

# HANGAR ECHOES

## EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 168 DALLAS TEXAS

### THUNDER MUSTANG AT EAA 168 By PETE QUORTRUP

The Chapter 168 March meeting was a big success. The meeting was held in a impeccably clean hangar with the Cavanaugh B-25, an Oshkosh Grand Champion Warbird, in the back ground. There were a large number of visitors and long time friends in attendance. The lighting was just right to high-light the king-of-the-kit-built airplanes. That being the Thunder Mustang. We

have a lot of people to thank for this event and it should start with Pete Quortrup. This was Pete's idea. His hard work to get the word out and coordinate the schedule of the Thunder Mustang people was much appreciated. Thanks for the remarkable accommodations must go to the people associated with the Cavanaugh Flight Museum. They really worked hard to move the WW II fighters

outside for the day so we could have the hangar. This is not the first time that the Cavanaugh Museum have befriended chapter 168. They loaned us a Bonanza last year when Hoot Gibson paid our chapter a visit. Thanks must go to Jim Quinn for working with the museum and getting the chairs in place. At the end of the meeting I asked Pete to wrap-up his final thoughts on the visit for all of you who were not able to make the meeting and anything that happened in the background that we were not aware of. Thanks Pete again for the final words.

By Marvin Brott



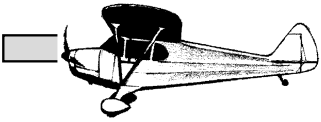
**Pete Quortrup, Dale Clarke, Charles Denney**

As advertised in the previous issue of Hangar Echoes the Thunder Mustang paid a visit to Dallas and was featured at a our monthly chapter meeting. The gathering was hosted by the Cavanaugh Flight Museum

and was very well attended by an enthusiastic group (my guess is about 150) which included many visitors to Chapter 168. The meeting was held in Cavanaugh's hangar #2 in front of the museum's B-25 and the Thunder Mustang was parked in front of the audience during the program. There

was plenty of opportunity for hands-on inspection before and after the meeting as well as during the break. Dan Denney's brother, Charles and Papa-51 pilot Dale Clarke made a video and slide presentation and answered questions. A good time was had by all.

The Thunder Mustang's visit to Dallas was part of a 12-day tour of the Sun Belt which included stops in California, Texas and Florida. We learned at the meeting that Papa-51's strategy calls for getting the Thunder Mustang in front of the warbird crowd to gain their acceptance of the airplane as a serious and



legitimate contender for their consideration. Reasoning that a good portion of the market for the company's V-12 powered replica is either current or former warbird owners, Dale Clarke explained that he wanted to put the Thunder Mustang in the hands of a few respected members of the warbird community and let them fly it. This was the purpose of the airplane's trip. To accomplish that goal requires overcoming a couple of obstacles. First, the warbird community is a skeptical group and are standoffish about replicas in general. Second is what I'll call the Jim Bede effect, wherein many have learned that what seems too good to be true probably is. The Thunder Mustang needs to prove to this discriminating group that it is different.

The first stop on the journey was at Planes of Fame in Chino, California for their 40th anniversary celebration. There, the airplane was flown by well known warbird pilot Steve Hinton who was enthusiastic about its handling and performance, according to Clarke. The next stop was Lakeway, Texas to visit CAF pilot and P-38 owner Lefty Gardner. Gardner's reaction was as positive as Hinton's, to hear Clarke tell it. The most striking facet of these pilots' reactions to actually flying the Thunder Mustang seems to be that they are shocked that the "cute little plastic kitplane" flies and performs on a par with the "heavy iron" they are used to, except minus any bad habits and the exorbitant cost. At Chino, Hinton flew formation with the Thunder Mustang in a Bearcat and found he could not outclimb it. And Gardner brought a CAF P-51 to fly formation in Lakeway and discovered

that without overboosting the Merlin he could not run away from the replica. Once these pilots actually flew the airplane themselves, the impression was complete: Dan Denney has finally done it - he has created a replica Mustang that is as magnificent as the original and better yet, you can fly it every day of the week!

The day after the meeting gave me an opportunity to witness the conversion of a skeptic first hand. Partially motivated by gratitude for the hospitality displayed

by the Cavanaugh Flight Museum, Dale Clarke offered to give museum Director and Chief Pilot Lad Doctor a demo flight in the Thunder Mustang. The flight also served Dale's goal of getting the airplane in the hands of influential people in the warbird community. Charles Denney and I watched as they taxied out of the Cavanaugh ramp and again as they taxied back about 45 minutes later. When Lad emerged from the cockpit he

acted like a gold prospector who just found a nugget in his pan. The normally reserved museum director was animated and enthusiastic. He went on and on so much about the quality and the performance and the handling that Dale should have hired him on the spot as a Thunder Mustang salesman! Watching Lad's reaction to the airplane convinced

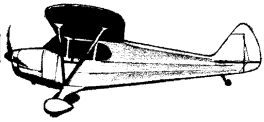
me that Dale's stories about Steve Hinton and Lefty Gardner were accurate. That afternoon Charles and Dale departed Addison bound for Titusville, Florida where



**Darrel Watson** ( thinking about a home equity loan )



**Jerry Mrazek and Chapter Meeting**



they were to show the Thunder Mustang at a warbird gathering the following weekend.

