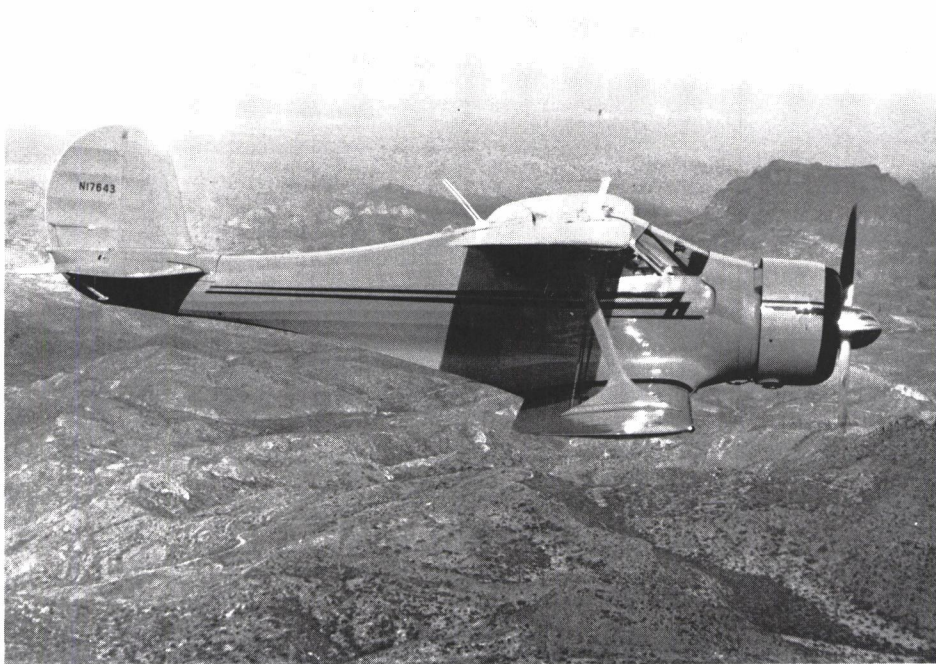


CPA FLIGHT LINES

Vol. 4, No. 5

June 1987



Robert and Ann Henley's Staggerwing N17643 enroute to Tucson during Memorial Day weekend Fly-In. See related story inside.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Sonny Elgin

The 11th Annual Denver-to-Jackpot Air Classic scheduled for July 11 is just around the corner. This is a fun time for all. Cactus Pete's are giving us nearly what they have in the past. Prize money is better than last year so the CPA will not have to make up the difference. A poolside cocktail party and reasonable room rates have been promised. (Entry forms were mailed the first part of June.)

Now to the event. Here are some surefire tips to winning:

1. Help your fellow pilots wash and wax their air machines (rub crossways--this will surely slow them down).

2. Send your heavy luggage or a friend with the fastest airplane.

3. Have your copilot and passengers go on a crash diet.

4. Bribe the weatherman; he can surely get you a tailwind.

5. Take along at least 3 extra gallons of prop wash.

6. Help your fellow contestants plan their flight (this should add at least 30 minutes to their time).

7. Give all fellow pilots a gift of a new magnet mount flashlight (poor compass).

8. Last but not least, buy all the judges cocktails at Jackpot (preferably before they start their computations).

I have tried all of the above and they DO work. "Trust Me!"

See you all in Jackpot on July 11!



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Publication Notice

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All articles should be sent to:

CPA FLIGHT LINES editor

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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, 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.

WELCOME NEW MEMBERS

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Denver, CO 80227

VYDUNA, James
2126 Wright Ct.
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UTAH PILOTS AFFILIATES WITH USPA

The Utah Pilots Association has affiliated with the United States Pilots Association, becoming USPA's 15th state organization member, according to a joint announcement by David L. Tomlinson, President of the Utah Pilots Association and Robert L. McClure, USPA President.

Tomlinson said that he was impressed by the grass roots concept of USPA organization and felt that joining USPA would serve to strengthen the Utah organization and would give them a voice in the national organization. McClure said that the goals and objectives of both organizations are identical, those being to promote General Aviation, protect the rights of pilots and to encourage pilot education and safety. According to Walter Barbo, USPA Northwest-Mountain Region Vice President, the Utah Pilots Association becomes the second state in the region to affiliate with the United States Pilots Association and joins with its neighboring state organization, the Colorado

Pilots Association. USPA Executive Director, Arnold Zimmerman, noted that the USPA membership now exceeds 6,000 members with the addition of our newest member state.

