

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 168 DALLAS TEXAS

Our chapter keeps pumping out the new airplanes and this month we feature Tom Moore and his Q-200. First flight was June 1st and by now it has about 10 hours. Congratulations Tom, from Chapter 168! Currently the Q-200 is at the Grayson County Airport up by Sherman. Tom would really like to bring it down to the McKinney airport so if anyone has some hangar space, give Tom a call.

By editor

First Flight of Q-200

By Tom Moore

The first time I saw a Quickie Q-200 was on the cover of Sport Aviation, March 1984. The article talked about top speeds of 220 mph and cruise speeds of 207 mph at 75% power. All of this was going to be done on a 100 h.p. Continental O-200. I remember going back and reading the article over and over trying to make up my mind, but it was already too late, the hook was set.

I contacted some of the regional dealers in hopes of finding a project for sale. A dealer out of Oklahoma located a kit for me. After a few phone calls a deal was struck. In January of 1985 a friend and I were on our way to Indianapolis to pick up a partially completed project. We went through Tulsa and picked up the dealer who would help with the inspection since he had already built and flown his own Q-200.

With the plane securely at home in the garage, reality started to sink in. I originally estimated the project to be 50% complete, but looking back I would put it closer to

30%. This was going to take a lot of work to get this plane in the air. The next few years were a motivation roller coaster ride.

Even though I had purchased a plane with the fuselage and wings already built, I was still going to be given the opportunity to develop a full appreciation for the term FILLING and SANDING. This part of the project seemed to go on forever and eroded my motivation down the quickest. When I couldn't take the sanding anymore, I would stop and move on to some other area of the project. One of the biggest things that helped me through this project was the discovery of WEST SYSTEM epoxy. This was used in the filling process in place of the structural epoxy. It makes it so much easier to sand. I was able to accomplish much more with equal effort.



Tom Moore's Q-200

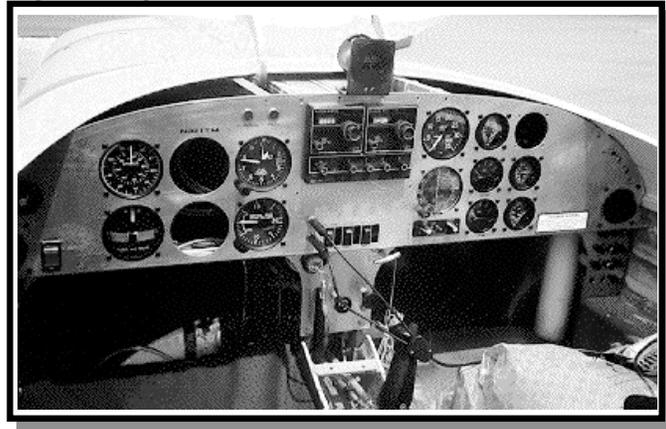
The work on the plane was pretty much a patch work affair until 1994. It finally dawned on me that if I didn't work on the plane it would never get finished. During the next three years I accomplished more than in all of the previous years.

Along the way I had purchased a Continental O-200 engine that had been removed from a Cessna 150 that was damaged in a wind storm. I initially planned on doing a quick top-end job in hopes of getting another 100 hours or so before a major overhaul was needed. After the cylinders were examined more closely, the hope of a quick top-end job disappeared. The cases were split and the bottom end was gone through and rebuilt. It was then topped off with four



new Millennium cylinders. A bright shiny engine sitting in the corner ready to go helped keep the motivational fires going.

I primed the plane using the SYSTEM THREE water thinned paint. This was my first experience with painting, but it let me know that the finish job belonged to a professional. I made a decision to fly the plane in the primer in case I had to make any changes during the flight testing.



Q-200 Instrument Panel

On February 16, 1997 the plane was loaded on a trailer and moved to the Grayson County airport. Grayson was the ideal airport for this airplane. If your unfamiliar with the history of the Q-200, it has a reputation for being a quick plane in the air and a handful on the ground. With all of the open ramp area I could work on my ground handling skills. This is definitely a plane that you can't relax until its parked in the hangar.

