JGUST 1985 EAA CHAPTER 168 DALLAS

HANGAR

CESSNA 120

CESSNA 140

PHIL ELRODS

VICTOR ZIMMERMANN

D-WINDOW

PREZ'S PAGE

Here's hoping that all of you Oshkosh travelers made your trips without incident. The preliminary reports indicate this year's convention was the biggest and best yet. I think it would be interesting to have one of the first time attendees write an article describing their impressions of the big event. Some of our members came away with hardware from the trophy table. Bob and Peggy Cutler won "Best Swift" and Dick Cavin was given the President's Award. No surprises in either case. Congratulations!

For those of you that were already on your way, or for other reasons missed the last meeting, our Safety Officer, Norman Seaton, conducted a roundtable discussion on owning/buying/building an airplane. It turned out to be a real neat program with lots of participation. Quite a bit of good information was exchanged. Well done, Norman!

Now that Oshkosh is over, I'm sure that many of us will be turning our thoughts toward the Southwest Regional Fly-in at Kerrville. The entire fly-in is carried out with volunteer labor and we have been asked to send in a list with those individuals names that can spend a few hours helping out. The time is quickly approaching that the list must be returned. As of now we have only three helpers.

While on the subject of Kerrville, the last board meeting minutes I received indicated that the aerobatic airshow had been scrapped due to the high cost in insurance. They indicated the airshow would be replaced by a "Parade of Flight". They also need folks to participate in that. Contact me if you care to participate.

We had quite a number of visitors at our last meeting, several placing membership. Will Chorley, he's the one with the Southern accent, is planning a Cozy. Boyd Goldman from Garland. Dan Marotta has a Q2 under way. He has more big time tickets in his book than a Dallas policeman. Jim Cavanaugh Sr. renewed his membership. Elliot Johnson also placed membership. He's and ultralight type. You older members grab these new folks at the meetings, introduce yourself, and make them feel like one of the crowd.

See you at Walnut Hill on the 22nd.

G.C.

MINIMUM FLIGHT TIME FOR INSTRUMENT RATING REDUCED

According to the AOPA Air Safety Foundation (ASF), effective June 7, 1985, the FAA reduced the minimum flight time required for an instrument rating from 200 hours of pilot flight time, including 100 hours as pilot in command and 50 hours of cross country in a powered aircraft to "a total of 125 hours of pilot flight time of which 50 hours are as pilot in command in cross-country flight in a powered aircraft with other than a student pilot certificate. Each cross-country flight must have a landing at a point more than 50 nautical miles from the original starting point.

The intent of the wording "with other than a student pilot certificate" is to require the pilot to fly at least 50 hours cross country after receiving the private pilot certificate.

PROPOSAL FOR DUES COLLECTION CHANGE EAA 168

NOTE: THIS IS A CHANGE ONLY IN THE DUES COLLECTION PROCESS; IT IS NOT A PROPOSAL FOR THE RAISING OF THE CURRENT DUES.

THE DUES ARE CURRENTLY BEING COLLECTED IN DECEMBER. THE REASON FOR THIS, IS THE CHAPTER BY-LAWS SAY THEY MUST BE PAID IN DECEMBER FOR THE NEXT YEAR.

DECEMBER IS THE SAME TIME THAT THE OFFICERS OF THE CHAPTER ARE CHANGED.

TO AID IN A SMOOTH AND EASY TRANSITION FOR BOTH OFFICERS AND DUES PAYING, THE FOLLOWING PROPOSAL FOR A CHANGE TO THE BY-LAWS CONCERNING THE DUES COLLECTION PROCESS IS SUBMITTED FOR YOUR INSPECTION AND COMMENTS.

1. DUES WILL BE COLLECTED ON THE DUES ANNIVERSARY DATE.

   FOR NEW MEMBERS

   IF YOU FIRST JOIN THE CLUB IN JUNE 85, THEN YOU WILL PAY YOUR DUES AGAIN IN JUNE 86.