One of the immediate goals of the Utah Pilots Association is to develop the grass roots of aviation in the State of Utah by organizing local chapters in communities throughout the state, thus giving Utah pilots the opportunity to participate in the activities of the association. More information on the organization can be obtained by writing to them at P.O. Box 520026, Salt Lake City, UT 84152 or to the United States Pilots Association, 11 S. Meramec, Suite 810, St. Louis, MO 63105.

The United States Pilots Association is a non-profit, member-controlled organization of state pilot associations and their members which are united for mutual support, aviation safety and pilot education.



COLORADO AVIATION CALENDAR

JULY 4-5 (Sat.-Sun.)
PUEBLO AIRSHOW '87. Participants to include a military flying team (to be announced upon confirmation). Info: Harvey Helvitz (303) 948-3361.

JULY 5 (Sun.)
ASPEN AIR SHOW '87. (Sardy Field.) Warbirds, Zor with his "Starship Pride," Acme Duck & Airshow Co., and various aviation static exhibits. Info: Director of Aviation Office (303) 925-8698.

JULY 11-12 (Sat.-Sun.)
11th ANNUAL DENVER-TO-JACKPOT AIR

CLASSIC, departing from Front Range Airport. Sponsored by Colorado Pilots Association. Mandatory fly-by (or fuel stop) of Rock Springs Airport, Wyoming, on the 557 mile route to Jackpot. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes (amount to be published later.) Race open to all interested pilots. Info: Sonny Elgin 361-9365(H) or 363-0894(O), or Bruce Hulley 344-2843.

JULY 18-19 (Sat.-Sun.)
PRECISION FLYING COMPETITION sponsored by Pikes Peak 99s,

Fremont County Airport. Open to all licensed pilots, minimum of 100 hrs total flight time, limited to single-engine aircraft, includes flight planning, a short cross-country and precision landings. Finalists eligible to compete in region & national rallies for a position on the U.S. Precision Flying Team. Registration fee - \$15; entry kit - \$2.00. Deadline - July 11. Safety Seminar, no charge. Info: Sharon Roush (303) 544-6450 (evenings) or (303) 495-4505 (days, evenings).

JULY 31-AUG 7
EXPERIMENTAL AIRCRAFT ASSOCIATION ANNUAL OSHKOSH FLY-IN AND CONVENTION, Wisconsin.

AUG 15 (Sat.)
AIRMANSHIP WORKSHOP AND COMPETITION, Sterling (Crossman Field), Colorado. Sponsored by Colorado Pilots Association. Barbecue lunch following. Info: Ian Hastie (303) 425-0937(H) or (303) 426-6460(O).

AUG 22 (Sat.)
WESTERN FLY-IN FESTIVAL and GOLF TOURNAMENT, Craig, Colorado. Golf course right next to airport. Info: Roger I. Gerrard (303) 824-3231(O) or (303) 276-3300(H).

AUG 22 (Sat.)
3rd ANNUAL MOUNTAIN FLYERS AERO CUP RACE from downtown Ft. Collins Airpark, a 250 NM multi-legged, closed course, open to all Private Pilot Certificate holders or better and to aircraft of not less than 85 hp nor more than 500 hp, Loran and R-Nav prohibited. Prizes: \$200 and silver cup, 1st; \$100 and trophy, 2nd; \$50.00 and trophy, 3rd. Race info packets free. Entry fee \$35 including luncheon. Info: Mountain Flyers Aero Clubs Inc., 2200 Airway Ave., Ft. Collins, CO 80524 -- (303) 493-5840 or 5841.

SEPT 5-7 (Sat.-Sun.)
FLY-IN TO SARATOGA, WYOMING.

Sponsored by Colorado Pilots Association. Easily accessible to both West Slope and East Slope flyers. Fun weekend of golf, tennis, swimming, rafting, fishing, and a number of social activities. Info: Walt or Terry Barbo 367-0670.

SEPT 11-12 (Fri.-Sat.)
JEFFCO AIR SHOW '87, Jeffco Airport. Navy's Blue Angels will perform both days. Remainder of program still in planning stages. Info: Jeffco Airport 466-2314.

SEPT 17-20 (Thurs.-Sun.)
RENO AIR RACES; a reminder for those considering a fly-in to this event.

