

# UP, UP, AND AWAY!

## *A story of three pilots*

*by Alana Kramer and Elise McGill*

Ever since the beginning of mankind, man has been fascinated by flying. Since December 1903, when Wilbur and Orville Wright made the first powered airplane flight in their double-winged plane, flying has progressed more and more. Alana Kramer and I (Elise McGill) talked to three of the more involved local pilots to find out what flying is really like from a professional and amateur point of view.

### *Don Valentine*

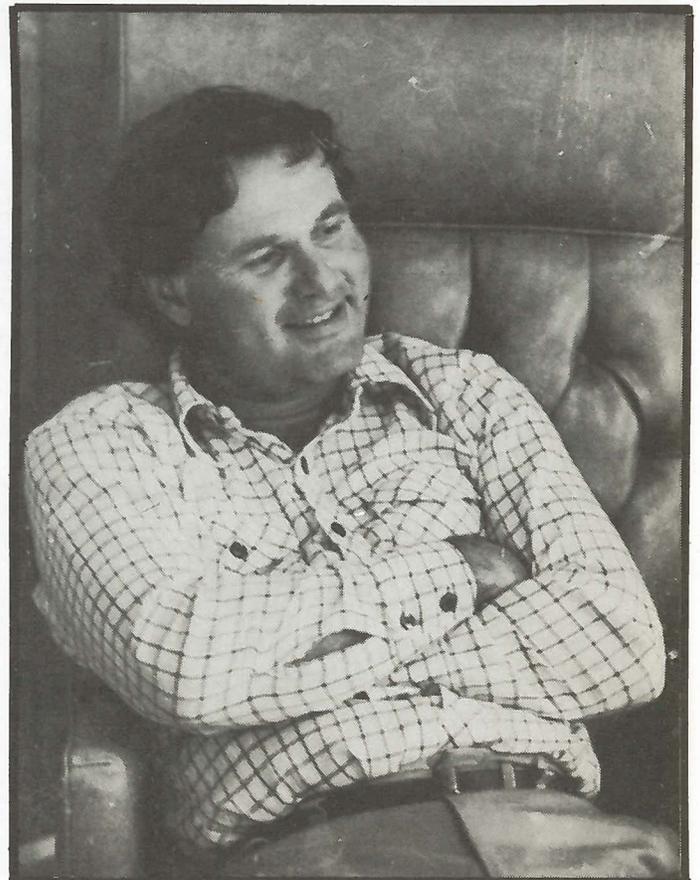
Don Valentine, a local realtor and land developer, told us of his love of flying. "I just like flying for fun. I was always interested in flying. I had an uncle that flew for an airline and my father flew also. The first time I flew I was ten years old. I went up in a very small two-seater trainer with my father. The plane was called a Moronoco Champion. It was a two place airplane where the pilot sat in front and the passenger in back, and it was with a stick and what they called a tail dragger. Very few of those planes were used for training. Now most people learn in an airplane that has a nose wheel, and a nose wheel is very simple to fly; anybody can fly one.

"My father flew for the fun of it. He enjoyed flying. When I flew with him, I never knew anything about danger. I never heard of anybody cracking up an airplane or anything like that. He did aerobatics and loops and stuff like that in some of my first times up in the airplane.

"I learned to fly in a glider in Colorado Springs eight years ago. I had to take 20 flights. I took, maybe, about five flights with an instructor before I went alone. A flight lasted anywhere from eight to 20 minutes. The first time you go up alone it is a little bit scary, but it's a nice feeling once you do it. I think flying a glider is a better way to learn. It only takes a few hours to learn to fly, but everything you are taught is 'what happens if'. Maybe 75 percent of your training is emergencies, most is what happens if something goes wrong. That's what you are taught. That's what most of your training is, that's what your flight test is. The man giving you the examination will do something with the airplane

and see if you can get it out of it. He'll put you in a situation that isn't really dangerous but could be. You have to demonstrate to him that you can get it straight and that's what instruction is. Now they teach in airplanes that are so easy to fly, you could fly in two hours. You could fly a T-34 all by yourself. You could take it up and fly it and land it. A T-34 is a two place military trainer.