   FOR OTHER MEMBERS

   AN ANNIVERSARY DATE MAY BE SELECTED AND PRORATION OF DUES WILL BE PAID TO THAT DATE. AN EXAMPLE, IF YOUR BIRTHDAY WAS IN AUGUST YOU COULD USE THAT AS THE DATE AND PAY YOUR DUES FOR ONLY 8 MONTHS ($8.00). NEXT YEAR AND EVERY YEAR THEREAFTER YOUR DUES WOULD BE PAID IN AUGUST. THE ANNUAL DUES ARE ($12.00).

2. MEMBERS IN ARREARS LESS THAN 1 YEAR MUST PAY BACK DUES.

   IF YOUR DUES ARE DUE IN APRIL AND YOU PAY ($12.00) IN SEPTEMBER YOU WILL AGAIN PAY DUES IN APRIL OF THE NEXT YEAR.

3. DUES MAY BE PAID IN MULTIPLES OF YEARS.

   IF YOU WOULD LIKE TO PAY MORE THAN ONE YEAR AT A TIME WE CAN ACCOMMODATE YOU.

4. THE HANGAR ECHOES LABEL WILL SHOW YOUR DUES DATE.

   HANGAR ECHOES MAIL LABEL WILL WARN YOU WHEN YOUR DUES ARE DUE.

PLEZ HAVE YOUR OPINIONS AND SUGGESTIONS READY AT THE JULY AND AUGUST MEETINGS.

YOUR FRIENDLY TREASURER

AUG 85

T R I V I A L P U R S U I T

A U G U S T 1 9 8 5

As with all stories, fiction or otherwise, the accuracy of the facts as well as the entertainment value may be somewhat in doubt, but the intent is ever there. With that firmly in mind, I can't swear to it but this is what I think I overheard.

It was one of those long hot summer days that are best spent in the thinking mode and not the working mode. I should explain. When building an airplane there are working times and thinking times. Sometimes I think as I work and other times the two are very distinct actions. This, then, was one of those thinking only times. I do my best thinking in the prone position, under the shade tree, in a hammock, in the back yard, near the garage with the plane in it. My childbride of many years sometimes confuses thinking with napping. But as everyone knows napping produces louder snoring. Anyway, there I was in the thinking position with TORA! TORA! TORA! on the mind. As with most great couples, my childbride and I compliment each other in our differing mindsets. Her mindset this day bordered more on TORO! TORO! TORO! as I was to find out. She accidentally started the lawn mover under the hammock in the middle of one of my longer and better thoughts. Since my thinking mode is interrupted I'll just mose into the house and finish that C-120/140 article and maybe some iced tea for the yard help. Boy I hate to see them work that hard.

In part one of our series about the C-120/140, last month, we talked of the history of WWII and of Clyde's venture in Wichita. We also heard from PHIL ELROD and the ZIMMERMANN's with their plane Victor. We further introduced the CESSNA 120 / 140 ASSOCIATION this month we continue.

BILL POWERS sold his C-120 last Dec. He said that his rag wing wonder would get him in and out of most places and was used for alot of cruising at 105 TAS. When he bought it three years ago the 1946 side by side had a mid-time everything and a few instruments. New, they sold for $3,500, now you would have to pay a min. of $4,200. The C-85-12 engine (85 hp) burns 4.5 to 5 GPH. BILL said his greatest joy through the years was not only flying the bird but working on it. Oregon was its first home straight from the factory. It moved to Arizona for a time and then to deep South Texas. BILL bought it from a pilot at AIRPARK. The plane has no flaps and an add-on electrical system that included an old style, swing-down-from -the-wing landing lite. (Note - all C-120's came from the factory with no electrical system; a number have had them added later.)

A quick news flash - WINNIE WACKWITZ is the proud owner of C-140 N90175 which was resently brought to Texas from its former home in Denver. WINNIE purchased the tail-dragger to brush up her flying in prep for the rolling out of her Flybaby. The Flybaby will be ready for cover this winter. Congraduations WINNIE!

I phoned BILL LAWLER next, to make sure I had my list of CESSNA jocks up to date. BILL is at ADDISON, where he A's and P's and I's all the day through. If you need advise and counsel he can normally fill both your ears in about ten minutes flat. At other times, when forced to, he has been known to work on planes. Bill recommended we call MUTT WAY and he also seconded the good advise in last month column about looking long and hard at places that take a lot of stress for any signs of metal fatique, not only in old Cessnas, but in all planes, new or old.