SEPT 18-20 (Fri.-Sun.)
DENSITY ALTITUDE AND WINGS SAFETY CLINIC, Pagosa Springs (Stevens Field), Colorado. Cosponsored by Colorado Pilots Assn. and FAA Flight Standards District Office. Participants receive three 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, Mick Wilson 340-5400 or Larry Bartlett (303) 731-2489.

SEPT. 19-20 (Sat.-Sun.)
MILE HIGH AIR DERBY, sponsored by the Colorado Chapter of The Ninety-Nines, Inc., open to all pilots, cash prizes, trophies and product prizes. Round robin course from Front Range Airport, limited to stock model aircraft between 140 and 570 total horsepower. Entry fee - \$50 (covers pilot and co-pilot). Entry deadline August 1. Race Kit and Info: MILE HIGH AIR DERBY, 14437 W. 32nd Ave., Golden, CO 80401-1475.

SEPT. 19-20 (Sat.-Sun.)
12th ANNUAL SOUTH PARK MOUNTAIN SAFARI. Info: Joyce or Gloria at the Life Cycle Balloon School (303) 759-3907.

THE STAGGERWING

by Robert Henley

"The Beech Aircraft Company was formally organized on April 1, 1932. During the next two years it would build only four airplanes. The road ahead would be rocky, and hard. To say that it started on a shoestring, ran on a shoestring, and make the grade on a shoestring would be something of an understatement." [Robert T. Smith, *Staggerwing!*, rev. Thomas A. Lempicke (Cody Publications, 1979), p. 15.]

It is hard to believe someone would have the guts to start a new airplane company in the middle of the Depression! Walter Beech had the guts to do it. Beech was in a partnership with Lloyd Stearman and Clyde Cessna in the 1920's. Travel Air was the company. Beech, Stearman, Cessna, and Travel Air - those names are tied to most of the classic aircraft we know today. At one time they were all together in one company.

But back to the story. Beech believed an airplane should be a biplane. He wanted it to be four place, use conventional construction for the period, and use a Wright radial of 420 horsepower. The specifications called for it to top 200 mph and land at 60 or less. In 1932, this would be quite a feat if he could just approach these ambitious goals.

The aircraft would be Model 17, the last Travel Air was Model 16. On November 4, 1932, the Model 17 made its maiden flight. A few days later it was clocked at 210.2 mph. Tests showed cruise to be about 170 mph which was easily 49 to 50 mph ahead of the competition. The unique appearance of the negative stagger of the wings led the Model 17 to be called the Staggerwing.

Several model designations were manufactured from 1932 through

1946. In fact it was A through G. The first one, A, was a fixed gear. All others were retractable gear. Engine size was the main difference, however at D the fuselage was lengthened and flaps were added. The D and G had a fully cantilever empennage.

A good way to describe the Staggerwing is it was the Learjet of the 30's and 40's. Every major oil company had at least one to carry their executives to business meetings and to drill sites. The military bought several hundred Staggerwings for use during the war to transport personnel. Staggerwings won many cross-country speed races in the 1930's also.

N17643

N17643 was manufactured in 1943 for the Navy. GB-2 was the Navy designation. The civilian designation is D17S. The "S" stands for the engine type which is the Pratt and Whitney R-985 that develops 450 hp. at 2300 rpm and 36.5 inches manifold pressure. These settings are for takeoff power only. "Top of the green" is 2200 rpm and 34.5 inches which gives 400 hp. No research has been completed to determine its war record. It was sold as surplus after the war and had several owners over the years. My wife and I bought the airplane in 1980 from a gentleman who had been trying to restore it but ran into some personal problems which forced him to sell. The airplane had not flown since 1965. The airframe had about 1200 hours total time and the engine had about 330 hours since major.

My dad, J. H. "Skid" Henley, restored the airplane. He has a hangar and landing strip behind his house in McAlester, Oklahoma. Father has over 50 years exper-

ience in the aviation business, as a mechanic, pilot, flight instructor during the war, and crop duster after the war. By the mid 50's he had over 50 ag planes working from Quebec, Canada to Panama in Central America.

It took almost two years of elapsed working time over a five year period and about ten man-years to complete the task. Two people were hired to assist and one volunteered his time. The airframe was completely stripped and every part was cleaned, inspected, and primed before reassembly. The fuselage is tubular with wood formers to provide the shape. The wings, flaps, and ailerons are wood along with the vertical and horizontal stabilizers. The rudder and elevators are tubular.