"You can get a glider's license at 14, but you have to be 16 to have a pilot's license. That doesn't mean you can't fly with an instructor prior to turning 16. In fact I just read about a girl who just turned 16 and she soloed the day of her birthday, 21 different airplanes. Her father owned an airport and a lot of airplanes. She knew how to fly all these airplanes, but she never was able to fly any of them alone. So the day of her birthday she just started flying and flew 21



*Don Valentine*

planes in one day. In a car you are not allowed to drive on the road even with somebody else until a certain age, but in an airplane you can do it any age as long as you have an instructor with you.

"All airplanes handle the same, whether you're flying a little two place trainer or a 747, it's still flying. The difficulty in landing a big plane that you've never been trained in would be understanding something that is called systems, like systems of procedure. In other words, what speed to slow down to in order to put your wheels down, this type of thing. You would have to know that, and you would have to know at what speed to approach the runway. You would have to know things that could get complicated like switching gas tanks. As far as getting in the airplane and flying it, anybody can. All planes work the same. There are some differences, like in jets, but basically the same."



### *View of Steamboat from a plane*

Being a professional pilot has advantages and disadvantages. Don discussed these with us.

"An airline pilot would be a really good job because they are well paid, and they have a lot of free time. They have schedules that enable them to be free, and they are either home or they are gone. They go on trips and may be gone for a week, but then they might be home for ten days. My uncle, when he retired working for TWA, took an airplane from New York to Paris and made some trips over there for about five days and came back, and his total time away from home was six days out of the month. A lot of airline pilots have other jobs. It is very difficult to get a job for an airline. Every time there are 100 positions open for the job there are 10,000 applicants. The other type of commercial flying

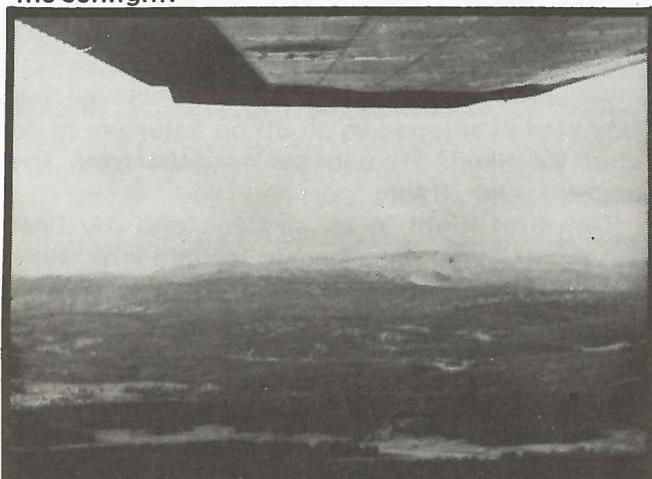
is flying for corporations. That is not a good job because you're gone a lot, and not able to schedule your time like an airline does. You go when somebody wants you to go and that might be in the morning, on a Sunday or at night. So your life is not quite as well organized, and they don't get paid as well."

Don told us he wouldn't want to be a pilot. "The only thing that I would do over is, I think if I had the choice again, I would have flown in the military. When I was a junior in college I passed the tests for the naval flight training. I had the choice of either finishing college or going to Pensacola, Florida, to be a Navy flier. I decided to go to college. I think if I had it to do over again I would have liked to have gone and been a Navy flier. The timing would have been wrong, I would have been in Viet Nam, and I wouldn't like that. I have a real interest in history and I study history a lot, particularly history that has aviation involved. Like, I took a trip to the South Pacific and looked around where a lot of the Second World War battlefields were and went skin diving in places where there were a lot of old sunken Japanese planes and crawled through the jungle area where there were wrecked airplanes and things like that, so I had an interest in military flying. I've been to a lot of air shows, with people that have restored war planes."