My FAA inspection was performed by Gene Eubanks who is a D.A.R. based out of Grayson. On the day I chose to have him come by, his FAA sponsor Gene Bland was in the area and he ended up supervising Gene as he performed the inspection. This did not help my stress level any! Everything was going along fine until Gene Bland asked if I had complied with the AD out on the Aircraft Spruce mag switch. After checking the AD's it turns out that my switch was exempt from the AD because it didn't have a START position since I have a pull starter. With Gene Eubanks being a D.A.R., he can issue airworthiness certificates, but he can't issue repairman certificates for the builder (don't ask me why). Since Gene Bland was there he signed off my repairman's certificate application. No gigs, my repairman's application signed, I was feeling good!

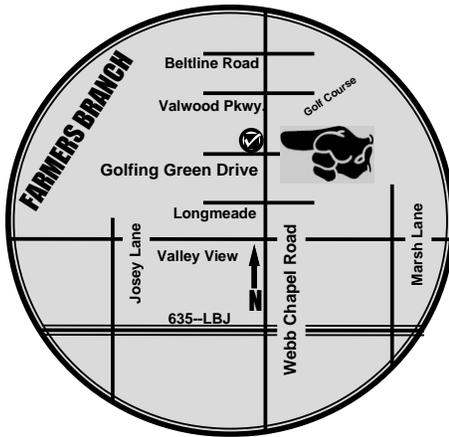
June 1, 1997 turned out to be the big day for the first flight. We had been waiting around the airport for the winds to calm

down and finally around 8 PM the time was right. Everything on the first flight went ok. I stayed in the pattern for about fifteen minutes trying to get a feel for her. I did one low approach and then decided I was losing my light and I needed to land. Now came the real test, the first landing. I won't claim that I greased her on, but considering some of my landings since then, it wasn't too bad!



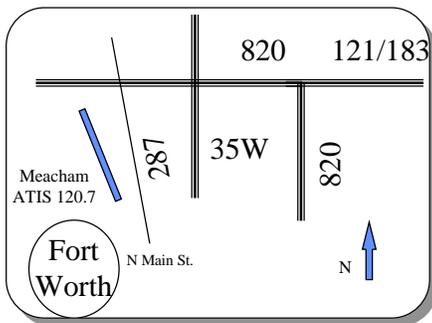
August 5th Chapter Meeting

Our August 5th (first Tuesday) Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 8:45 p.m. Please plan now to attend!



The August meeting will be presented by Chucky Hospers on the Museum they have established over the last several years at Meacham Airport in Fort Worth.

August 9th Fly-In / Drive-In



On August 9th (Second Saturday following the chapter meeting this time), the Chapter 168 fly-in/drive-in will be at the Meacham Airport in Fort Worth. We will meet around 10

AM at visit the Museum. We will have lunch at local restaurant.

August 26th Newsletter Assembly

The August issue of Hangar Echoes will be assembled at Wally and Darrel Watson's home on August 26th starting at 7:00 PM. The address is 4317 Driftwood Drive, Plano, Tx 75074 phone 972 - 423-7398. Don't miss this opportunity to see the really nice workmanship on Darrel's RV-6.

Calendar of Events

- 30 July, Oshkosh
- 23 August, Amarillo - Amarillo Air Show
- 23 August, NAS Corpus Christi Air Show
- 10 September, Randolph AFB - Armed Forces Airshow
- 06 September, Dallas - Dallas Air Show
- 20 September, Sulphur Springs EAA 1094 Fly-In
- 20 September, Burlington Colo.- RV Fly-In
- 27 September, Houston - Wings Over Houston
- 04 October, Midland - Confederate Air Show

- 04 October, El Paso - Amigo Airshow, Inc.
- 11 October, Fort Worth - International Airshow 97
- 11 October, La Grange - Fayette Air Show 97
- 11 October, Muskogee - Muskogee Air Show
- 25 October, San Antonio - Fall Fiesta Air Show
- 25 October, Tulsa - Tulsa Airshow

Internet Addresses

- <http://vline.net/eaal68> Chap 168
- <http://www.eaa.org> EAA Nat
- <http://www.faa.gov> FAA
- <http://ceps.nasm.edu> Smithsonian
- <http://www.landings.com/aviation.html> Good Link
- <http://www.vansaircraft.com/main.htm> Vans
- <http://www.tpwi.com/locator.html>\$100 Burger
- http://www.comet.net/weather/forecasts/owl_northamerica_forecast
- <http://www.intellicast.com/weather/dfw/sat/>

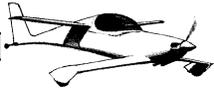
August 14th Director's Meeting

The August Director's Meeting will be from 7:00 - 8:45 PM at the Farmers Branch Library on the 14th. The following is a report by Gerry Mizelle from the July meeting.