The wings were in good shape; they only needed about three weeks of work to prepare them for cover. The flaps needed a week of time, but the ailerons had to be completely rebuilt. One was borrowed from a friend and the other was rebuilt by replacing the spar and most ribs.

The fuselage took the most time with the wiring, control cables, wood formers, and gear retract system. The instrument panel was redesigned and all new or rebuilt instruments installed. The airplane was covered with cotton and 37 coats of butyrate dope were applied. The final coats were AN yellow, a beautiful color. The engine was topped and the prop was overhauled. Radio installation was laid out and racks were built to hold them.

Both the landing gear and flaps are electrically operated. The gear is retracted and extended with a bicycle chain and slide tube arrangement. Power from the flap motor to the flap mechanism is transferred via speedometer

cable. Quaint, but it works very well.

Assembly, rigging, and system checkout took about six weeks. Then we sat waiting for the interior to be done so we could test fly. Finally on May 9, 1985, N17643 flew for the first time since 1965! It was rigged perfectly and flew hands off. No major problems but several minor ones.

The prop worked fine on the ground but at altitude it would not "come back" to cruise rpm - 1800. The governor was changed, different counter-weights were used, adjustments were made, but nothing seemed to fix the problem. At the first annual the prop was taken back to the shop and finally the problem was solved. The base angle for the prop, the amount of pitch available at coarse pitch, was set 6 degrees off. All other problems have been minor and my yearly maintenance bill has been small so far. I credit this to the complete rebuild and the fact we overhauled or repaired every piece on the aircraft.

The D17S cruises at about 189 mph (TAS) at 75% power at 10,000 ft. Top speed is 210 and stall is 62 in landing configuration. Fuel consumption is 26 gallons at the above cruise. I generally run 60% power and burn about 19 to 20 gallons per hour. Using mogas keeps my cost down. Oil consumption is about one pint per hour and the oil tank capacity is 6.5 gallons. Total fuel capacity is 121 gallons in five tanks which gives me five hours plus some reserve.

A total of 781 Model 17's were built and 269 are still in existence with around 130 still flying. It is a fun plane to fly and is considered by some to be the best antique to own and fly. And N17643 seems to always draw a crowd wherever she goes.

HEARD ALONG THE FLIGHTLINE

The slogan, "I'd Rather Be Flying," became a prayer for CPAer DAVE BURKE of Lakewood recently. It seems that one Friday afternoon during rush hour Dave was driving a truck containing various building materials including several sheets of plywood when right smack in the middle of a busy intersection the sheets of plywood fell from the truck into the street. As traffic backed up and a traffic watch helicopter hovered overhead, Dave attempted to put the 70-lb. plywood sheets back on the truck with the help of a few sympathetic drivers. We asked Dave how long it took to clear the intersection. His response: Three weeks!

*

We are happy to report that MEAGAN, the doberman pincher owned by some folks close to FLIGHT LINES, gave birth to a litter of seven puppies this spring. This momentous event compelled Meagan's owner to take some time off from her job to puppysit. Which in turn compelled us to ask if this is a new form of maternity leave?

*

Jeffco Airport Assistant Manager BOB LOHNE tells us that five new executive hangars (50' x 50') will be built on the airport this summer. Incidentally, cost of repairing hangar damage resulting from the January 30 storm (pictured in April FLIGHT LINES) was \$30,000.

*

CPA member JOHN GAYLORD flies DC-10's for a living as a captain with Continental Airlines. He has much greater recognition in general aviation circles, however, where he is pilot/owner of a Cessna T210, is past president of the Cessna Centurian Assoc-

iation, and has led several flying tours for the association to Mexico and elsewhere . . . one with 16 aircraft. He is also a very accomplished aviation photographer with many of his photographs published as greeting cards and distributed by Boulder Specialties Ltd. Perhaps we can talk John into sharing a few of his photography secrets as well as a cover photo for a future CPA FLIGHT LINES.

*

Some interesting "tid bits" out of the FAA FLIGHT SERVICE. Those frustrated over delays in reaching the FLIGHT DATA position can bypass the system by calling 1 800 843-5619. The direct link to Flight Data is only for changing clearances and canceling flight plans. Those wishing to file or obtain weather briefings must still call 799-7000 and wait in queue. Also, effective immediately, airborne communications are dropped from nav aids at Thurmond, Hugo, Pueblo, Toby and Kiowa. Problem was frequency congestion. Understand frequency 122.6 has been dropped at Denver for the same reason.