I found MUTT WAY not only awake but taking calls the day I phoned. MUTT as you are well aware of is the Captain of the short-field ENOLA GAY, also known as the BABY BUMMER. The BB was purchased in Tyler on a dark rainy Friday Nite (probably the 13th) during a full moon and was flown to Dallas non-stop the next day, setting an unheard of speed record of 804 KNOTS IAS, 95 MPH TAS. The IAS was probably caused by the cork left stuck in the end of the pitot tube and aided by MUTT sucking on a hose attached to the alt air source for the static port. Boy, what man can achieve when he puts his mind to it.

Before becoming a born again swift (sorry capital S) driver MUTT and JIM (NORDEN BOMB SIGHT) YOUNG held all the chapter records for flour bombing from MUTT's C-140. In fact they also held an altitude record. They at one time climbed the BABY BUMMER to a record 1500 feet AGL. Both Mutt and JIM have had other harrowing experiences in BB. One day, both flew for 2 hours and 30 minbtues non-stop before landing and detanking. To this day, MUTT's left eye still has a slight yellow tinge of color. In his memoirs, MUTT notes that the spring gear of the C-140 has for many years produced honest and humble trainees. He further notes that that same gear aided in his setting of yet another world record. The record for the most landings in a single pass on a 1200 foot runway. That record still stands today. Mutt recollects that the event resembled more something like a 22 cal. bullet ricocheting off the inside walls of a granite rock canyon. Aah yes, where else but in our chapter could we find such men.

I promise that next month will be, maybe, the last of the Cessna 120/140 story. we still have two plus interesting characters to discuss. First, ED LAWRENCE from our club and secondly, KEN LIFLAND the mailman and local expert for the Cessna 120/140 ASSOCIATION (214) 867-2832. We also have more pictures and sage advice for all concerned, so stay tuned folks.

. . . and as always THANKS CAPTAIN.

PEACE . . . CAPTAIN D G PILOT

Impossible Turn

Turning back is the worst possible action when the powerplant fails during climbout in a single.

by Alan Bramson

I WATCHED THE little Miles Sparrowhawk take off and cross the airfield boundary. I had been promised a ride in this beautiful little bird, the only remaining example of this beautiful, 1935 British racer. Then, without warning, the engine died.

Ahead were open farmlands. The pilot elected to turn back. He got halfway around the corner before the bank suddenly went past vertical, the nose went down and the Sparrowhawk was in a spin. At such a low height, there barely was room for a full turn before the airplane hit the ground and broke up beyond repair. Fortunately, there was no fire, but the pilot never was the same again.

Many years later, an almost-new, four-seat tourer took off from Biggin Hill, the famous Battle of Britain airfield not far from London. Biggin really is situated on a hill. The runway in use that day faces toward a wide, open valley which drops 200 feet or more from airfield level. At a height of about 250 feet, the tourer's engine abruptly died. In a wide arc ahead of the aircraft lay the valley, offering the luxury (in terms of gliding time) of another few hundred feet. The obvious decision was to land ahead.

Instead, the pilot turned back, entered a spin and crashed within yards of where the aircraft had been parked but a few moments previously. The pilot and one passenger died in that crash; the two other occupants were injured seriously.

A pair of all-too-factual stories: the first involves a very experienced professional test-pilot and the second an amateur who nevertheless had a reputation for reliability and a habit of doing things by the book. In each case, the pilot elected to turn back and attempt a hazardous downwind arrival when conditions were more or less ideal for a forced landing ahead.

Stories such as these are almost as old as flying itself. No doubt one could fill a large book with such factual examples. This is strange because there can be no secret about the dangers of turning back following an engine failure after takeoff; most textbooks, certainly those with reputable names on the covers, firmly advise against the practice. Yet, people continue to kill themselves when the situation could so easily result in only minor damage to the aircraft, little or none to the occupants and, later, drinks all 'round to celebrate an expertly conducted emergency procedure.

We live in permissive days. If one tells the aviating public that, if the donkey up front goes quiet during the early stages of climbout, *never* to turn back, hackles rise and usually-reasonable folk accuse the speaker of being dogmatic. One or two almost invariably trot out some story in which the pilot turned back, got away with it and would have hit the headlines had he gone straight ahead.