Don has flown many different planes. He explained to us about the different licenses that you can obtain. "First you get a student license. All that is, is an instructor has said you can now fly alone. You can't take any passengers until you've had a minimum of 40 hours and you pass a written test. Then you take a flight test after you pass the written test and you can get a pilot's license. Then you are allowed to take passengers. You have no real limitations on what you can do. The only limitation you have if you want to fly an airplane that is 12,000 pounds or more, is get what is called a type rating. In a jet you have to have a type rating in every kind of jet you fly. To do that it takes a check rating from an inspector. Between type rating usually the next license is a commercial license which you have to have if you fly an airplane hauling people or spraying crops or doing photography or anything that you are paid for flying, you need a commercial license. That's not difficult to get. You need 250 hours. It is basically the same as a pilot test, only you have to be more pushy in what you do. Then the next rating is an instrument rating and an instrument rating is probably the most important rating to fly commercially. An instrument rating enables you to fly in the clouds; it means you can fly the airplane without looking out the window. When you are flying through clouds, your instruments give you all the information you need. In almost all cases you have two of everything. If something happened to an

instrument and you only had one you would be in serious trouble. When you look at an instrument panel it is just loaded with instruments. Most of them are duplicates of something else, so you have backup instruments if you lose one."

When we asked Don if he was scared the first time he flew on instruments he said, "No, because I had an instrument instructor with me. The first time I did it alone it gave me an apprehensive feeling when I first did it. It's like you know you can do it. If you weren't ready for a solo flight the instructor wouldn't let you go. It's the same with an instrument flight. When you get back on the ground it makes you feel really neat. When you take off, fly through the clouds and land it without looking out the window, it is called IFR flying, which stands for Instrument Flight Rules. I just took a trip to Minneapolis and back. The day we left it was raining so I had to go on instruments to get out of Minnesota. The bottom of the clouds were only 800 ft. or a 1,000 ft. up. I had to take off on instruments and not look out the window because you can't see anyhow. We climbed up and came out through the clouds into the sunlight.



"Most people have accidents because of one or two things. The first is running out of gas or they fly into instrument conditions and don't know what to do. That counts for about 80 percent of all the accidents. Seldom does something happen to the airplane. There are several facts that can influence a flight. One is the weather. The most dangerous thing of all is a thunderstorm. If you fly into a thunderstorm there is a tremendous amount of violent conditions. There are up and down drafts as much as 5,000 ft. a minute, meaning they can lift you in one minute 5,000 ft. up. There are winds in there with hurricane force and severe extreme turbulence that can flip you up or down and all around and can break the airplane into little pieces. You don't fly into thunder storms, no one does, not even a big airline. The way they avoid it is with radar. There are radar screens and you can see the thunderstorms. Someone on the ground in a building is watching from a radar screen. They

can advise you and they can also see a thunder storm. That might cause you to turn around.

"Another reason might be a severe icing situation. If it is really cold obviously it wouldn't rain. It would snow or it would be too cold to get any precipitation. When you're flying and the level you happen to be at is freezing or below, then a little bit above you is warmer, so if there's rain above you, and it is coming down and hits the plane and freezes and creates icing, then it's a very dangerous situation. The wings get covered with ice, but you should have the equipment to take the ice off. The windshield icing up is not the real problem; it's the actual wings itself. All the leading edges, the front of the plane flies into the rain and builds up and adds a tremendous amount of weight to the plane. Then pretty soon the plane can't haul all the weight and it will start losing altitude. So you have on your wings, props, and the leading edges of the tail structures, and you have a thing called a boot wagon. You push a button, and it causes air to go in and expand the leading edge of the airplane and breaks most of the ice off. Then the wind hitting at it gets under the rest of the ice and peels it off. On the windshield you have little electric cables that run through the windshield. They heat up, like a defroster on a car rear window. That's what you have in an airplane in the windshield to get the ice off. You need the ice off the windshield so you can see the runway.

