

CPA FLIGHT LINES

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~~April~~ 1999



Wanda the Wonder Wagon takes CPA members Rob and Andy Duncan along with bicycles, scuba equipment, and camping gear to Baja, Mexico for an adventurous, yet relaxing, two week vacation. Read about Wanda's adventures starting on page 7.

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President's Message

Spring moisture season is drawing to a close (I hope). As I write this I am looking out the window at blue skies for the first time in two weeks. I spent yesterday flying rescue personnel to Oklahoma city in the wake of the disastrous tornados that struck there the night before and I know that we are all ready for some better flying weather. I am sure we will get or share of terrific flying weather as we always do, and my experience yesterday reminded me that most of us need to be careful as we get back into a busier flying schedule.

I am blessed with a job that has me flying a thousand hours each year in dozens of different types of aircraft. Yesterday I had a call from a gentleman who owns a Cessna 421. He needed someone to fly his airplane to Oklahoma city and back. His regular pilots were unavailable. I pulled the charts together, grabbed a co-pilot, preflighted the airplane, checked weather, took on three passengers, and blasted off for an interim stop in La Junta to pick up another passenger. I had flown this extremely complex airplane many times before (I am the former owner) but I had not flown it in six weeks. I found myself working hard to keep everyone safe and the passengers happy in light to moderate turbulence while dealing with Denver Class B airspace, talking on the radios, avoiding convective buildups with the radar and storm-scope, dodging traffic, switching between

cabin heat and air conditioning, managing the engines so as to save fuel and avoid shock cooling, managing the 5 fuel tanks so as to keep the fuel in the tips to smooth the ride, navigating with numerous weather diversions, and teaching a copilot most of whose 300 hours of experience is in a Tri-Pacer. I was busy!

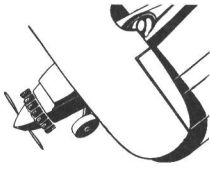
We never dropped a ball, but it wasn't until halfway through the second leg of the trip between La Junta and Oklahoma City that I felt truly comfortable in the airplane again. It took a while for my hands to find the correct switches by themselves, to remember how to use the 421's GPS quickly, to recall that the right engine likes about a gallon per hour more than the left, to be truly ready to handle the unexpected safely. I think we all run into this from time to time - especially this time of year. I urge you to take this into account as your flying schedule accelerates this summer. Will you be as proficient today as you were last September? If you are not sure, consider doing something about it: Spend some time with a CFI getting an early BFR, add an endorsement or a rating, become night or IFR current, practice crosswind landings, etc. Take CPA's mountain flying course, read a new aviation book, enjoy yourself and maintain your proficiency. See you at the airport!

--Will Barclay

CPA Wings Over Scotland

CPA member Bill Wright recently returned from an aviation holiday in Scotland. Much to his surprise in Wick, Scotland he came across the Colorado Pilot Association wings sticker on the office wall of Far North Aviation along side other stickers from around the world. This sticker was hand delivered and hand stuck by Sarah and Will Barclay on their way home from Africa. CPA stickers and lapel pins make a great inexpensive gift to hand

out on your aviation adventures. Help spread the good word of Colorado aviation or just have fun adding a sticker to someone's aviation wall this summer. Use the handy order form on the back page of the newsletter and order a few extra stickers and pins and stash them away in your flight bag. You never know when that perfect sticker moment may arise!



Hot Springs Fly-in

Don't Forget your bathing suit!

We have a great fly-in trip planned for June 26-27! We're going to fly to Thermopolis, Wyoming, to visit Hot Springs State Park. The little village of Thermopolis is in an out-of-the-way place, where not many tourists visit. The park is named and renowned for their hot mineral springs, visited by Indians for decades before white man ever came into the territory. It is credited with magical healing powers. In 1896 a treaty was signed with the Shoshone and Arapaho Indians, which gave the public use of the largest mineral hot springs in the world.

There is a huge complex in the park, with several different hot spring pools, and indoor/outdoor facilities for most of them. Plenty of slides, and play stuff for the kids at each place. The favorite water place for the locals, after dinnertime, is a large white rectangle-shaped dome. It has a sauna, a steam room, and two giant pools with varying temperatures. The atmosphere is quiet and relaxed. Much to my delight, people strike up a conversation, and you are easily included in the group.

Our main focus on this trip is to fly in, enjoy the hot spring park, and take a leisurely flight home the next day. The park itself is located at the edge of downtown Thermopolis. (A LONG walk from the airport.) Bighorn River runs beside it, and there is a wonderful river walk that takes you along hot spring pools, descending mineral formations, and a rainbow of colored mineral deposits bordering the river. Picnic tables are located on one side of these mineral formations, the river is on the other side. Hot water spills into the river in several spots.

This marvel of hot water formations seem as though they could have been picked up and transported straight from Yellowstone National Park. It easily equals many of the pools and

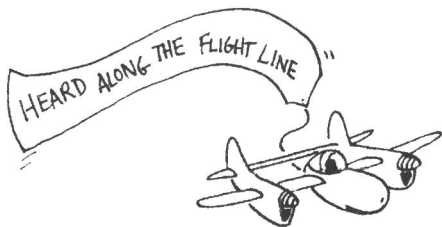
formations you find there. But you won't have the mobs of people in Thermopolis!

There are several things to do if you want to fly in early. There is a nine-hole city golf course right beside the airport. There is a boat ramp and fishing on the Big Horn River. Canoeists, tube riders and boaters enjoy the waters. There is also a fishing pier, where anglers try for brown and rainbow trout. You can also walk along the river's edge, and fish the river that way. Take a walking tour of the little town, stop in their museum located on Main Street.