1. Discussion about the need to include directions and locations, by air or land, for future Fly-In locations.
2. Mesquite has a Open House scheduled on the 26th.
3. Discussion about the current practice of keeping expired members on the roster. This process will continue as it allows the information to be kept if a person is late paying their dues and no mailing labels are created for them.
4. Jay Shear discussed a letter from the Texas Soaring Society inviting us to breakfast, 8 to 10 AM, in August. It was decided to include the details in the newsletter for those who would like a second event in August.
5. September 6 & 7 the Frontier of Flight Airshow would like additional homebuilts on display. Contact Knox Bishop @ 356-3600 or Jay Shear for more information.
6. The September 6th Fly-In will be at Henry-O's at Ennis

New Members

- Charlie Hoke, no project given
- Andres Torres (972) 952-5923 no project



A Message From the President Monroe McDonald

July Activities

I really enjoyed this month's sojourn to Hicks Field; it is a nice little airport. I do have some difficulty overcoming my envy of the beautiful hanger/shops some people have, but it helps spur the imagination.

Southwest Regional Fly-In (a.k.a. Kerrville)

Chuck Farry and I just came back from the SWRFI board meeting at Abilene. The organizational activities, including new by-laws, have been mostly sorted out, and the practical work of planning the October fly-in is beginning.

I hope you all got a Mooney tour, because they are no more. The Mooney facilities we have been using for years are no longer available, so all activities will be on the opposite side of the field, centered on the FBO ramp. Road access is from the south end of the field. A lot of planning is going into fitting all the expected aircraft into the available parking. The evaluation of larger and better sites is continuing for '98 and beyond.

One positive result of this is that both runways will now be available for operations; less cross-wind and shorter taxi.

The fly-in will be a full two and one-half day event, with air-shows on both Saturday and Sunday, 1300 to 1500 hours. The airport will remain closed to landings until 1600 allowing expedited departures. There will be a temporary FAA tower, and a published arrival procedure with ATIS broadcast.

Chapter 168 News

By Marvin Brott

- Thanks to Beverly and Earl Browning for all the food and friendship at the July issue assemble of Hangar Echoes.
- Thanks to Danny Duggan for the presentation on flying with floats at the August meeting. You can get your seaplane ratings for \$795 on Lake Palestine, Texas. This includes a two day course, books, ground school and check ride by a FAA examiner. If you want to fly in with wheels on our airplane to check it out, go to Aero Estates (3200 foot runway, 3.2 miles east of the Frankston VOR). If interested, call (214) 681-4787 weekdays or (903) 876-2900 weekends.
- Thanks to Becki and George Orndorff for showing us their RV-8 project at Hicks Field and providing the drinks. A great time was had by all at this fly-in.
- The FINA Dallas Airshow has invited Chapter 168 members to join the airshow on 6-7 September by bringing our Homebuilts. They expect 50,000 people from all over Texas and the southwest with a theme of "A Flight Thru Time" with aircraft ranging from Nieuport 17, to Golden Age Classics, WW2 Warbirds, 50s Jets, and today's most modern jets. The show still benefits the Frontiers of Flight Museum which chronicles the history of aviation from mythology to the space program. Mel and Ann have taken their RV-6 to this show for display. Provisions have been made for aircraft security (during the show) and for hangar space should weather become a factor. For further information, check with Jay Shear.
- The Texas Soaring Association would like to extend an invitation to Chapter 168 to attend a fly-in on Saturday

August 23rd at their field (Lat. N 32 23.000 Long W 97 00.500). This location is approximately 8 miles south of Midlothian, Texas. It is on Singleton Rd. just beyond the Salvation Army's Camp Hoblitzel. They will provide a waffle, sausage or bacon breakfast for all members of 168 (8:00 to 10:00AM). Glider operations usually begin after the breakfast hours. The field is grass (somewhat uneven), runs 18/36, is approximately 4600 feet. Call 972 233-4835 with any questions. See map inserted on page 10.