No doubt there are a few, although very few, situations in which circumstances might dictate turning back. But, such decisions, demanding split-second action and supreme skill, are beyond the capabilities of the average pilot. It's better by far to establish a well-rehearsed emergency drill and keep in practice, so that should the engine go on strike, there will be no "shall I/shan't I" nonsense while time runs out.

Why not turn back? Read on.

"Surely it is better to land back on the field rather than risk a touchdown in a plowed field and then face the cost of taking the bits apart and moving them back to the airfield." Brave words, those. But, they ignore the obvious risks of attempting a downwind landing against traffic taking off, assuming there is sufficient height to reach the airfield without spinning in. What is sufficient height? Take a look at the numbers.

Figure 1 illustrates the following situation. You have just completed one of your immaculate departures and climbed to 300 feet. Without prior warning, it all goes uncomfortably quiet up front. Some rather revealing experiments have been conducted concerning the average pilot's reaction time; from all accounts, the average pilot needs at least 4 seconds to react when faced with the unscheduled loud silence. Because the modern lightplane climbs in a rather nose-high attitude, it is sitting nose-up with no power—the airspeed indicator winds down like a busted clock.

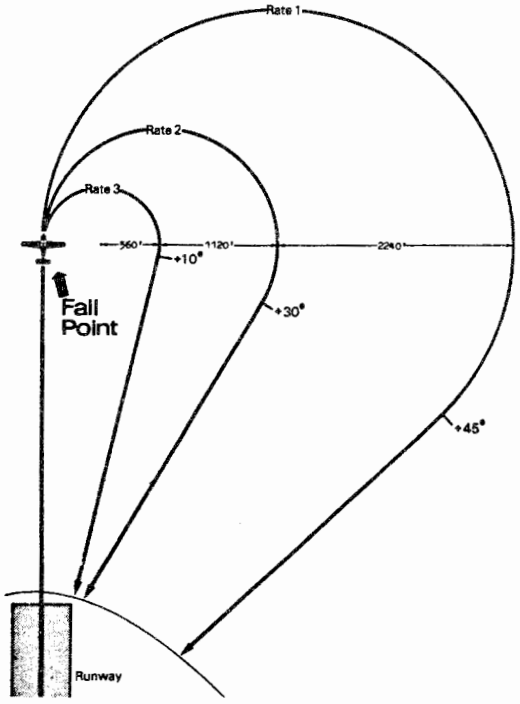

Figure 1—Although doubling turn rate halves turn radius when attempting to turn back to the runway, stalling speed increases dramatically.

By the end of those 4 seconds, the message should have gotten through to the pilot: "Lower the nose and safeguard the airspeed." At that stage, all the good advice of your flight instructor and those marvelous textbooks is thrown away and you roll into a bank to get back to the airport. Not wishing to risk a spin, you limit yourself to a standard-rate turn. How long does it take to do a 180 at standard rate? 60 whole seconds!

In addition, it is often forgotten that turns require room and the faster you fly the bigger the turn will be. Even at the modest, 70-knot gliding speed of a little tiddler, radius of a standard-rate turn is an astonishing 2240 feet. By the time direction has been reversed, you and your favorite wonderplane are 4480 feet to one side of the runway—that makes a nasty hole in a mile! The drawing shows that the turn must be continued for another 45° before the aircraft is pointing in the general direction of the airfield, so total turning entails changing direction through 180° plus 45° for a total of 225°

When the engine fails, time is of the essence. As my old flying instructor liked to say, "Gravity never lets up." Because time can be related to height loss, let us take a look at what happens during the time that passes after your engine goes on strike at 300 feet AGL. First, there is 4 seconds reaction time. Then you use up 60 seconds to turn through 180° at standard rate and 15 seconds more for the extra 45° necessary to point you at the airfield; total time since power failure so far is 79 seconds. An average lightplane in a turn will descend at, say, 1000 fpm: at that rate, 79 seconds translates into a height loss of 1316 feet. Having started the emergency procedure only 300 feet above the ground, you and your wonderplane now would be 1016 feet BGL (below ground level)!