There are several Bed & Breakfast establishments in Thermopolis, and an attractive motel located right next to the hot spring park. You won't find exciting places to eat however. The best restaurant in town was supposed to be the golf club-house, the Legion Supper Club. We tried it. It was like going back in time 30 years, to what I knew as a kid growing up in a little town in Montana. Plain salad, mashed potatoes, ordinary roast beef, well boiled green beans. However, we stayed at a Bed & Breakfast, and their food was outstanding.

The airport, Thermopolis-Hot Springs Co (THP) is located on top of a hill, overlooking the town, and valley. The elevation of the field is 4580, and the strip is long enough to take small jets. All services are available at the FBO.

This makes a wonderful week-end get-away, and mid-June will give us plenty of day-light to enjoy the hot spring park, take a river walk, and watch the sun set. If you have a few questions, please call the Martynys at (303)449-6875, or email: jmartyny@compuserve.com. If you want to sign up for the trip, fill out the flyer included in this newsletter, and return it to John and Cathy Martyny in Boulder.



DID THE GOVERNOR'S PLAN FOR TRANSIT IN THE DENVER SOUTHEAST CORRIDOR KILL THE MOUNTAIN AWOS PROGRAM?

Possibly. Through an unusual set of circumstances that can happen only in the political process.

The scenario begins as part of the governor's election commitment to ease traffic congestion in the southeast corridor by adding a rail line and new highway lanes to I-25. How to accomplish this has been bounced around in various governmental offices and in the current session of the General Assembly. Construction cost for just the rail part of the plan would be in the ballpark of \$30 million/mile. We're talking big money. For a plan that would not be feasible without federal transit grants. Here's where the issue gets sticky.

Elected officials of the Regional Transportation District, the only state agency authorized to accept federal transit grants, have been less than enthusiastic of the plan. Which created a movement within the General Assembly to enact legislation to give equal authority to the state to accept federal transit grants. The strategy for getting there is what affected our aviation program.

HB 99-1034 WAS THE BILL THAT WOULD HAVE FUNDED THE AWOS INSTALLATIONS.

Appeared to be a "shoo-in" until a strange thing happened. SB 99-040 lay in the background as an "Intent Bill." Entitled, A BILL FOR AN ACT CONCERNING A STATEWIDE TRANSPORTATION POLICY, AND, IN CONNECTION THEREWITH, DEVELOPING IMPROVED INTRASTATE COMMERCIAL AIR SERVICE IN COLORADO, it included a few motherhood statements, but little else. No significant programs. Until it was amended to authorize the state to accept transit grants . . . an action that fueled the fires of political conflict . . . and caused an erosion of support for HB 99-1034. That appears to be what

happened. The bill failed in the House Appropriations Committee by a 6/5 vote.

Without getting into the politics of the issue, as of this writing it appears certain that the state will gain authority to accept federal transit grants. One consolation, at some time in the future, as we ride the new transit line from downtown Denver to the Tech Center, we can delight that we gave up a program to enhance safety of flight in the mountains for this worthy cause.

BUT ALL MAY NOT BE LOST. Heard feedback that some state representatives felt such guilt over the backlash caused by their strategy to gain federal transit grant authority that they have committed to find another way to fund our mountain AWOSs. Not worth holding your breath about. But a dim hope.

FAA DETERMINES THAT A PROPOSED 1,950 FT AGL ANTENNA TOWER TO BE LOCATED NEAR BYERS, COLORADO WILL NOT BE HAZARD TO AIR NAVIGATION. Providing it is marked and lighted. Coordinates shown in the determination are Latitude 39-52-59.94 N and Longitude 103-54-31.82 W . . . which plots at approximately 15 nm northeast of Byers. Appears to be along the VFR route used by north/south traffic to by-pass characteristic bad weather in the Monument Hill area. The FAA study disclosed that the tower would have no substantial adverse affect on air navigation. Without an appeal, the determination will become final on 5/22/99. In the event of an appeal, the determination will not become final pending disposition of the appeal. The CPA Airspace Committee is reviewing the proposal and will keep you posted of any actions taken.

IS JEFFCO AIRPORT ADMINISTRATION TRYING TO IMPROVE ITS IMAGE? For awhile it appeared that CPA would have to relocate its planned departure of the 23rd Annual Denver-Jackpot Air Classic from the Jeffco Airport terminal to some other location on the

airport . . . or possibly some other airport. Because of the conflict between airport administration and a portion of the pilot community. And a space rental policy adopted by the new airport administration. That was all clarified during the last week of April when CPA representatives were told that Jeffco Airport would be delighted to offer use of its terminal building for the Jackpot departure.

JEFFCO AIRPORT WILL ALSO JOIN OTHER SPONSORS BY PROVIDING COMPLEMENTARY SPACE FOR THE 3RD ANNUAL COLORADO AVIATION CAREER EDUCATION (CACE) YOUTH SUMMER CAMP. The event will be held in the Hotel Meeting Room of the airport terminal building on July 19 - 24. For those unfamiliar with the CASE program, it is an intensive one-week program that introduces a group of 20 high school students from throughout the state of Colorado to career opportunities in aviation. It consists of classroom sessions, featured speakers, and field trips to a number of aeronautical firms which offer aviation related employment. The final day (Saturday A.M.) of the event includes a "Young Eagle" flight in a general aviation aircraft, graduation ceremonies and a brunch. Sponsors of the event are the Fantasy of Flight Foundation, Colorado Division of Aeronautics, Jeffco Airport, and a long list of individual volunteers who give of their time and effort to give something back to aviation.

VOLUNTEER PILOTS AND AIRCRAFT NEEDED FOR THE CACE YOUNG EAGLE FLIGHTS. Weather permitting,

flights will operate from the Jeffco terminal ramp starting at approximately 8:00 a.m. on Saturday, July 24. For particulars, contact Walt Barbo at 303/367-0670. E-mail: OldFlyer@compuserve.com.