- Just got a note on the 20 September Sulphur Springs Fly-In that many of us have been attending. Contact Mary Jane Willis at mjwillis@webwide.net
- Check out the new advisor from Hidden Valley Airport

Birds Gotta' Fly

by Brownie Seals

The song says - fish gotta' swim, birds gotta' fly .. -. And there is a popular notion that planes gotta' fly. However, there is also a belief that a "pilot" must overcome some superhuman challenge in order to make a reluctant machine go through the air.



I learned to fly a long time ago. One thing that still sticks in my mind is an experience on one of my first flights. With the instructor in the back seat of an Aeronca, I was valiantly trying to fly a straight line on the downwind leg of the pattern. The plane was up, down, left, right, slow, fast - all over the sky as control movements got faster and more frantic. The instructor shouted from the back seat (in those days no planes had intercoms) "turn the plane loose - get off the controls". I imagined that it would fall out of the sky if I did. I let go and the plane began to fly smoothly, straight and level. It flew better without me on the controls than with my input. Most modern planes will fly smoother without a lot of pilot activity than with constant movement of the controls.

I have been instructing for over 30 years and I have observed that one of the important things a new pilot must learn, is to allow the plane to fly. Set up the altitude, course, speed, and trim for the desired conditions and then let the plane do the flying. The built in "will" of an airplane to fly is called "stability". An airplane is stable if it wants to do the right thing. Unstable if it wants to do

the "wrong" thing. That the modern airplane is stable (in most respects) rather than unstable is one of the most important things behind the art of flying. A stable airplane's ability to fly 'hands off' is a sign that even when the pilot controls the airplane, the airplane helps him - instead of fighting him.

A lot of years ago I owned a 125-HP Piper Pacer. It was a really well rigged, straight airplane. A real pleasure to fly. One of the many exercises I practiced was maneuvering the plane without using the wheel or the rudder. I found that when I got the plane well trimmed for straight, level flight, I could make turns by shifting my weight from one side to the other. Move to the right seat and the plane would turn right. Move to the left and turn left. Push the seat all the way back and climb. All the way forward and descend. I also found that I could make climbs, turns and descents by using only the throttle. Add just a little power and the plane would perform a shallow climbing left turn. Reduce the throttle a little below the trim speed and the plane would descend and turn right. The dihedral kept the wings level, the pitch stability kept altitude relatively constant and the "P" factor and the rigging of the rudder kept the direction generally constant. It was a fun way to add time in the log book and a way to develop a real sensitivity to the feel of the plane. Of course, this required a nice quiet day free of gusts and turbulence.

The widely held belief in flying by "the seat of the pants" is based on this tendency of the plane to fly. The "feel" one gets from his plane is the plane's stability trying to do what is best for proper flight. Whether he realizes it or not the pilot is always

being guided by his airplane's feel. Because the ship wants to do the right thing and resists doing the wrong thing. One can thus sense by the feel of the controls whether he is doing the "right" thing. Sometimes a pilot is obliged to use inefficient maneuvers to do what needs doing. Like the Slip. The forces we feel resisting the controls in a slip is the plane telling us that that is not an efficient way to fly. Release the force and the plane will return to straight flight on its own. "The Plane's Gotta Fly".

For instance when you slow the airplane, (by reducing the power and leaving the trim as set) it becomes nose heavy. You feel the pull of the stick on your hand. That is the airplane's "stability" working for you. An unstable airplane would not give you that sensation and would be difficult to fly.



It is not true to say that an airplane wants to fly level. What the airplane really "wants" to do is to keep the relative wind passing over it steadily in the same direction. The airplane wants to fly at a constant air speed. Thus properly trimmed and setup it will fly at the same speed and altitude until upset by some outside force. A gust or a pilot. It will point its nose up or down as necessary to return its speed to the trimmed value. In the early hours of primary flight training it is standard practice to

demonstrate to the new pilot that the plane will perform a series of shallow climbs and dives after being "upset" and will return to near the same speed and altitude as before the upset. The stability demonstration that we all witnessed in the start of our training.