Supporters of turning back no doubt will counter this argument with the suggestion that a standard-rate turn is not the way to handle the emergency. "Hawk it 'round the corner and head back to the field," they will tell you, conveniently ignoring the many problems that will occur.

It is common knowledge that, because of loading, stalling speeds increase with angle of bank. Take a look at the figures which relate to a typical four-seat tourer in world wide use (see Table 1).

Bank Angle	Stall Speed	Increase (%)
0°	49 knots	0%
35°	53 knots	8%
45°	59 knots	20%
60°	71 knots	43%
75°	97 knots	97%

Table 1—Typical chart for a four-seat single shows relation of stall speed to bank angle.

The obvious message conveyed by Table 1 is that, if you stand the bird on one wingtip and pull back the pole, stalling speed can almost double. It seems clear that when an engine failure occurs at a safe height for turning back (to be discussed later), 45° of bank should be regarded as the absolute maximum.

Another factor often overlooked by supporters of tight-turning back to the field is the need to increase gliding speed as bank is added beyond, say, 20°, and the increase in descent rate that is bound to result. Taking our lightplane with its 70-knot gliding speed as an example, if you roll on 45° of bank, common prudence demands that you increase the airspeed to 80 knots—any steeper and up go the G-forces, inflating both stalling speed and descent rate.

If you stand the bird on one wingtip and pull back the pole, stalling speed can almost double.

At 80 knots, a 45° bank would approximate to a four-times standard-rate turn, meaning 15 seconds will be necessary to change direction 180°. Take another look at Figure 1: Although for a 70-knot turn it shows a radius of 560 feet and adding 10 knots will not make a lot of difference, to point back at the airfield it is necessary to fly through another 10°. In terms of time, we have 4 seconds in which to react, 15 for the turn through 180° and another 1 second for the extra 10° needed to head for the airfield, for a total of 20 seconds.

Even if the rate of descent remains unchanged (although you know, and I know, that it is bound to increase while banked at 45°) a third of a minute while descending at 1000 fpm means you will have lost 333 feet at the end of the turn, which we started from 300 feet AGL.

Study the data in Table 2. They show how much time is required to head back to the field at different rates of turn. Of course, one must add the 4-second reaction time to the figures quoted in the last column because the table is confined to turning time. As with Figure 1, the table assumes a gliding speed of 70 knots and, although speed will have to be increased for a twice- or a four-times standard-rate turn, the larger radius will be balanced by the higher speed.

Turn Rate	Time to Turn 180°	Additional Turn Req'd	Total Time
standard (3°/second)	60 seconds	45°	75 seconds
twice standard (6°/second)	30 seconds	30°	35 seconds
four times standard (12°/second)	15 seconds	10°	15.8 seconds

Table 2—Turning back to the runway requires more than 180° of turn, consumes extra time and altitude.

So far we have considered only the numbers. On that count alone, turning back at low level is a nonsolution. However, there are other reasons why that turn should not be attempted unless circumstances offer a sporting chance. First, there is the obvious hazard of landing against oncoming traffic. But, even if the airfield is quiet and you have the place to yourself, there still is a downwind landing to contend with. At worst, final approach may be downwind and crosswind, a situation that could result in more damage than a well-executed arrival in a plowed field. The crosswind further complicates the problem because it extends or reduces your turn radius according to whether you bank left or right on the way back. At low level, with all the pressures and anxieties of an engine failure, do you feel confident enough to make the right decision?

If you are confronted with nothing but buildings or trees in all directions, and provided you have gained at least 600 feet prior to engine failure, there is a reasonable chance of regaining the airfield provided a 9°-per-second, gliding turn is started without delay and speed is increased by about 10 knots above that for a straight glide. But, at the end of the turn, you will face a difficult landing ahead.

Obvious factors affecting the outcome of turning back are glide performance of the aircraft and, most importantly, the pilot's skill. By now I hope the seeds of doubt have been sown in the minds of those who feel capable of turning back, because below 600 feet AGL, the numbers spell disaster.

At low level, with all the pressures and anxieties of an engine failure, do you feel confident enough to make the right decision?