DOES JEFFCO AIRPORT REALLY HAVE OVER 150 PROSPECTIVE TENANTS WAITING TO RENT ITS T-HANGARS?

Possibly. There are that many on the waiting list shown on its website at <http://jeffcoairport.co.jefferson.co.us>. Some dating as far back as early 1991. However, I suspect this number would drop dramatically if a reasonable fee was required to enter ones name on the list. And the tough new lease policy could dissuade many. Yet, there are enough on the list to explain why the airport can feel comfortable in its "get tough" policy. If

they lose a few tenants . . . there are many more waiting.

ONE VICTIM OF THE JEFFCO "GET TOUGH" POLICY MAY BE A GAIN TO THE WINGS OVER THE ROCKIES AIR & SPACE MUSEUM. A Reno Air Race veteran, a clipped-wing WW II Chance Vought Corsair (F4U), has been stored for a number of years in one of the Jeffco T-hangars. Owners, caught in the middle of the new hangar lease policy, may accept an offer to relocate the aircraft as an exhibit in the Museum.

SOME AIRCRAFT OWNERS HAVE ALL THE LUCK . . . BAD LUCK! Just ask CPA member Larry Merkowitz. It's been nearly 4 years since he had the misfortune to penetrate a hail storm in his A36-TC Bonanza. After several months of ground time, some new sheet metal and new paint, he was back flying again. Only to have a continual problem with engine surges on a rebuilt engine. A replacement factory rebuilt took care of that problem. For awhile. He now finds that his factory rebuilt is in a group with potential crank damage. Grounded again.

CPA MEMBER DAVE GORDON MAY TAKE TEMPORARY POSITION AS ASPEN AIRPORT MANAGER. Following the departure of Scott Smith who is relocating as airport manager to Ventura, California. Not surprised to see Dave go back into airport management after leaving Jeffco. Aspen will go through the protocol of advertising for a new manager, but I suspect, if Dave wanted the permanent position, it would be his for the asking.

PLATTE VALLEY AIRPARK WAS TRANSFORMED INTO A WW I AERODROME for a few hours on Sunday, May 2nd when the weather cleared long enough for two 1917 British S.E.5a's to take off on their mission. Had all the flavor of the Old Rhinebeck Aerodrome in Poughkeepsie, NY as the two vintage aircraft, in tight formation, made pass after pass over an appreciative crowd. With MORRIE QUICK (81 years old) in the lead plane, and MARK HOLLIDAY on his wing.

In the prior week, Morrie & Mark flew the two aircraft to Platte Valley from Guntersville, AL, a three-day trip covering 1,300 miles and 16 hours of flying time. The aircraft are 7/8th scale replicas powered by Lycoming engines that give the aircraft the performance and feel of

the real thing. They are beautiful reproductions.

The S.E.5s were acquired by Dr. Jim Parks and his son, Andy. The planes join two other aircraft owned by the Parks family, a 3/4th scale replica of a Sopwith Pup (which the Parks trailed back from Alabama at the same time Morrie and Mark ferried the S.E.5s) and a full scale replica of a Folker DVII (which was previously displayed at the Wings Over the Rockies Air & Space Museum). The aircraft are stored in the main hangar at Platte Valley. Best described as vintage, the hangar has all the feel of an old aerodrome. Somehow the vintage aircraft seem right at home. Perhaps, a permanent home. If what we see taking place inside is any indication. It is starting to look like a museum . . . with emerging displays of WW I memorabilia on walls and in display cases.

WEBSITE OF NOTE - - FOR WW I AVIATION ENTHUSIASTS. Look in on WW I Aviation Links at <http://www1aviation.cjb.net>. Includes about 50 links to anything you might want to know about WW I aviation. Including fantastic photography. With specifications and performance data. Some even have video clips to capture the sight and sound of these magnificent machines.

The link, "Aircraft of WW I" described the S.E.5a, when it entered the war in 1917, as superior to its German opponents. Though 207 pilots died in combat and another 79 pilots died from non-combat related causes while flying the S.E.5s. Top speed was 120 mph, maximum alti-

tude of 19,500 ft. One Vickers .303 machine gun located on the port side of the fuselage and a Lewis .303 machine gun located atop the upper wing. Trivia, perhaps, but for those wanting to look in on the new "Aerodrome of the Rockies," here is an opportunity to learn a little about the aircraft you will be seeing before you visit.

OR IF YOU ARE INTO NEWER MILITARY FLYING MACHINES . . . you might want to look in on the the website of the new Mile High Squadron of the Confederate Air Force for a listing of their events. The website is www.airbase1.com/milehighcaf. A listing of coming events includes visits by the B-17 Sentimental Journey and the He-111 with aircraft tours at Pueblo Airport on May 24-25, Centennial Airport on May 28-30, Colorado Springs Airport on May 31-June 1, and Fort Collins-Downtown on June 4-6. The group is also sponsoring hangar dances during visits by the historic aircraft at Centennial Airport on May 29 and at Fort Collins Downtown Airport on June 4. For more information on the new squadron and its events contact 303/346-9050.

LIST OF TOP 100 NONFICTION BOOKS OF THE 20TH CENTURY INCLUDES ONLY ONE BOOK ON AVIATION. "West With the Night," by Beryl Markham. The list was narrowed from over 900 entries submitted by authors to Modern Library. List was reported in the 4/30/99 issue of The Denver Post.



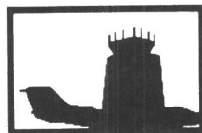
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Dos Cervezas Mas, Por Favor

by Rob and Andy Duncan

Wanda the Wonder-Wagon was packed for an expected early departure. The scuba gear, mountain bikes, camping gear, and bag of books were packed tightly in the cabin. We were trying to forgo the addition of our cargo pod even though it meant we couldn't see outside Wanda's side windows! This turned out to be fortunate because departure morning found us flying into a 40 kt. headwind while southbound and the extra drag from the cargo pod would have slowed us down even more.