Turning in an airplane is done by banking. If a plane has lots of dihedral it tends to resist banking and thus will tend to fly straight in whatever direction it is initially pointed. Planes with little dihedral tend to allow a wing to dip and start a turn. The slowing of the inner wing plus the speeding of the outer wing aggravates the bank and the plane will tighten the turn until it falls into a steep descending spiral. This lack of stability causes the plane to demand some attention in flight. I have flown many hours and many miles with only my toes on the rudders. A light tap on the rudder opposite the descending wing will bring it back to level. I was flying along one day with a new acquaintance in the right seat, hands in my lap, feet lightly on the rudders and letting the plane go its way. Out of courtesy, I inquired if he would like to fly, he said "yes". I motioned that the plane was his. He folded his hands in his lap and sat motionless. I then realized that I had invited him to fly, when I had been demonstrating that there was no requirement for action in flying. He reported that the plane really flew well.

The stability and predictable behavior of modern planes is a result of much careful design. We can easily fail to appreciate the comfort and safety that has been provided to pilots today by the many designed in behaviorisms of our planes.



Wolfgang Langewiesche devotes an entire chapter to "What the Airplane Wants to Do". He analyses in simple terms the stability of an airplane and provides good suggestions as to how to let that stability help you fly better. One of his important conclusions is that the airplane really does not "care" about its relationship to the earth. Its natural tendency is to keep the air flowing over the wing in the same direction and at the same speed.

Another area he treats at length is the lack the plane's ability to keep wings level. His analysis shows that with the typical minimal dihedral of modern airplanes most will increase their bank (and turning) once upset from straight flight. He warns the uninitiated pilot about the pitfalls of improper control inputs once the descending spiral is allowed to develop. In training you, no doubt, will remember the need for opposite aileron in steep turns. The weathercocking tendency will make the plane tend to fly head on to the relative wind. It will yaw around to point in the direction in which it is actually going. The bottom line is that what the airplane wants to do, once the turn is started, is to turn more, it wants to slip toward the inside of the turn, it wants to put its nose down. As pilot, one must recognize these forces and skillfully counter them.

So, the plane wants to fly, but it has some quirks. Learning the indications and sensations of the plane's behavior is the challenge of flying. Mastering these skills is the FUN in flying.

Fly While You Still Have Your Wings

Brownie Seals rseals@flash.net

Rocky Mountain Fly-In

as report by Marvin Brott

Chapter 168 was well represented at the Rocky Mountain Fly-In at Longmont Colorado in June. The weather was perfect for the trip up and back. The hospitality was great in that we had a barbecue dinner on Friday evening and hamburgers on Saturday afternoon. All of the major kit plane providers were there with prototypes, including Van's with the new RV-8.

Friday evening someone got the hot idea (Gary Green) that we should fly into the Rockies for some mountain flying and breakfast. So at 7:00 AM on Saturday we took off for Buena Vista which is small town in the typical beautiful valley where we had breakfast. After breakfast, we traveled about 50 miles up the valley to Leadville where we landed at North America's highest airport. As you can see on side of the hangar the airport

is 9927 feet above sea level. We walked into the FBO, such as it was, and received a Certificate of Pilotage for landing at Leadville. We should have received the certificate after took off, but the RV's handled the altitude with no trouble. Its nice to still have 600 fpm at 12K. I took the easy route out of the rockies (lower attitude) by going back South and the rest of the group proceeded up the valley North and then out east to Longmont.



Pat McClung RV-6, Ken Nordman RV-6A, Ann and Mel Asberry RV-6, Jay Pratt RV-6, Don Christiansen RV-4, Marvin Brott RV-4 Red Marron RV-6, and Gary Green RV-6



Eight RVs at Leadville, Mel and Ann checking out 10K alt.



My Day as a Drug Runner

By Michael Carver



“Easterfield Tower, Lifeguard 7 3 3 November Bravo, ready for take-off runway 28, north departure, mission time critical not life threatening”

“Lifeguard 3 November Bravo, clear for take-off, immediate right turn out approved, contact Houston Center 1 3 4 point 2 5, expect no delays”

And it begins. I was told when I volunteered for this flight that since I wouldn't be transporting patients, the FAA and the FDA considered the blood cargo to be “drugs” and hence Angel Flight's pilots today would all be “drug runners.” This, of course, conjures up visions of flying just above the trees and sneaking into the airport. Nothing could be further from the truth. When you volunteer to fly for Angel Flight, everyone goes above and beyond to help you.

Like most people, I learned to fly for essentially selfish reasons and I see no fault in that. On the other hand, when given an opportunity to have an enjoyable flight, help someone in need and write the whole thing off on my taxes; how could I refuse. I took a much needed vacation day and flew blood from College Station back to Dallas for Angel Flight and BloodCare.