The plan to bring the Thunder Mustang to our chapter meeting was hatched in a casual conversation I had in my hangar with Mike Johannsen back in November. Mike mentioned the idea to Marvin Brott and before long the idea literally took on a life of its own. It all came together nicely for a fun and gratifying couple of days in March. If anyone sees Mike, though, tell him he shouldn't have left the meeting early - he would have won the door prize!



**Chapter Meeting with B 25 and Thunder Mustang**

**Chapter 168 Newsletter On-Line**

Due to the great efforts of Jane and Jim Quinn, the Chapter 168 newsletter is now available via the internet. You don't have to worry about the quality of the print shop or the ability of the post office to mutilate your newsletter since you now can read it on-line. The Granbury newsletter is also on-line. Check out the the addresses.

<http://www.vline.net/eaal68/>  
<http://www.itexas.net/~clubs/eea983>

**Results of the Board of Directors Election**

Election of Board of Directors for 1998 was held at the March Chapter meeting at the Cavanaugh Museum. Thirteen candidates stepped forward and expressed a willingness to serve the chapter in this capacity. Thanks to all of those volunteers for their willingness to serve. We elected seven from the thirteen in accordance with our bylaws. The final seven were determined by having the membership who

was present at the chapter meeting vote for their seven most favored candidates. Clair Button and Tom Emerson then counted the votes and the seven candidates with the most votes were selected. The new Board members are;

- Ann Asberry
- Bo Bauereis
- Sam Cooper
- Monroe McDonald
- A. D. Donald
- Tom Moe
- Richard Robbins

The total board consists of these people plus the four elected chapter officers, Jerry Mrazek (Pres.), Jim Quinn (V. P.), Tom Emerson (Sec.), and Gene Spaulding (Treas.).

**Airplane Crunch; Gary is OK**

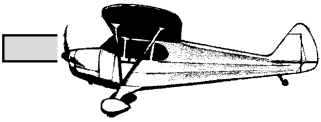
Gary Hansen experienced an engine problem on his N-3 Pup late Saturday afternoon causing him to put it down in a field 1/2 mile Northwest of Aero Country airport.

An eye witness report said Gary was flying over the runway with the engine acting up a bit, but did not land. He tried to turn it around but did not make the runway. I was told by Pat "Judge" McClung that Gary is uninjured. The plane sustained gear and one wing damage.

Our ultralight group had a get-together around noon at Gary's hangar and he was flying the Firefly earlier in the day. We stopped by Pat's hangar to talk a bit and I saw Gary flying the Pup at that

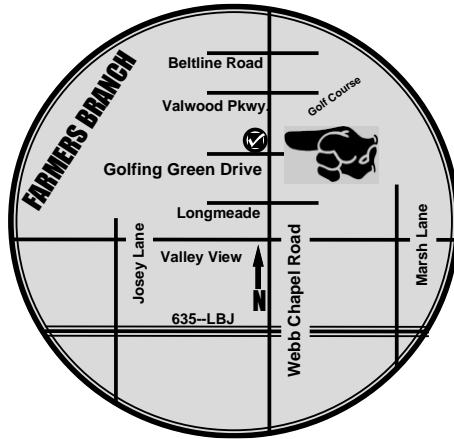
time. We left about 5 PM and the accident occurred shortly after that.

Ann



## April 7th Chapter Meeting

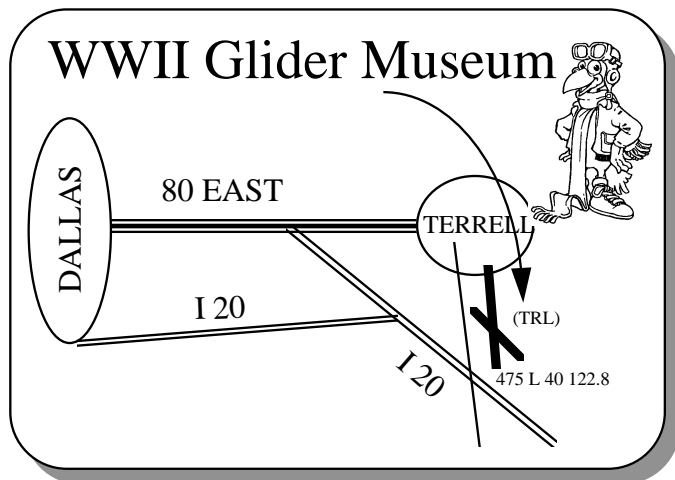
Our April 7th (first Tuesday) Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 9:30 p.m. Please plan now to attend!