Due to headwinds, a late start, and a longer-than-expected refueling and hangar flying session with Rob's CAF buddies in Phoenix, we elected to remain overnight in Tucson. Although Andy claimed she just wanted out of the continuing light turbulence, it was quickly proven that she just wanted to have a Mexican dinner at La Parilla Suisa one of her new favorites! We woke refreshed and ready to continue the trip southwards, however Rob awoke with a head cold which precluded and scuba activities throughout the trip.

Hermosillo

We filed for the 1 1/2 hour flight to Hermosillo, a Mexican Airport of Entry, planning to cross the Sea of Cortez by flying over the three large islands to the west. This would give us safe gliding distance in case our trusty new engine decide to take its own vacation. Customs was a snap, but the Immigration Officer was not to be found for over an hour while he handled the continuing flow of arriving airliners. Hint: do not use Hermosillo after 10:00 AM! While waiting for Customs, we consulted the weather-gods, and found that a heavy storm was blocking our path to the Baja Peninsula and Punta San Francisquito, our first planned overnight stop. So we reversed our planned vacation itinerary and proceeded south down the mainland to Alamos, about an hour away. Fuel at Hermosillo was \$1.98/gal which includes their airspace services taxes.

Alamos

Alamos was once one of the richest silver mining towns in the New World and still shows its rich colonial heritage. Nestled in the Sierra Madre Mountains, it also happens to

be the "Sister City" of Scottsdale, Arizona and when Rob was a "Zonie" he used to fly there regularly with other flying club aircraft loaded with clothes, shoes, tires for the ambulance, ceiling fans for the schools, etc. His last trip was in December, 1988 and he had several old friends he wanted to renew acquaintances with.

Arriving at the 3900 foot paved runway located at 1312 MSL, we found the Airport Supervisor, Daniel, to be very helpful. No fuel is available, but with an easy approach from either end. Daniel spoke broken English while his children helped tie down the aircraft. Combined with Rob's broken Spanish, we determined that although the 300 year old Tesoros Hotel was still open for business, Daniel suggested a much nicer bed and breakfast mansion just a block away from one of Rob's old Scottsdale flying club friends who are among the many Americans who have bought and restored old mansions. We call these "mansions" mostly due to the many rooms and square footage, combined with a traditional beautiful courtyards. The larger colonial families would own a block of adjoining mansions.

While driving through the small town, Rob spotted one of his Mexican amigos, Cecilia Villareal who was an attorney during his last visit. With his broken Spanish he introduced himself and found out she was now the town Judge! With her as Judge, her attorney husband could no longer practice law in this small town so is now the High School principal. We met Cecilia, Ramon and their children for dinner that night at the still wonderful Tesoros Hotel restaurant. It features native dance exhibitions on Saturday nights. The next evening we had a wonderful Mexican barbecue at their lovely new home, and saw their guest quarters where we are sure to spend our next visit.

Per Daniel's recommendation, Roberto's bed-and-breakfast was an artistic delight because he is a multi-talented artist who moved to Alamos over 40 years ago. His painting and sculptures

adorned the courtyard everywhere. He also added an artistic flair with each breakfast, combining fresh fruits, juices and arranging flowers anew for each day. Roberto's \$55 accommodation included a lush private patio, kitchen, large living area with fireplace, sitting area and king size bed, and a beautiful Mexican bathroom with its own fireplace. We loved Roberto's and strongly recommend it to anyone wishing to visit Alamos. Roberto can be reached through Edith Pratt at 011-52-642-80790.

Alamos has several other hotels including the new Hacienda de Los Santos. Jim and Nancy Swickard have created a beautiful small luxury hotel and spa from the original renovated Hacienda de Los Santos. We're hoping to be putting together a website for Jim and Nancy to showcase their Hacienda to the world. They currently are providing tours of the Hacienda daily at 1:00 and can be reached at 011-52-642-80217. We could have easily spent more time in Alamos but the itch of Baja sand was calling.

Baja Bound

We decided that crossing 90 miles of warm water was no more risky than flying the mountains of Colorado. Out of Alamos we climbed directly to 8,500 ft. and flew direct to Loreto for fuel. We found fuel to be reasonable at \$2.31/gal and available, which is a statement in itself for Baja.

We had intended to camp at Isla Carmen a small island offshore from Loreto for a few days, but found the runway blocked with sawhorses and 55 gal drums, a stronger statement than just some "X's" painted across the approach end of the runway. We were saddened because we wanted to explore the abandoned mine and ghost town on the island. After reviewing options to the South we decided to try the camping at Punta Chivato.

Punta Chivato

With full tanks we traveled north the 70 miles to Punta Chivato. We landed in a hefty cross wind on the 4,100 ft. gravel runway. We were greeted by the young Federales (soldiers) bearing automatic weapons and speaking no English. Once we provided our aircraft paperwork and register our arrival in their official handwritten spiral bound notebook, their friendly smiles came out.

A quick scouting of the campsite a mile walk

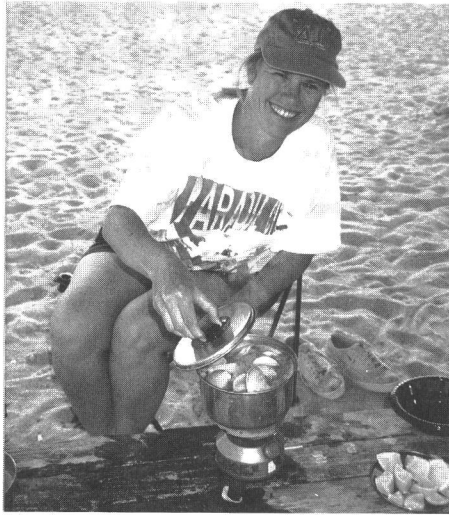
from the airplane and feeling pressured by the rising winds we decided to try the one and only hotel for \$60. Although we are sure it was a wonderful place to stay a few years ago, its current state left much to be desired. Others we met during the trip have expressed their enjoyment of the seashelling, beaches, fishing, and scuba diving available there. Punta Chivato is currently leasing lots that several Americans are using for a Mexican getaway.