"The third would be that the airport that you're heading for, the ceiling is too low. You have to eventually get out of the clouds to see the runway. Usually it's 200 ft. you need. There is now a way to land an airplane at 0 ft. You can't see any distance in front of you or any distance up, but that would be a very sophisticated airplane. Most airliners are capable of doing that. Those are the kind of things that would make you turn around. Usually, though, you don't go if there is that situation. You would never consider getting in an airplane without checking the oil. How many people check the oil in a car before they go somewhere? This means if you make five landings a day you check it every time."

Sometimes flying is more satisfying when a thrill is involved, such as spins, rolls and other aerobatics. "When an airplane stalls that doesn't mean the engine quits like a car. That means it stops flying. It just falls out of the air. It doesn't go straight down but it falls off at the nose. That means you're going too slow. There is a speed at which if you go slower than that speed, then the airplane can't fly. That is what a big part of your training is, to learn to recognize when that's going to happen. Also you have to learn to slow it up because that's how you get the airplane back on the ground. It usually flies through the air about three times the speed of which you have to land. You can't obviously land going 400 miles an

hour. So you have to slow it up. That's what you have to learn, how to slow it up and not stall. If you stall the airplane and you are not handling the controls properly it could spin. Now, a spin is where instead of just gliding down it will spin and it will keep on going right into the ground. They no longer teach spins; a lot of people think they should. They no longer teach aerobatics as part of your training."

When we asked Don why he enjoyed flying so much he told us, "I like to do aerobatics. I don't do a lot of fancy tricks. I do loops, rolls and a combination of loops and rolls together. There are a lot of other type of tricks the specialists do for airshows and things. You need a different kind of airplane to do fancy tricks. So you can turn it upside down and leave it upside down, the gas and oil system has to work whether the airplane is right side up or upside down. T-34 doesn't have that. If you turn it upside down for too long the engine will quit. Flying a twin engine airplane is no different than flying single engine airplanes. As part of your training you learn what to do if one engine quits.



*Valentine and his T-34*

"You'll be flying along with an instructor and you'll be looking out the window and all of a sudden they do something to turn one engine off, so you have to be ready for the eventuality. That's why they give you the instruction. When you have two engines and one of them quits the dead engine makes the plane turn to the side that is still working. So if you don't do something to correct it, it will just keep on turning; probably flip right over on its back. So what you have to do is keep it straight to keep that from happening. You can fly one engine, no problem, and you do that when you're training. You go up and turn an engine off and fly around on one. To keep the plane from turning you have to push real hard on

the rudder that is on the same side as the dead engine. You have to do this so the plane won't flip."

Besides being a pilot, Don is president of the Sunray Land Corporation. He came to Steamboat in 1963 and bought some land which is now part of the ski area. He moved here in the 1960s with his wife Peggy and two daughters, Heather, who is a sophomore in high school and Laurie, who is in 8th grade. In Don's free time, he likes to hunt and fish. When we asked Don what he thought about how Steamboat has changed, he said, "I really can't complain about it getting big and crowded. I don't think that kind of thing pays, because I myself was someone that thought this was such a pretty town and a nice location. I still think Steamboat is a really beautiful place to live."

## *Chapman Theil*

Chapman Theil, a professional pilot, flies for Public Airlines, a mixture of North and South Central Airlines. He has been flying thirteen years with this company and twenty years total. He told us about his experiences of flying.

"I started taking flying lessons when I was 16. I went to a private school, a boy's school, and they kind of shipped us all off on Saturday to do what we liked. I could get farthest from the school, I think, flying.

"My first flight in an airplane was my first lesson. In those days people wouldn't fly very often, believe it or not. It wasn't as affordable as it is now. You had to have a very good reason or be very wealthy to climb into an airplane. Nowadays everybody is accustomed to flying.

"I was a captain seven years ago on a small prop airplane. Then I went to flying a jet as a copilot. Now I am a pilot for Public Airlines. I fly a DC-9. You shouldn't switch around very much because you lose your seniority when you switch and have to start all over again at the bottom. To be a captain, you have to have seniority.