*

The NASA Aviation Safety Reporting System was established to identify problems in the aviation system which require correction. But it offers a fringe benefit in addition to pilots who unintentionally violate Federal Air Regulations. The little known benefit provides immunity from FAA enforcement action in cases where a NASA report is filed within 10 days of the incident. Reporting forms are available from FAA Accident Prevention Specialists. Expect an article on the reporting system in a future issue of FLIGHT LINES.

THE 2ND CPA MOUNTAIN FLYING COURSE

by Vern Foster

The second CPA Mountain Flying Course was held at the facilities of Rocky Mountain Piper at Jeffco on May 29, 30 and 31. Ground school was conducted by Bruce Hulley on Friday evening. The mountain cross-country training flights were conducted Saturday and Sunday.

The pilots were DON FULTON and BILL BROWNFIELD (and wife Ann) of Kansas City; DARYL HAERTHER, Strasburg; RON HANIWALT, Fort Collins; TOM McFARLAND, Littleton; RICHARD SUNDERLAND, Longmont; CRAIG DUFFY, Arvada; JOHN SASSO, Denver, and MIKE CASEY of Englewood. Each pilot was furnished a new Colorado Aeronautical chart along with a packet of mountain flying and density altitude materials.

The instructors chose routes to fit the aircraft and weather conditions. The list of airports

visited included Kremmling, Glenwood Springs, Aspen, Leadville, Buena Vista and Salida. Several pilots visiting Leadville purchased the clever "HIGHEST AERODROME IN THE U.S." teeshirts.

A variety of aircraft made the trips including a Mooney 201, Cessna 172XP, Cessna 182, Cessna 206, Piper Cherokee 235 and Piper Archer. FAA Accident Prevention Specialist Mick Wilson was on hand during the Friday evening ground school session.

A special CPA 'thank you' to JEAN TUCKER and ROCKY MOUNTAIN PIPER for the use of their classroom and office facilities.

The following instructors provided the training: BABETTE ANDRE, JEFF RICE, JOHN SIMMANCE, BRUCE HULLEY, VERN FOSTER, SUSAN RHODES and STEVE PHELPS.



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MEMBER FDIC

MEMBER-GET-A-MEMBER PROGRAM

by Bill Totten, CPA Secretary
Membership Chairman

Colorado Pilots Association is seeking greater member participation and growth through its new MEMBER-GET-A-MEMBER PROGRAM. While providing the incentive of a reduction in your next CPA membership dues, this program offers members the opportunity to inform and educate new pilots and friends about CPA's contributions to the general aviation community. This is how it works:

Beginning June 1, 1987 we will automatically credit your next year's membership renewal \$5.00 for each new member you bring in. The new member's application must state "Referred by (your name)"

in the upper right hand corner. This program will run only until August 31, 1987. The sponsor application below will get you started. Should you need additional applications, either photocopy the application or call Margaret Dwelle at 366-2555 for additional ones.

Don't wait! Start lining up those potential new members NOW. You have an opportunity to help your association grow and get a discount on your next year's membership dues. I thank you in advance for helping us grow with more pilots like you!

Colorado Pilots Association
APPLICATION FOR MEMBERSHIP

REFERRED by _____

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 check payable to:

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

THE BOOKSHELF

by Stephen Blucher



Now and then a new book appears on the market that stands out as good reference material and a teaching aid. I differentiate between the two as many of us have learned what is in the book and passed all the tests but sometimes find we have grown rusty on a point or two.

Recently, for example, a pilot started flying sky-divers and had to recalculate the weight and balance figures for the aircraft. As it had been some time since he had done any weight/arm/moment problems, he asked this writer for some assistance.

In my library I have two books from the TAB Aviation series that I loaned him. Written as basic learning books, "The Private Pilot's License Program" (TAB 2371) and "The Commercial Pilot's License Program" (TAB 2381) were able to jog the pilot's memory and help him solve the problem.

The author may be known to some of you. He lives in Littleton, has been involved in the aviation training programs for Littleton High School and Arapahoe Community College and is a former

operations instructor for United Airlines.