Mulege (mool-a-hay)

The next morning we made the 5 minute flight across the bay to the town of Mulege, normally a two hour trip by four wheel drive. Overflying the airstrip which is adjacent to the Hotel Serenidad did not seem to bother the soccer game, bicycling and foot traffic also using the 3,700 ft. runway. So we just turned base for final and planned a short field landing at the approach end. We found people and the soccer game safely moved as we taxied towards them. This phenomena was observed often at the busy little airstrip. The residents know exactly how much time they have and no unsafe operations were ever seen.

The young Federales again met us with the "official" spiral bound notebook and their smiles were soon seen. The town of Mulege is about 2 1/2 miles up river from the airstrip, beaches, and Hotel Serenidad. The Hotel was closed to the public that weekend because the owner's youngest daughter was getting married there. We were able to "beg" admittance to the famous Serenidad Pig Roast which featured Mariaches and excellent all-you-can-eat food. Dancing and singing was plentiful with young bride and husband to-be greeting guests from table to table.

Taxi rides to town from Hotel Serenidad are \$4 but we also used our mountain bikes and even walked the beautiful river bank. We stayed in town at the Hacienda for \$25 per night which was a decent clean room. The Las Casitas hotel down the street was similarly priced and had a great restaurant. Rob especially enjoyed their shrimp cocktails. At their bar that night we were approached by the five young airline pilots who arrived that day with 15 gallons left in their twin engine Cessna 310. They were desperately looking for some avgas as they had diligently kept their aircraft below



Andy cooks up appetizers on the beach in Punta San Francisquito

gross weight by not taking full fuel. After informing them that airplanes will fly when slightly overloaded, but will not fly without fuel, we suggested they add a few gallons of available car gas and get down to Loreto. With this off their mind, they proceeded to generate a \$177 bar bill (when drinks were cheap) and partied to 4 a.m. We saw them off the next morning at 11.

We took an excursion to view some prehistoric cave paintings which are prolific in this area. One of our fellow adventurers had the misfortune of having their hotel room between the young partying pilots. Her complaint to the hotel management did not create much action, probably due to the big bar bill. Our adventure walk included swimming through two water-filled narrow canyons to reach the cave paintings that were done by the native Cochimi Indians about 3,000 years ago. The excursion was \$35 each which included a wonderful home-cooked lunch. We also viewed working ranches, lasso and goat cheese making on this tour. We hurried back to our airplane immediately upon return to Mulege as we wanted to get to our next stop, Guerrero Negro before night-fall. Mexican law prohibits flying at night.

Guerrero Negro

We completed our 130 mile trip to the Pacific side of the Baja peninsula just before sun was setting, and the wind was blowing about 40 knots (luckily) right down the 7,200 ft. paved

runway. A local taxi driver saw us circle the town a few times, and was right there to greet us and help tie down the airplane using our own stakes. No fuel available nor tie-downs provided. It was truly appreciated because we were still wearing our wet clothes from the earlier afternoon's swim. The taxi fare was only \$7.50 and the driver spoke fair English and was a great facilitator in our acquiring rooms and reservations for the next day's whale watching. He also made an appointment to take us back to the airport when we returned from whale watching.

The Laguna Tour was \$40 which included a fee towards the Biosphere Reserve, a four hour tour, and box lunch. There were about 1700 gray whales in this lagoon last year, but only 1100 showed up this year, probably due to La Nina. About 400-500 were still there during our visit. The height of the season is at the end of February when calves are being born. However, when we visited these calves were not being as protected by their mothers, and quite curious about our small 10 person panga (dinghy). Life jackets and rain slickers helped cut the cold wind but the lagoon was relatively calm. Our excursion was shared with a group of local 4th graders who were studying the whales in school. We were told by the teacher that most of the children and many of the local teachers had no idea the whales were even there!