About 14 million units of blood are donated each year by approximately eight million volunteer blood donors. Each of these units must be processed within eight hours of being drawn and that processing takes about two hours. This is where Angel Flight comes in. By reducing the travel time from College Station to Dallas from over 4 hours to about an hour and a quarter, the collection personnel at BloodCare are able to start their drive earlier, end later, and still preserve a safe processing margin. Angel Flight made three flights each day from 7/15 to 7/17 and transported over 2300 units of blood back to Dallas (See, Aggies do have big hearts!). Of course Angel Flight does more than just transport blood. Angel Flight offers transportation to people whose medical problems make it necessary for them to travel for diagnosis or treatment, and who cannot access normal,

commercial transportation or whose condition makes commercial transportation difficult.

“Angel Flight of Texas is a Godsend” says patient Cindy C. of Weslaco, TX, who has to travel weekly for treatment in Temple. Her treatment takes about an hour, but to get to Temple, she has to rise at 4:30 AM and drive to Harlingen, take a Southwest flight to Houston and on to Austin, and finally rent a car for the last hour drive. This expensive and time-consuming procedure is reversed for the return which usually isn't completed until long after dark. “With Angel Flight, it's just a comfortable, short 2-3 hour flight each way.”

A lot of you are concerned about liability. You are exposed to no more liability when flying an Angel Flight mission than when flying a friend or neighbor. Angel Flight only accepts patients who are stable and able to climb into and out of your airplane on their own. Because Angel Flight and its pilots receive no financial compensation, the flights are non-commercial and covered under normal liability policies. All passengers flown by Angel Flight sign a waiver of liability naming both the pilots and the Angel Flight organization and you are always free to refuse to fly any mission for any reason. Finally, Texas' Good Samaritan laws provide endemnity for anyone engaged in humanitarian activities.

Although when you fly for Angel Flight, you are paid all the costs, these costs are tax deductible. So in theory, you are paying a third less for the flight time than you would just puttering around your home field. Angel Flight has also arranged fuel discounts for Angel Flight pilots at the airfields most commonly used. All in all, this is not a bad deal for those of us who are looking for ways to justify some cross country flights. On top of all that, there is the piece of mind you attain by helping those in need.

For more information, contact:

**Peggy Goll, Angel Flight of Texas
Lancaster Airport 972/227-WING (9464)**



Flying Blind, Flying Safe

Book Review by Tandy Allen

Who Are You Going to Trust?

This is a book that you probably are not going to like but should read anyway. Mrs. Schiavo has received a good bit of public attention recently in speaking out regarding the safety practices, or rather the lack thereof, and the FAA oversight of the airlines.

The first two thirds of the book detail her battles with the FAA bureaucracy over everything from bogus parts to the lack of airport security. Despite some acceptable gender bias, I found her story captivating.

Using the ValuJet tragedy as a touchstone for all that is wrong with the FAA administrative oversight of the airlines, she builds a convincing case that the FAA deserves its nickname as the Tombstone Agency - taking action only when there is a crash which forces media attention to the deficiencies.

Mrs. Shiavo brought her background as a federal prosecutor to the job as inspector general of the Department of Transportation and apparently it was sorely needed. The cozy relationship between the FAA and the airlines and manufacturers would never have yielded to anything less than the threat of imprisonment.

If you are like most of us, your only interaction with the FAA is the discussions with ATC which I have always found to be

more than helpful. Further, I count among my friends several FAA personnel from ATC and the other divisions. They are not the people who infuriate Mrs. Shiavo with their indifference to aviation safety. No the problems lies further up the chain of command.

The last third of the book gives some good guidance for choosing safe airlines and other aviation hazards to look out for. She presents the statistics of who is good and who is not when it comes to airline safety. Hidden in a tremendous volume of data was the notation that the flying that you and I do for fun lumped under the term General Aviation was the fact that this was well over 40 times more accident prone than flying on American, or any other large airline. We truly are our own worst enemy.

Don't rush out and buy this book. Try the library first. It is a tough read and not for everyone.