Dr. Ben Millspaugh has written both books to go hand-in-hand with flight training. While too often books simply dole out information and facts in a non-descript way, these two books go along with what the pilot is learning in the cockpit. This allows the flyer to put flight knowledge and what has been learned in the classroom together in a meaningful relationship.

There are some flight instructors who can teach a student to be a great "airplane driver" but are not born classroom teachers. It takes a combination of the two to make a "pilot." Dr. Millspaugh has 3000 flight hours and nearly four times that as a ground instructor. His books are well written, easy to read and most importantly, very understandable.

"The Private/Commercial Pilot's License Program" may be ordered from TAB Books, Inc., Blue Ridge Summit, PA 17214 or purchased at The Aviator's Mart, Powers and Galley, Colorado Springs.

FROM DENVER-TO-JACKPOT AIR CLASSIC CO-CHAIRMEN

Over the years the competition during the
DENVER-TO-JACKPOT event has become intense

REMEMBER: Safety is First

LOS GRINGOS & AMIGOS

by Terry Barbo



The planes flew in loose formation. Shown here is the "Cropduster Flight" made up of (l. to r.): the Jewells' S-35 Bonanza, the Henleys' Staggerwing, the Burkes' Mooney 201, and the Thetfords' Comanche 250.



The three turbos flew as a separate "Astronaut Flight." Shown here are the Merkowitzs' Beech 36TC and the Dalys' Cessna T182RG.

"Caution all aircraft! There's a bunch of little airplanes out there stepping all over each other." Thus was the lament of a harried air traffic controller on Friday afternoon as the Gringos descended on Tucson International Airport for the long Memorial Day weekend.

A total of eight airplanes departed the Denver area from three different airports under very cloudy skies early in the

morning for the first leg of the trip to Farmington, NM, where we all collected for breakfast. Following a bit of confusion at the restaurant, the group was rerouted to an already prepared area after it was discovered that we were the expected group, not some bunch of balloonists.

We ought to point out that meals became quite festive occasions due to the number of people making this particular



Waiting for the limos at Tucson. Seated: Bevin Barbo, Ann Henley, Kelli Henley, Sue Burke and Nancy Jewell.

trip. There was a total of 30 people which made reservations a necessity. Our thanks to Wayne Thetford for making all the arrangements. He did a super job.

Following breakfast, and everyone having had a chance to get acquainted, the squadron took off for Tucson. Some turbulence was encountered almost immediately after takeoff. Upon landing, we found a few people "holding the bag" and noticed a few others a bit colorful around the gills. However, the youngest member of the group, "T.J." Daly, making his second lengthy trip at the ripe old age of five months, weathered the bumpy conditions without a whimper.

Upon landing at Tucson, we were directed to the Executive Terminal area. A slightly bewildered man with a golf car-type baggage cart arrived to ferry our baggage to the terminal. He probably wondered what was going on as he kept piling bags upon bags until the cart was overflowing and stuff falling off. But it all

got transported to the sidewalk outside the Terminal eventually.

Wayne had reserved three vans for our use during our stay. While some of the guys went to get the vans everyone had a chance to regroup, get whatever service at the FBO they needed, and the sick recover. Faces lighted up as Tom Daly opened up his ever-present cooler from which came some very welcome liquid refreshment. This sort of put everyone in a festive mood and got us off to a great start.

Getting 30 people and their baggage into three vans and one rental car took a bit of doing; soon our caravan was enroute to the Quality Inn in east Tucson.

Our accommodations were all we could have hoped for; spacious rooms with kitchens, beautifully landscaped grounds, a lovely pool and hot tub. Breakfast was provided each morning next to the pool and a cocktail party each evening at the same location.

Needless to say, the pool and



The hotel's hot tub had a lot of use. Most of these individuals declined to be recognized; however, we volunteer that the prominent man in the foreground is President of an Aurora bank.

hot tub saw lots of activity. The weather was ideal throughout with temperatures in the low to mid 80's, bright clear skies mostly, occasionally punctuated by a slight breeze or cotton candy puffy white clouds.

On Saturday morning the vans headed out for Tombstone, described as a truly historical American landmark of our 1880 western heritage. It is located about 60 miles southeast of Tucson. We had a chance to walk these old streets, visit museums, shops, galleries, and have lunch. We were very pleasantly surprised at the prices on the lunch menu at the Lucky Cuss Restaurant where a grilled cheese sandwich was listed at 95¢! Everything else was priced very reasonably. This in a tourist town, no less!