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Colorado Aviation Calendar



- MAY 15 **CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL**, (Location tba). Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Registration fee: \$70 for CPA members, \$95 for non-members (includes course materials). Flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry or Walt Barbo 303-367/0670 e-mail oldflyer@compuserve.com
- MAY 15 **ERIE TOWN FAIR & FLY-IN BREAKFAST** - Tri-County Airport (48V), mass balloon launch 6:30am, pancake and sausage breakfast 7am-11am. Static display. Free Young Eagles Rides for kids 8-18. Contact Michael Maya-Charles 303-604-0746.
- MAY 22 **POKER RUN**, Spanish Peaks Airfield (4V1). Fun and excitement. Info: Bob 719/676-3235 e-mail: Cnotesh@aol.com
- MAY 22-23 **CPA FLY-IN TO MINDEN, NE**. Pioneer Village Field (0V3). Tour historic Pioneer Village, its several museum buildings containing everything from a huge collection of buttons to antique aircraft, farm machinery, and cars. Overnight at Pioneer Village Hotel. Info: Lee & Flo Porter 719/449-6875.
- MAY 22 **AURORA AIRPARK APPRECIATION DAY FLY-IN (0IV)**. Vintage and warbird aircraft on display, rides, jet van, lunch 11:00 a.m. Info: Bob or Dawn Resling 303/216-0031.
- JUN 5 **AOPA FLY-IN**, AOPA Headquarters, Frederick, MD Info: www.aopa.org
- JUN 12 **TAILDRAGGER STAMPEDE & COMPETITION**, Buena Vista Municipal Airport (1V1). Landing and flour bomb drop competition. Barbecue at noon. Info: Dan Bremmer 719/395-2496
- JUN 19 **GUNNISON COUNTY AIRSHOW**, Gunnison County Airport (GUC). 7:00 a.m. - 3:00 p.m. Pancake breakfast, warbird fly-bys, aerobatics, static display aircraft. Careers in Aviation Program features Discovery & Columbia pilot Kent Raminger from Del Norte, CO. Info: Jo Ann Stone 970/641-2481
- JUN 19 **AIR RODEO**, Spanish Peaks Airfield (4V1). Rodeo events begin at 9:00 a.m. - \$5 per event: flour bombing, balloon busting and spot landing. Info: Bob 719/676-3235 Cnotesh@aol.com
- JUN 19-20 **AIR SHOW '99**, Jefferson County Airport (BJC), Broomfield, CO. Details TBA. Info: Air Sports International 303/469-7479 or e-mail: airports1@aol.com
- JUN 26 **FORT MORGAN HISTORIC AIRCRAFT FLY-IN & PANCAKE BREAKFAST**, Fort Morgan Municipal Airport (3V4). Part of the Fort Morgan Glenn Miller Festival activities scheduled June 25-27. See Chamber of Commerce web site at www.fmchamber.org for information on festival and local accommodations. Fly-in info: Vernon Tryon 790/867-5688.
- JUN 26 - 27 **21st ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN**, Vance Brand Airport (2V2), Longmont, CO. Pancake breakfast 6:30 a.m. - 10:00 a.m. lunch 11:00 a.m. - 2:30 p.m. each day. Seminars on aircraft building techniques, flight safety, tool demos available both days. Flying Start Program on Sunday morning, Young Eagles Rally Sunday afternoon. Aircraft displays, aviation related vendors, manufacturers' displays, antique cars and motorcycles. Downhome spaghetti dinner banquet with awards and guest speaker Saturday, 4:30 p.m. Admission - \$5., Info: 303/442-5002 or RMRFI at www.greeleynet.com/eaaregional
- JUN 26-27 **CPA FLY-IN TO THERMOPOLIS, WY**. Thermopolis Municipal Airport (THP). A relaxing weekend of fishing, golf, or laying around the hot springs. Overnight trip. Info: John & Kathy Martyny 303/449-6875. jmartyny@compuserve.com
- JUL 4 **SALIDA AIRPORT OPEN HOUSE**, Harriet Alexander Field (0V2), Salida, CO.

- Antique and experimental aircraft displays and airplane rides. Info: Ronald Lizar 719/539-2700 or e-mail at ronlizar@chaffee.net.
- JUL 4 **INDEPENDENCE DAY FLY-IN**, Brush Municipal Airport (7V5). Pancake breakfast, book sale, Awesome Parade, art show, ice cream social, mule show, rodeo and fireworks. Info: Brush City Hall 970/842-5001.
- JUL 10-11 **23rd ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC**, Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for a 528 sm route to Jackpot/Hayden Field (O6U). Overnight at Cactus Petes. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman 303/766-0742.
- JUL 10 **MOUNTAIN MANIA ANTIQUE, CLASSIC & STREET ROD CAR SHOW**, Buena Vista Municipal Airport (1V1). Three-day event Friday through Sunday. Free dance on Saturday night at the airport featuring the "Kool Cats," an oldies group. Stampede rodeo and parade. Landing and flour bomb drop competition. Fly-in aircraft should bring tiedowns since airport aprons will be covered with display automobiles. Info: Dan Bremmer 719/395-2496
- JUL 17 **CUSTER COUNTY AIRPORT FLY-IN**. (4C03) Located near Westcliffe, CO. Jointly sponsored by Custer County Airport and Silver-West Estates. Free pancake breakfast 8:00 a.m. to 12:00 noon. Info: Wray Pedro 1-800/748-2430 www.silver-west.com.
- JUL 17-18 **CPA FLY-IN TO SANTA FE, NM**. Santa Fe County Municipal (SAF). Day-long tour of Rancho de las Galindrinos, a living museum of an old historic ranch first established by Spanish explorers in the 1500s. That night, a gourmet TAIL-GATE dinner in the parking lot complex at the opera. Annual event for a number of CPA members. Imperative to reserve opera tickets early (Call 1-800-280-4654). Info: Mary Jones 719/488-0653 (H) or 719/593-0093 (W).
- JUL 19-24 **COLORADO AVIATION CAREER EDUCATION (CACE)**, Jeffco Airport. Sponsored by Fantasy of Flight Foundation and Colorado Division of Aeronautics. CACE is a summer camp that introduces teenagers to career opportunities in aviation. One week of intensive ground school and field trips. Volunteer pilots and planes needed for Young Eagles flights on Saturday, July 24. Info: Walt Barbo 303/367-0670 E-mail: OldFlyer@compuserve.com
- JUL 28 - AUG 3 **EAA INTERNATIONAL FLY-IN CONVENTION**, Oshkosh, WI.
- AUG 14 **VAN AIRE FLY-IN / DRIVE IN**. Van Aire Airpark. Open house for CPA members and guests; arrive 10:30 a.m., lunch at noon. Info: Everett Aden 303/659-4517.
- AUG 25-27 **CPA FLY-IN & TOUR OF CESSNA PLANT**, Independence, KA. Independence Municipal Airport (IDP). Three-day trip starting with a tour of the Cessna plant in Independence, overnight in Wichita followed by a visit to the National Institute for Aviation Research, a visit to McConnell AFB, home of the 22nd Aerial Refueling Wing, and a tour of the Boeing factory. Info: Gil & Larry Jones 303/934-6835.
- AUG 21 **CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL**, Centennial Airport, Ashbrooke Room. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Registration fee: \$70 for CPA members, \$95 for non-members (includes course materials). Flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry or Walt Barbo 303/367-0670 e-mail oldflyer@compuserve.com
- SEP 16-19 **RENO AIR RACES**, Reno, NV. CPA members planning to attend may want to join fellow CPAs in reserved CPA spectator section. Info: Paul & Sheila Rossman 303/766-2724, e-mail: strega8@hotmail.com

COLORADO CALENDAR OF AVIATION EVENTS is compiled by the Colorado Pilots Association for the benefit of its members; and in the interest of creating an awareness and support for aviation activities in the state of Colorado. Please submit events and/or changes to CPA at the above address or call Terry Barbo 303/367-0670 or E-mail: OldFlyer@compuserve.com. **NOTE:** To ensure that an event date has not changed or has been canceled, please contact the event information person. Or look in on our Web page for updates, additions, etc. (www.airbase1.com/cpa).