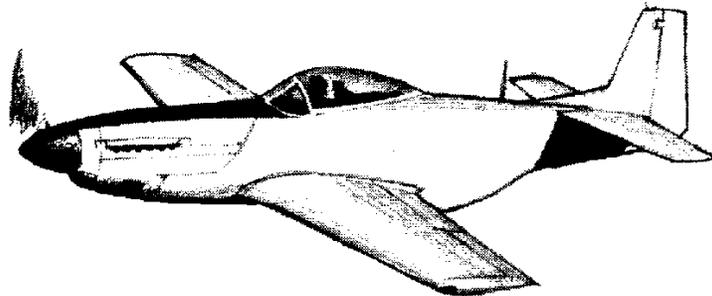
LETTER NOT TO THE EDITORS

Dear, Dad: Today I thought about one of your yarns -- the time you jumped off the barn with grand mother's umbrella and broke your leg.

A few of us pilots were up having a "rat race" this afternoon. I'd done a few loops and pulled out of a dive at about 9000 feet. None of the rest of the Mustangs were in sight, so I leveled off and headed north-east. I was looking down for the others when something seemed to tell me to look up. I did -- and I hope I never again see such a sight -- the belly of another plane diving down on top of me. I was a goner -- at 300 miles an hour you just can't side step or dodge. Fighter planes are split-second gadgets, and before I had time to think, there was a sickening, ripping crash as the tail of the other plane tore through the nose of mine!

For an instant I was frozen. Then I began the ride of a lifetime! I checked to see if I had any power, but **the** engine just sputtered and belched black smoke. So I cut the switch to prevent fire. I'd seen a few remnants of accidents like this. and they weren't pleasant to remember. I jettisoned my canopy for a jump, put my nose down and tried to gain air speed in order to have control of the plane.

I'd pick an open field or highway and crash-land, I thought, but the broken prop. set up a terrific vibration and I was being shaken like a rat in a dog's mouth. I couldn't read the instruments, and the ground was just a hopeless blur. I was heading down at about a forty-five degree angle, going at terrific speed, with absolutely no control over my plane. A crash landing was out of the question, and I figured I'd better do something quickly, as I knew I hadn't long to live under the circumstances.





My thoughts were a jumble of queer, short flashes. I wondered about the chap who'd hit me. I thought about home and your famous parachute jump. I'd already unfastened my safety belt and throat mike and unplugged my ear phones, and I got my feet up on the seat and crouched ready to jump. Then I had a sickening thought. I'd borrowed the colonel's chute, which hung on me like clown's clothes. I would probably, drop right out of it, when and if it opened!

Out I went toward the right wing, praying to fall clear of everything. The last kid who jumped here did it wrong and the elevators broke both his legs. I was luckier, for there I was sitting in mid-air, right beside the plane. The wing tip wasn't ten feet from me. It was the damndest sensation! I didn't seem to be falling, because I wasn't going any faster than when I was in the cockpit. The noise and terrible vibration were gone, but my head was swimming and my vision was blurred. I had certainly misjudged my fall, because the earth seemed lot closer than should have been. The plane went slowly past me and I pulled the rip cord. It came free so easily that I was sure it wasn't going to work, so I told myself good-by again. Then there was a wicked jolt, my head was snapped back and something was choking me. The harness was wrapped around my neck! An instant later I hit the earth with an awful thud and the lights went out!

Next thing I remember was a feeling of coolness and moisture. I knew I was dead. I'd waited to long before jumping -- the chute hadn't had time to break my fall. Then I was wide awake -- lying in mud puddle 100 feet from the P-51 which had cut a big tree in half and then buried itself about twenty feet deep. I walked over to it, still shaking. Pretty soon the folks from a town two miles away came running up, and I had to keep them away from the wreck, for fear of fire. The Boy Scouts were wonderful -- wanted to ruin back to town and bring me a bottle of, pop.

My buddy told me afterward that he never saw me -- he felt a thud and thought he had hit a prop wash. Seeing me going down out of control, he discovered his own tail chewed off and knew what had happened. He saw my plane tear through the trees and crash, and was sick at his stomach before he saw my chute open.

And now for the pay-off. My own chute was being tested that day -- regular sixty-day routine -- dropped from a transport with a heavy weight attached in place of me. When I got back to the parachute bin, I was told that in the test my chute failed to open. Love, Gib

LT. C. R. H. BROWNING.

Taken from the October 13, 1945, issue of the "Saturday Evening Post"



as Soaring Association Fly-In, Saturday August 23rd