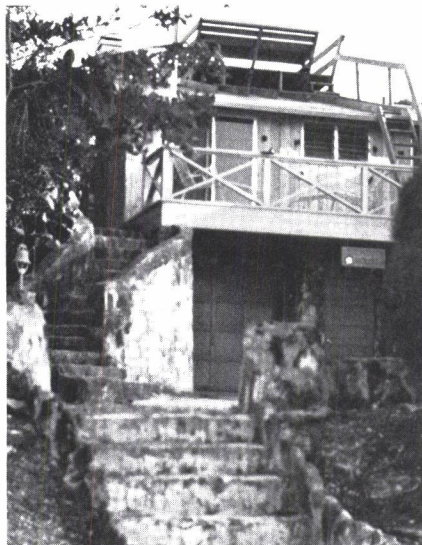
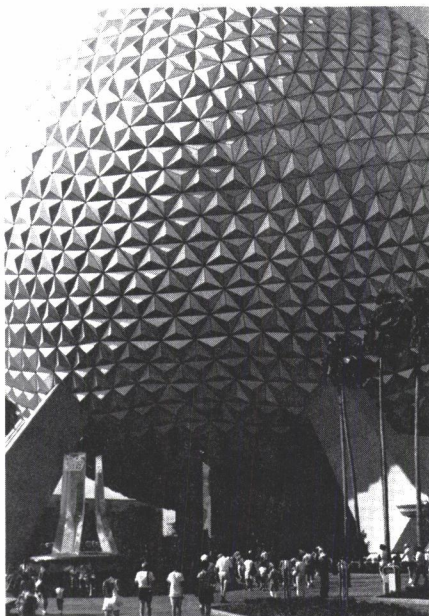
Customs was very casual and easy; however, they did take our

citrus fruit that we had picked up in Florida and they were still eating on it when we left a week later.

We spent a very nice week scuba diving, snorkeling, boating, and just plain relaxing. We also managed to eat in every restaur-

rant in Marsh Harbor, and did not find a bad one in the whole town.

We had made a deal with a taxi driver who had a large van that would haul all of us. All of the houses, taxis, and businesses had C.B.'s, so when we wanted to go somewhere we would get on the



One of our rented houses for our stay at Marsh Harbor in the Bahamas



C.B. and call for our cab, and he would be right there day or night. It made it real nice. We did have a boat that we could run to the store in, and tour all the islands around us, which were only accessible by boat.

On the day of departure we wanted to get out early but the Customs office didn't open until 9:00 a.m. With a little help from our taxi driver we cleared Customs the day before. So, all charged up to fly our little airplanes again and to get to New Orleans, which was a planned 2-day stop on the way home, we arrived at the airport at 6:45 a.m., took our official 360 degree visual weather check, all was okay and into our airplanes! Well, we finally took off at 9:45 a.m. I believe Dave (Burke) is taking some instructions on how to start an airplane!

Well, we made New Orleans about 4:00 p.m. and had two nights that were real fun, plus a day of river boating and city touring; then it was time to make our last leg home. We got in on Sunday afternoon; everyone had a smile and a tan from a sooper trip.

As far as other trips the GRINGOS plan this year--other than the scheduled CPA fly-

ins--there has been some talk about a trip into Wyoming, maybe Jackson Hole, and some very positive talk about San Carlos, Mexico, in September. If you are interested give me a call.



WELCOME TO NEW MEMBERS

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Dan Bishop, Fort Collins
Lloyd Christenson, Denver
C. Dirk Davis, Arvada
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