We spent several minutes searching before the first whale breached about 40 ft. away. At one point we were surrounded by about 10 mothers with their calves on all sides. There was a mother and calf that swam within 10 ft. of the boat for several minutes and we felt the mist of her spout.

We returned from the whale watch to find our dependable taxi driver waiting. On arrival to the airport, we were greeted by another group of young pilots in a single engine Cessna 210 with only 10 gallons of avfuel remaining. They had been told that fuel was available at Guerrero Negro only to be rudely disappointed. We gave them the same advice and told them that our taxi driver had 5 gallon containers in the back of his station wagon. We gave them his name and number, and left Guerrero Negro with the same 40 knot wind luckily still down the runway.

Punta San Francisquito

We finally arrived after a brief 60 mile flight at our original intended initial destination of Punta San Francisquito, a remote paradise on the Sea of Cortez. The 3,700 ft. runway is well graded with a slight uphill angle. A broad area with several tiedowns is adjacent to the beach and camping. We quickly staked our claim to a large palapala (palm leaf covered shade pole) and set up camp. We shared the beach with two other couples from Boulder, a group of Californian college students on spring break, and a couple from Bend, Oregon. Camping was \$5 a night and the really hot showers were nicer than most of the other hotels we stayed at, although the water did smell a little salty.

Chary and Xavier manage the only restaurant/bar/cabanas in the vicinity. Chary proved to be an excellent cook and hostess. We had not prepared correctly for camping so ate most dinners at the restaurant and purchased a glass of milk each morning for cereal. Of course we made several trips a day to purchase cervesas (beer).

We spent the days reading books on the beach, playing backgammon, and getting in much needed siestas. We rode our bikes to the lagoon at the far end of the runway, and generated our own afternoon appetizer by quickly collecting about 3 dozen clams. We hiked to the end of the lagoon to explore its

lighthouse and vistas. Each morning we were greeted by a sunrise more beautiful than the day before, and each sunset was also spectacular.

The airstrip was quite busy with people arriving from all over for lunch, or to spend a day or two in this paradise. Punta San Francisquito is also part of the Baja 1000 race course, so there were plenty of high-tech dune buggies and groups of trail motorcyclists also arriving. These usually stayed overnight in the open air cabanas and left after Huevos Rancheros de Chary. One duo of motorcyclists were both in their 70's and well seasoned. Each night the stories told ranged far and wide.

We spent four wonderful days and nights at Punta San Francisquito and have really not left emotionally. We are hoping to return and have Chary and Xavier arrange a burro trip into the nearby mountains to explore some of the largest cave paintings in the world - besides spending a couple more days at our favorite campsite on the beach.

Homeward

We left Punta San Francisquito at 9 a.m. and did not want to return to Hermosillo! We flew 200 miles to Nogales, Sonora (Mexico) to return our Mexican papers and pay the \$6 landing fee. We cleared customs, immigration and aircraft travel permit offices in about 15 minutes and were back in the airplane to meet our reserved arrival time at Nogales, Arizona customs a 5 minute flight over the border. The customs officer at Nogales, Arizona was one of the friendliest we have ever encountered and didn't even walk out to look at the airplane. They must be mellowing because of the level of activity of Americans visiting the Baja.

We fueled in Nogales at \$1.84/gal. cash, had our first American cheeseburger, and continued towards Colorado. Near the Colorado border we listened to another pilot request weather for Cortez, Colorado our next intended fuel stop. The winds were gusting over 30 knots. We called flight service to determine a better route and were advised to detour via Alamosa and Pueblo to the front range. We then landed at Farmington, New Mexico for fuel at \$2.20/gal. because it had a cross-wind runway for the gusty wind conditions. We arrived back at our small airport Erie Tri-County at 5:30 p.m. with the sands of Baja still on our shoulders and now

Welcome New Members

Wayne B. Daniels
P. O. Box 7658
Breckenridge, CO 80424-7658

Mark Hopkins
1598 Wildwood Lane
Boulder, CO 80303-

Bert Farin
3277 W. 113th Avenue
Westminster, CO 80030-7184

Neal D. Foster
12739 Weld Couty Road 4
Brighton, CO 80601-9301

Wayne R. Munson
1128 W. Enclave Circle
Louisville, CO 80027-2905

Jan Rutherford
75 Willowleaf Drive
Littleton, CO 80127-4380

Bill Barkley
1510 Rock Glen Circle
Monument, CO 80132-9532

Aileen Johnson
1510 Rock Glen Circle
Monument, CO 80132-9532

Alex R. Kittle
1551 Madison Street, #3
Denver, CO 80206-1821

Mark Hochstedler
1132 S. Newland Place
Lakewood, CO 80232-5658

Joel M. Bach
9988 E. Alabama Dr., #1624
Denver, CO 80231-6363

William M. Waite
1548 Chambers Drive
Boulder, CO 80303-7002

Membership Renewals

John Papalia, Castle Rock
Irving Friedman, Lakewood
Ian Hastie, Arvada
Bill Williams, Aurora
Steve Green, Steamboat Springs
Norm Hodge, Aurora
Kevin Bunnell, Greeley
Donald Hopkins, Aurora
Will Barclay, Boulder
Neil King, Boulder
Sue Wolber, Fort Collins
Chuck Carstensen, Montrose
Bryan Johnson, Kearney, NE