"I went to an aeronautical college where they teach aeronautical engineering, plus ground school, which is part of learning to fly. It covers the laws and the regulations. The ground school wasn't for college credit, just the engineering part. After I went to college I decided to become a pilot."

Flying may be a process of elimination. Most people begin flying for the sensation and for fun. Chapman followed this progression before he finally ended up flying for a living.

"I was flying for the fun of it, then I thought it might be a fun type of career. I think flying as a job has a different perspective, as opposed to flying for fun. I became more safety oriented while flying as a job. I feel a sense of responsibility for the passengers that I didn't

necessarily feel when flying for fun. When I was flying in my glider that seemed to be more fun and enjoyable because there is less formality. A person who hasn't flown professionally doesn't really understand safety. It becomes so much more routine and takes most of the enjoyment out of it."



*Chapman Theil*

Chapman told us about some of the technicalities of flying, such as flying by instruments and other important data that a flyer needs to know. "Your first instrument flight is exciting because of all the training you have to go through, like flying with a hood over your face or the instructor covering the windows. Once you are in the clouds, you know for sure that you have to fly using the instruments. I got my instrument, commercial and multi-engine licenses when I was twenty-one. When I was learning to fly I had to learn what to do in case I got a flat tire on takeoff. Blowing a tire on a takeoff or landing can be really serious. It can cause a dreadful crash. It ruins the rim and they are very expensive. Airplane tires are specially designed with only so many plies in the tire. You can wear through three layers very quickly. The tires should be changed quite often because you lose several pounds of rubber on every landing."

A pilot may not always know what will happen when flying. Chapman told us of some of the precautions that must be taken. "I have two check rides a year which we do in a simulator and last about two hours. We go through all the emergency procedures and it's all computerized. The simulator costs about four million dollars and you can't tell that it's not a real airplane; it's very realistic. We go through all the emergency

procedures that we can possibly think of, and what you would do in normal procedures. At least once a year the FAA (Federal Aviation Association) rides along with you. They make sure you're doing everything right and they tell you what you did wrong after you have landed."

Any job has a standard or attainable goal. Chapman talked with us about some of his future flying plans. "I think pilots always want to fly bigger planes, that's one thing that we all want to do. Ever since I started flying I've wanted to fly a bigger 'bird,' unlike when I first started and I thought that to fly a two engine plane would be great. Once you have flown one of those you still want to fly something bigger."

Living in Steamboat takes top priority over living in a city for Chapman. He told us of the expense and efforts of being a commuter pilot. "I am based at O'Hara in Chicago. I have to drive to Denver and then fly to Chicago. I probably live as far from my job as anybody that works for Public Airlines. We have guys that live farther in mileage, but in point of time it takes me seven hours to get home from work. I only do it three times a month and with the price of gas and the time involved it costs me about sixty dollars round trip. I get a reduced rate at a 75 percent discount on my ticket from Denver to Chicago, but it is still expensive. I spend about ten nights in hotels before and after trips."

When we asked Chapman if he liked being a pilot rather than a co-pilot he told us, "It's okay. It has its advantages. Co-pilots work much harder. They have a lot of paper work and a lot of small little details to do. The captains just kind of show up."

After twenty years of flying Chapman Theil has come to love 'the air.' Growing up in Wisconsin, Land living in Estes Park for four years before coming here, he now looks back fondly on his career. He says, "I started flying when I was a kid of 16, just kind of as a hobby, and look at me now."



## Daniel Jenkins

Daniel Jenkins is a local coal miner who thoroughly enjoys his hobby of flying. He has been flying the last year and a half out of his five years as a Steamboat resident.

"I'm originally from Pennsylvania. I lived there for about thirty years. It was my home base. I went away to school when I was pretty young to high school at Andover, a school in Massachusetts. I went to college at Franklin-Marshall; it's a small school in Pennsylvania. Then I went to graduate school at Penn State and majored in the classics in Greek and Latin with emphasis on Greek Drama. I worked on my masters in elementary education and then taught for two years. Then we decided to move from Pennsylvania and moved out here. There weren't teaching jobs available, and I didn't really enjoy teaching anyway. It was kind of a matter of survival."