A famous point of attraction in Tombstone is the O.K. Corral where one of the wild west's great gun battles occurred between Wyatt Earp and some outlaws. We saw a small diorama depicting the actual battle. We

visited the Bird Cage Theatre from which originated the song, "I'm Only a Bird in a Gilded Cage." This honky-tonk stayed open 24 hours a day for nine years during the silver boom; had a reputation as the wildest, wickedest night spot; gambling and prostitution flourished; it was the sight of 16 gunfights as evidenced by the 140 bullet holes in the walls and ceilings. Wyatt Earp met his third wife there.

The Bird Cage closed when in 1889 flooding ended the mining business. In 1934 it became a Historic Landmark of the American West when it was opened as a museum. Almost all of its original furniture and fixtures are preserved, including its massive grand piano and gambling tables.

Tombstone also contains the world's largest rosebush. It has been featured in BELIEVE IT OR NOT and is now listed in the Guinness Book of Records. It was planted from a root that came from Scotland in 1885 and now



Most of the gang visited Tombstone.

spreads over an arbor that covers more than 7,000 square feet. Each spring it is covered with millions of tiny white blossoms. It is called a white Lady Banksia. Interestingly enough, it has no thorns.

We all spent a good part of the day at Tombstone, returning to our motel in time to get ready for the cocktail party by the pool. We enjoyed three great dinners at different restaurants all selected and arrangements made ahead. We ate at the Hidden Valley Inn the first night where we had the pleasure of viewing an enormous lighted display of handcarved miniatures depicting a traveling circus of the 1930's. It was fascinating and represents the life work of the artist, Jean Le Roy. Several other exhibits were displayed throughout the restaurant.

Sunday morning was the highlight of our trip. The vans made the trip to the Arizona-Sonora Desert Museum. The route there took us through a beautiful saguaro forest which was indeed impressive. All living animals and plants of the Sonoran Desert region are exhibited here. Throughout the buildings and extensive grounds there are docents located at various spots

giving talks and demonstrations. This is a MUST for anyone visiting Tucson. The exhibits are -- permit me to use an overused word - AWESOME. What an area! I know that everyone enjoyed the museum, found it magnificent and impressive.

Some of the gang visited Old Tucson, a movie set location; some toured the Air Museum (now, really, could THAT be passed up by a bunch of pilots); and a small group of the gals drove around looking at houses and golf courses. We even stopped off at a cactus nursery where we had to restrain ourselves from buying 'big' and settled for some little ones instead.

The moment of reckoning came upon us all too fast. Wakeup calls disturbed our adventure on Memorial Day morning at the ungodly hour of 5:00 a.m. Our leader had decreed that everyone be on the doorstep, bag and baggage, at 6:00 a.m. for departure to the airport. Everyone made it except the Dalys. "T.J." declined -- he felt it was okay for Mom and Dad but he just wasn't ready to travel that early.

Seven airplanes cranked up and winged their way - some in a sort

of formation pattern - to Page. Our plan was to have a picnic there in mid-morning since no one had time for breakfast. We discovered that it was a bit chilly to eat outdoors. After a wee bit of group discussion, our food was laid out in a corner of the terminal building where everyone helped themselves by making their own sandwiches. Ken Monahan and I shopped at the local grocery store for the fixings the evening prior. The leftovers were donated to some helpful lineboys.

Those of us who have taken previous Gringo trips should have been suspicious as to why we went out of our way to Page. It seems that the attraction there--that big body of water called Lake Powell--is a magnet to certain pilots. I guess you haven't lived until you fly the length and breadth of that lake, doing your thing and providing an aerial show for the folks on the boats. I noticed that it took us about half an hour to complete that portion of the flight.

The rest of the flight home seemed to go fast. As we approached the Denver area the flight of six (we passed Tom

Bein's Cessna 182 somewhere in southern Colorado) broke off to go to their destination airports. One of the nice things about group flying is the constant chatter going back and forth between the planes and everyone keeping tabs on each other. I must say the formation flying probably improved immeasurably this time and the cameras got a good workout.

All in all, this was one of the BEST Gringo trips. Even though it also was the largest people-wise, everything went smoothly and I can truly say in behalf of all the gang, going with the Gringos is THE ONLY WAY TO GO.



Attire for viewing aircraft at the Air Museum.

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