One of the reasons why some folks get uptight when they are told to land ahead if the engine quits after takeoff is because they feel denied the right to exercise their judgment. I would be the first to agree. To demand that the landing must be *straight* ahead would be pointless and potentially dangerous. Ahead may lie the biggest and densest housing development of all time. 10° to one side could be an open field the size of JFK. Figure 2 illustrates the options available if you scan the relatively wide area contained within a 60° arc left and right of the takeoff path. Thee is no reason why the aircraft should not be maneuvered within those relatively far-ranging limits.

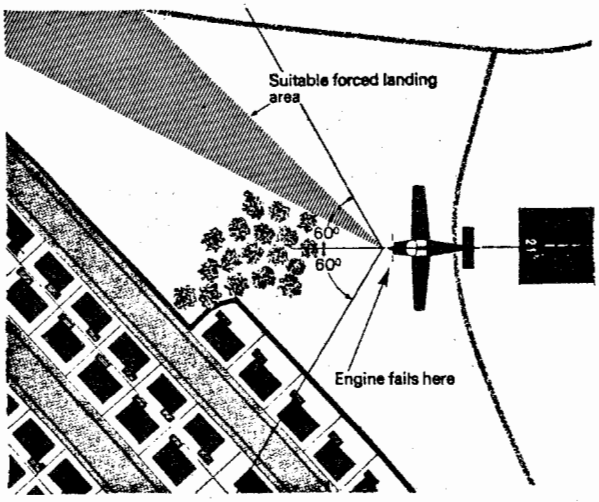

Figure 2–If engine fails at low altitude, it's reasonable to search for a suitable landing site up to 60° on either side of aircraft heading.

Even assuming that no obstacle-free landing area can be found within this 120° scanning area (60° left and right of climbout heading) most light singles have relatively slow gliding speeds, and when a wind is blowing, groundspeed at point of contact can be modest. Following are the drills. They should be practiced at least once every six months, and preferably in the company of a good instructor.

Engine Failure During Takeoff–You are belting along the runway, building up speed and minding your own business when a cessation of activity up front announces there has been an engine failure:

1) Close the throttle;
2) Brake firmly;
3) Maintain runway heading;
4) While the aircraft slows down, turn off the fuel, switch off the mags and pull the mixture into idle-cutoff to minimize fire risk;
5) When there is a risk of passing the end of the runway, or even of running off the airfield entirely, swing onto the grass. Take firm avoidance action when obstacles are present.

Engine Failure After Takeoff–At a height of 400 feet expensive noises from the sharp end let it be known that there has been a power failure:

1) Immediately depress the nose and trim into the glide at optimum speed;
2) Look through an arc of about 60° left and right of aircraft heading and select the best available landing area (see Figure 2);
3) Turn off the fuel and mags. Pull the mixture to idle-cutoff to minimize fire risk;
4) If yours is a tailwheel aircraft, avoid risk of turning over during the landing by retracting the gear (if applicable). It is better to leave the nosegear extended on trigear aircraft to absorb the first shock of arrival;
5) Make gentle turns to avoid obstacles;
6) When you are sure of reaching the chosen landing area, lower the flaps, in stages if necessary, but aim to have full flaps before touchdown. Do not allow the airspeed to increase;
7) On short final, turn off the master switch and unlatch the cabin doors (to guard against risk of being trapped in the cabin through the doors jamming);
8) *Resist the temptation to turn back to the field!*

When engine failure takes the form of a noiselessly windmilling propeller, without obvious signs of mechanical damage, the cause could be fuel starvation. In such cases you would change to another fuel tank (if there is one) after selecting your best landing field. Continue through the list if the engine will not restart.

Few experienced pilots would disagree that an engine failure after takeoff, particularly in a single, is one of aviation's most challenging situations. Certainly it is calculated to sort the nobs from the peasants, as they say in the classics. If this article does no more than convince the convinceable that, in all but ideal circumstances, turning back is not an option for the thinking pilot with ambitions to age gracefully, then it will have served a valuable purpose. Fortunately, engine failure is rare these days but it nevertheless remains a fact of aviation life.

The engine that for one reason or another comes apart (connecting rod through the crankcase, rocker arm broken, etc.) may be outside the pilot's control. So often, however, an engine failure could have been prevented through sensible preflight action. Following are some hints for happy piloting:

Preflight Checks—These should not be treated as a ritual to be dealt with parrot-fashion and under sufferance.