Daniel first became interested in flying when he learned from a friend that the money was available through the G.I. bill, a government funding agency for veterans.

"I decided that I was going to learn to fly and the money was available, so I decided to take it up. I had to pay for my private license, but the government paid 90% after that. So it was relatively cheap for me to learn to fly. I started flying at the beginning of June of '78, and by November I had my license. I wasn't flying all the time because the airport was closed for about a month last year. Normally you can learn to fly in just a few months. The minimum is forty hours, but very few people do it in forty hours. It took me about sixty hours.

"All your first solo flight consists of is just flying in the airport, and before you do that, there must be at least thirty takeoffs and landings repeated with the instructor, so that you're really doing nothing at all. It's very exhilarating when you look to the right and there's no one there. I was so excited the first time. I flew about 7:30 in the evening and by 4:30 in the morning I was still awake. That's how much my adrenalin was flowing."

Daniel took us flying in a 172 Cessna which is the same model he learned to fly in. "My plane is a Cessna, turbo charged, 206. It holds six passengers and is much faster than the 172 which I learned in. Actually, I got a good deal on my airplane. I bought it for \$55,000. It's about a year old now and I could probably sell it for \$65,000. If it were new it would sell for \$80,000. My airplane was probably the biggest thing I ever bought in my life. Owning an airplane is probably more important than owning a house for me. Not for my wife, I'm sure she doesn't agree with me on that, but that's the way I feel about it."

Daniel has found that by having his plane chartered, a large quantity of his flying costs are covered.

"If someone has a plane and doesn't use it as a charter, that's when flying becomes a very expensive hobby. My plane is flown somewhere around six hundred hours a year. Even over the entire year, chartering does not cover all my flying costs. But in the summertime from May through October and almost all of November it does. During the month of July my plane was chartered forty hours. That covers the maintenance and mortgage on the airplane also."



*Daniel Jenkins*

When asked if he thought he would ever charter his plane himself when he got his commercial license, Daniel replied, "I don't know, probably not because I wouldn't want to get into it as a full-time job. If I were going to, for instance, fly into San Francisco, I might decide to go down to the wharf and pick up boxes of lobster or shrimp that are packed in dry ice. I'd come back to Steamboat and sell them to defray the cost of the trip. I've heard of one man in the East that flies out of Washington, D.C. everyday. He picks up lobster in Maine and flies back and sells it to restaurants in Washington. He makes a good living at it and his plane is almost identical to mine. My plane is considered the work horse of the single engine airplanes because it carries so much weight and flies so quickly. I think I'd really enjoy doing this. It would be illegal for me to do it now. I do not have my commercial license, but if I had my license I could do it."

Presently, Daniel has only his private license, but by the time we go to press with **THREE WIRE WINTER** he will have his instrument license.

"Along with my instrument license, I'll have my commercial by the end of the year, and then I will begin working on my multi-engine and instructor rating. Right now I'm working on my instrument rating. I have about ten hours toward the license, and it'll take another thirty.

"While learning there's a hood that you put over your head and all you can see are the instruments. So when you're training you can't see any of the sky. You're just looking at the instruments and that's all. Of course, the instructor is with you at all times when you are doing this. Even now when I don't have my instrument rating I fly on radar. Denver has a center and Salt Lake City has a center. Suppose I'm flying to San Francisco when I take off and get up to 1000 to 1400 feet, I call Denver Center and ask them to track me on radar. They track me as far as their radar permits and just before I go off their radar, they tell me to turn to Salt Lake City. Then I turn my radio frequency to Salt Lake City."