Ed Cutler, Denver
Mark Holliday, Lake Elmo, MN
Scott Laudenslager, Aurora
David Wright, Co. Tipperary, Ireland
Phillip Wright, Morrison
Robert Jay, Fort Collins
Bill Burkard, Berthoud
Gary Silence, Monument
Larry Jones, Denver
Dr. Ralph Kibler, Palisade
Pat Murphy, Morrison
Gary Self, Littleton
Don Vander Ploeg, Denver

Members: Please Note the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention to when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of *Flight Lines*. This form can also be used to inform CPA Membership Record of any change of address. Please be aware the Post Office does not forward Bulk Mail. It is returned to CPA. Thanks for your help!

Aviation Heritage Tour to Kansas

August 25-27

We don't usually schedule fly-in trips during the week; but this trip is so special, we had to make an exception. Larry Jones and his wife Gil have a real treat lined up for this fly-in. For the first time ever, the aviation manufacturers of Wichita have agreed to allow a public tour of their facilities. But they aren't open on week-ends.

The odyssey begins in Independence, KS, with arrival time at the airport set for 11:00 am on Aug. 25. (CENTRAL TIME!) It's a short walk to the Cessna Factory on the field. We'll have lunch at the Cessna cafeteria first; (save a little time for a quick spin through their gift shop) then spend the afternoon on a tour of the company.

From there we'll head back to our planes, and fly to Wichita where we will spend the night. We are heading for Wichita Mid-Continent airport, identifier ICT. Park at Yingling Aircraft FBO. The tour bus will pick us up at approximately 6:00 pm and take us to the Comfort-Suites-Motel where we will be staying. Yingling FBO is waiving tie-down fees and giving CPA aircraft a 30 cent discount on fuel.

The next morning, we'll board a bus, and head for Boeing. A Boeing Company representative will give us a tour of their flight line. Seventy-five percent of the 737 is manufactured at this plant, and forwarded to Seattle for assembly. The tour includes an exterior view of the Presidential Hanger where Air Force One and Two are repaired. Security is tight.

Next we visit the Kansas Aviation Museum, housed in the original Wichita Airport Terminal. The Museum chronicles the growth and development of general aviation in Kansas, and displays a collection of aircraft and aviation artifacts.

We will also visit and tour the National Institute for Aviation Research. Hang onto your hat! This technically-oriented tour examines the Walter H. Beech Memorial wind tunnel and water testing tunnels.

A tour highlight, McConnell Air Force Base, is next. McConnell is an active US Air Force Base, home of the 184th Air National Guard Bomb Group and the 931st Aerial Refueling Reserve Group. We will tour the flight-line including a KS-135 Tanker Plane and a B-1 Bomber. (Tour is subject to Base activity.)

The tour concludes with a narrated tour of either the Bombardier Lear Jet or Raytheon-Beechcraft plant.

Costs for the trip: \$225 per person, double

occupancy; \$300 single occupancy. Included in tour costs are: Airport transfers via bus to and from hotel on date of arrival, Aug. 25, and morning of departure, Aug. 27. A local Tour guide/and bus will conduct the Aviation Heritage Tour. Two nights lodging at the Comfort Suite-Wichita, including hotel taxes.

Baggage handling at hotel, including gratuities. Complimentary cocktail hour at hotel both evenings. Two American Hot Breakfast Buffets. Steak or fried chicken dinner at famous Stroud's of K.C. Aviation Heritage tour as described, including all admissions. **Costs not included:** Lunches, 1 dinner, voluntary gratuities to bus driver and tour director, items of a personal nature and airfare.

We need to know how many people would like to go on this tour as soon as possible, so *Colorado Charters* will know how many rooms to block out at the motel. Larry has included information about other motels in the Independence area, in case anyone is interested in going a few days ahead. Super 8 Motel-316-331-8288, Lamplighter Inn-316-331-4655, Townsman Motel-316-331-5400.

The Cessna tour took some time and effort to arrange since they don't do public tours. But Larry put the squeeze on them, by suggesting that since we are pilots, surely there will be some potential customers in the group! We MUST WEAR OUR CPA BADGES! If you plan on bringing guests, pin-on badges will be furnished. Please let Larry or Gil know if you are taking guests.

Last but not least, remember our Share-The-Ride Program. If you have room for another person - or NEED a ride, we are ready and willing to make it happen! Contact President, Will Barclay, the specific trip coordinators, or support coordinator, Mary Jones.

If you are interested in this trip, check the flyer that is included in this newsletter, tear off the bottom section, and send your deposit money (\$50 per person) to Larry Jones at 1348 S. Yates, Denver, CO, 80219. Deadline for reservations is July 1. If you have any questions about the trip, please contact Larry or Gil Jones at (303) 934-6835. For instance, some people can make the Independence trip, or they can make the Wichita portion. Will that work? Yes - but talk to Larry about what arrangements you need to make.

This will be a great trip; I hope we'll see a lot of you there!



Colorado Pilots Association

APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____ Spouse _____
Street Address _____
City _____ State _____ Zip _____
Phone (home) _____ (work) _____ E-mail _____
Pilot Rating Held _____ Profession _____
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P.O. Box 200911
Denver, CO 80220

I am interested in serving as an Area Representative for the _____ area.

I am interested in serving on the following committees:

- | | |
|--|---|
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For shirt info please call Terry Barbo 303-367-0670. Caps, add \$2 for shipping and handling; Pins or Decals, add 32¢; and shirts, add \$3. Mail to CPA, P.O. Box 200911, Denver, CO 80220

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