1) It is vital to check for water in the fuel tanks. There is little point in letting the fuel strainer spray onto the ground—that will tell you nothing. Use a small jar and keep running the strainer until fuel (not water) comes out. I know of two pilots who were killed last year because they did not check for water in an aircraft that had been standing outside for weeks. Having used the fuel strainers, make absolutely certain they are shut correctly. Otherwise your tanks will run dry in no time at all.

2) Yesterday's honest fuel gauges could be liars today. Look into the tanks, make a visual check of fuel level and compare it with fuel indications when you enter the cabin.

3) Check the oil and replace the filler cap correctly. I once saw a lightplane make a high-speed landing trailing black smoke fit to turn day into night. The oil cap had not been replaced properly and the results, while more frightening than dangerous, had all the appearance of a serious engine fire. In fact, one may well have developed.

Engine Checks and Vital Actions—

1) On reaching the holding point, change tanks prior to the runup. This way you will check the fuel system. On no account change tanks after the power checks and just before taxiing onto the runway. If anything is amiss, you can put money on it that the motor will throw in the towel at the worst possible moment.

2) Check the magnetos, hot air (or alternate air) and, when fitted, the propeller pitch change.

3) It is vital to check the fuel pressure without the electric pump working because only then can you be sure the mechanical pump is functioning. This is the time to check all engine temperatures and pressures as well as vacuum and electric charge but do it with the power on, not at idling rpm.

4) During the early part of the takeoff run, be alert for any unusual roughness, vibration or unfamiliar noises. Even when it all sounds good, take a quick look at the engine instruments as soon as direction is assured and satisfy yourself that everything is in the green.

If there is the slightest hint of abnormality, close the throttle, abandon the takeoff and stop playing the hero.

A test pilot mate of mine once told me, "The difference between the true professional and other pilots is that during takeoff many amateurs are surprised when something doesn't work; the pro is equally surprised when it does." The truth of this little quotation is that too many pilots have a blind faith in things mechanical. There is the illogical habit of turning off the electric fuel pump as soon as the aircraft has departed the airfield. It only needs the mechanical pump to play up and we have an engine failure on our hands. At that stage the pilot elects to turn back and—but we all know the outcome of that!

Flying is a discipline... safety is an attitude.

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In Waco...

Air Show Slated for 1986

The history of Texas aviation is the theme of the upcoming Sesquicentennial Air Show, slated for June 12-15 1986 in Waco, Texas.

The Aeronautical Council of Texas (ACT) sponsors the three-day event, which is expected to draw aviation enthusiasts from around the world. Recognized by the Waco Sesquicentennial Commission as an unprecedented display of aviation in Texas, the event is scheduled to take place at Texas State Technical Institute's (TSTI) Waco Campus Airport (formerly James Connally Airbase).

Military, modern military, antique, and modern general aviation aircraft will be on display at the show. According to Karl May, ACT president, "We expect to have static displays of aircraft ranging from WWI, WWII, Korea, Vietnam, and prototypes of the future air and space vehicles. We will have flying demonstrations of many of the aircraft, including a reenactment of Pearl Harbor, "he said.

May added that he and the air show's honorary directors "will attest to the State's commitment to dramatically demonstrate Texas' contribution to air power and air transportation as it exists in our world."

With the cooperation of the Texas Sesquicentennial Commission and the Texas Tourist Development Agency, the all-Texas event will feature a two-day air show piloted entirely by Texas flyers.

"We are looking at putting on the Paris Air Show in Waco," said David Ferguson, manager of the Waco Convention and Visitors Center. "We have something that is so big and grandiose that neither Texas nor the world will soon forget it."

"We're hoping to draw people not only from the area but flyers and those interested in aviation from all over the country that want to see what Texas is doing," he said.

Ferguson said that manufacturers of aviation equipment throughout the state of Texas have been invited and encouraged to exhibit in the show. "We want to make the state and the nation aware of the importance of the aviation industry to our state," said Ferguson.

Proceeds from the event will benefit local Waco charities and non-profit organizations involved in the event. For more information, contact Dr. Thomas L. Charlton, Chairman, Waco Sesquicentennial Commission, CSB Box 401, Waco, Texas 76798, (817) 755-3437.

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