When asked if he would ever want to have a career as a pilot, Daniel replies, "Yes, I'd love to, but I don't think I'll ever get the chance. I might end up with enough hours, but by the time I do, I'll be too old. For one thing, airlines like to hire people who have been trained by the Armed Forces. They get a lot of training there. They're good pilots by the time they are 22 or 23 years old. The airlines like to hire them because the airlines doesn't have to train them."

There are an awful lot of pilots looking for jobs, and it's almost impossible to find a job. You need at least 1200 to 1500 hours before they even consider you. The chance is not good. Right now I have a total of 260 hours. If a person who just flies as a hobby or for recreation flies 200 hours a year, that is a lot of hours.

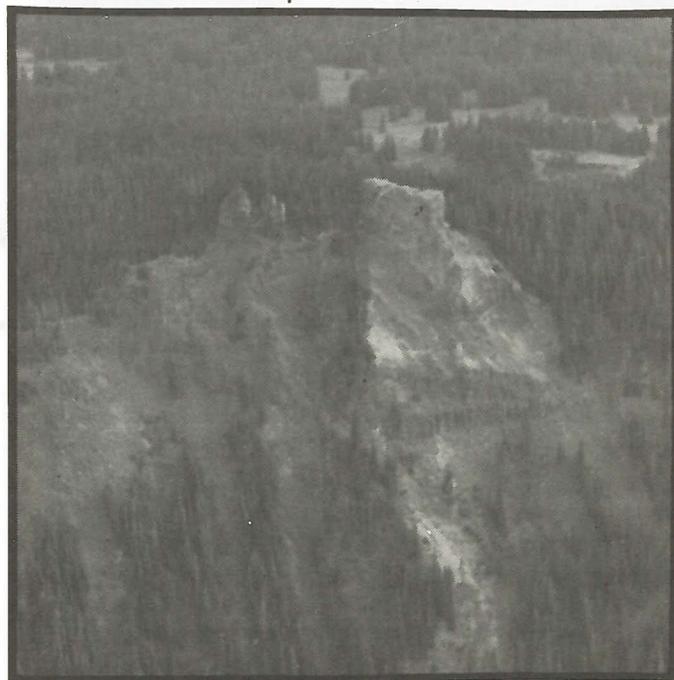
"I would like to be an instructor though. I don't really care about the teaching. I just want the experience, and it's extra training, and the GI Bill is paying for it. When the instructor is in the air with a person he gets the same amount of hours as the person learning to fly."

When we asked Daniel if he has had any scary experiences he said, "Not really, except when I was learning. It's a requirement for your private license to know how to pull an airplane out of a stall meaning losing all power. As I was pulling out of the stall I pointed the nose down too far, and the plane almost flipped over. It's relatively simple to recover from a stall. You just point the nose up in the air to stall and then when the engine stalls you point the nose back down to the ground to gain speed. Once you get your speed up you should level the plane out again. Well, I was so new I kept the plane moving down and the nose kept going around, and everything started flying around the cabin of the airplane. Of course, the instructor was with me and he screamed, 'I've got the airplane' and he pulled it out of there. At that time he told me what the definition of an instructor is, and that's 'Hours and hours of boredom spotted with a few moments of stark terror'. That was a moment of stark terror for him and me."

"When I was learning how to fly I think the plane could've flown itself better than I could. One other scary experience was flying into San Diego. I was still fairly new at flying and it was the first large airport I had flown into. There were planes flying everywhere. There was a naval station just north of the field where I was landing, so training jets were flying close by. That was also the longest trip I have ever flown. Normally it would take about five hours, but it took me seven hours because of all the clouds. I had to fly a lot of different directions to get around the clouds. Someone with their instrument rating would probably go through them, but I couldn't."

"I have an instrument in my plane called an ADF. I turn it to the frequency of a radio station and the needle on the ADF points toward that city or town. So I would, for example, tune into the Vernal radio station and follow the route to get to Vernal. There are other methods of navigating which are a lot more complicated. When I fly I always have a spot on the ground where I can land if the engine dies. I look around for a flat piece of land where I could land the plane if something went wrong. It's a matter of safety."

"Being able to see the ground all the time is important because if the propeller ever stopped turning I would need a place on the ground to land. So even when I do have my instrument rating if there is a cloud cover I'll probably fly below it, rather than go above it on instrument. I'm still going to try to keep a spot on the ground to land at all times. We fly back and forth from Bullfrog Basin at Lake Powell to here quite a bit, and right now I know almost everyplace I can land; I know the trip so well."



*The Rabbit Ears*

When we asked Daniel about flying in the winter he said, "I've only been caught in a snowstorm once and it was just a flurry. But what happens is that snow collects on the front edge of the wing and whatever you do you add an awful lot of weight to the airplane. That's the danger; the plane can't climb. It can't get enough altitude to get over the mountains because of all the extra weight. Flurries are common here in the mountains.

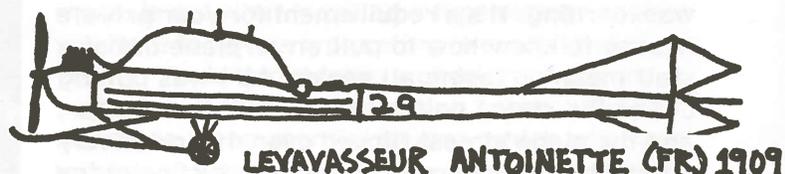
"You'll be under a cloud and it will be snowing and you fly away from the cloud and it will stop snowing. That's what happened once. I could see where the sun was shining. It was less than a minute from me so I just flew towards the sunlight and the snow fell off.

"Some planes are designed with de-icing equipment in the wings but of course they're expensive and I don't have the equipment on my airplane. I have de-icing equipment but it is only for the windshield.



*The instruments of a 172 Cessna*

"Flying has been very convenient for me. Before we'd drive to Rangely to see my son's football game and it would take us three hours to



get there. Now we take friends with us and parents of kids playing and we leave here and are there in an hour. The only problem is you have to hitchhike from the airport to wherever you're going. We've had as many as six people hitchhiking. There's a saying about flying, 'If you have time to spare, go byair,' which has proven true. One day it took us 45 minutes to get to Aspen and it took us 24 hours to get back, because Aspen got socked in. We had gone down for lunch and while we were there, Aspen got socked in. We could only get to Glenwood Springs. We had to land in Glenwood Springs and stay there overnight and hitchhike home the next day. There were five of us that time so we split up into two groups. Four days later we had to go get the airplane.

"We just bought an old '66 Ford that's parked down at Arapahoe Airport, so when we fly into Denver we have a means of transportation. One time we went down and rented a car, and it cost us thirty dollars. We just went into town for about two hours and then drove back to the airport and that was it. All for thirty dollars. So after ten trips to Denver this car will be paid off."

Throughout the years the popularity of flying has increased tremendously. First just a form of transportation, for many people flying has developed into a well liked hobby. All in all I extremely enjoyed doing this story. I learned a tremendous amount about flying, met three very interesting people and even got a chance to go flying in a small, four-passenger plane. I am very impressed by flying, both as a hobby, and as a career. It's such a good sensation to see the wheels leaving the runway and the ground shrinking below you, leaving all the problems of the world below you. It really gives you a sense of freedom to be soaring among the clouds, a couple of thousand feet above the ground.

#### Carrot Marmalade

4 cups cooked carrots  
2 lemons  
2 oranges  
6½ cups sugar

Recipe courtesy  
of Thelma Clifton.

1) Put carrots and seeded lemons and oranges through coarse knife of food grinder. Be sure to save all juice. 2) Add sugar and cook very slowly until thick. 3) Pour into hot jars and seal at once. Makes about three pints.

#### PEACH BRANDY

2 qts. fresh peaches, cut fine or canned peaches  
1 pound raisins  
1/2 pound corn meal  
2 qts. water  
5 pounds sugar  
2 compressed yeast cakes

Favorite recipes  
by Daisy Anderson

Place in open jar, let stand one week, strain and let stand one more week and then bottle. Makes one gallon.