Our April meeting will feature Larry Prentiss who is with the Dallas Flight Safety District Office. He will speak on safety program management from the FAA's perspective. Bring your safety related questions for Larry.

## April 11th Fly-In / Drive-In

The April Fly-In will be at the Terrell Airport where we can tour the Silent Wings Glider museum.



## April 16th Director's Meeting

The April Director's Meeting will be from 7:00 - 8:45 PM at the Farmers Branch Library on the 16th. The following is a report by Tom Emerson from the March meeting.

⇒ Chapter meeting programs - Discussion was held on including more topics which addressed the technical aspects of aircraft building. Some areas of interest were; changes an owner can make to their homebuilt/ certified aircraft and the impact of this on the airworthiness certificate.

- ⇒ Southwest Regional Fly-in - Monroe McDonald reported that Chapter 1687 will be sharing the flight operations tasks with Chapter 34. Volunteers are needed to help marshal aircraft and assist in ground support activities.
- ⇒ Chapter Trailer - We were unable to bring the chapter trailer to the march fly-in at aerocountry due to maintenance problems. The board discussed the possibility of appointing an individual responsible for the chapter trailer. Duties would include, maintenance and making arrangements for transportation to the monthly fly-ins.
- ⇒ Chapter Treasury Funds - The board voted on and approved the investment of \$5000 of the \$7000 in the chapter savings account into Federal money market funds. This will increase the rate of return from 1.5% to approximately 5% while still allowing quick access to chapter funds.
- ⇒ Terrell Airport has been selected as the site for the April fly-in. Mark Harden, the FBO Manager will be contacted to see if he is interested in hosting our chapter. Terrell Airport is also the site of the Silent Wings Glider museum, an interesting exhibit of Gliders used in WWII.

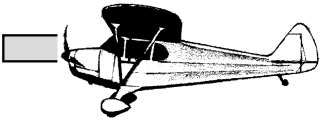
## April 28th Newsletter Assembly

The May issue of Hangar Echoes will be assembled at Lona and Ken Koehlers' home on April 28th starting at 7:00 PM. The address is 805 Lakewood Drive (Virginia Parkway left on Lake Forest, left on North Meadow Ridge Circle, left onto Lakewood, third house from the end), McKinney (west side), TX 75070. Phone 972 529-2620. This will give us an opportunity to look over the wings of Ken's RV-6.

## Calendar of Events

- APRIL 4 - EAA Chapter 983 Spring Fly-In and BBQ at Nassau Bay Airpark, Granbury, TX. Contact Gary or Susan Brandon at Ph. 326-5424.
- APRIL 11 - Hamilton, TX, Spring Fly-In 9 a.m. till ... (817) 386-3939
- APRIL 11-12 - Burnett, TX, The Bluebonnet CAF Airshow, Static displays Saturday, Airshow Sunday
- APRIL 18 - Grand Prairie, TX, Fly-In Brkfst 8-10a.m.
- APRIL 18-19 - East Texas Airshow, Nacogdoches, TX (409) 564-5421
- APRIL 19-25 - Lakeland, FL---24th Annual Sun 'N Fun
- APRIL 25 - Sherman Muni Grand Re-Opening

*continued on page 9*



## A Message From the President Jerry Mrazek

I had the occasion in the last few days to have an experience that I will never forget. I flew my RANS S-14 for the first time. Compared to many of you, my total flying time is pretty small, only 220 hours, but so far only one experience that I have had rivals this one and that was the day I first soloed. To put all that work in a project and then experience it coming to fruition and experiencing it flying under my control for the first time is just such a thrill that I am not over it yet. Those of you that have done this before and perhaps many times before may have lost the excitement but I'll bet you remember the first time. Those of you who have yet to experience it, its worth all of the patience, frustration and waiting during the building process.

Early in the construction of my airplane, Mel Asberry volunteered to test fly it if I wanted him to. I took him up on that offer and yesterday, Wednesday, March 18, 1998, he did it. After he felt the airplane out for any strange behavior, and there was none, He got out of the airplane and I climbed in. I love it. My wife calls it "Jezebel" because she knows I will be at the airport flying it, working on it, and maybe just rubbing on it most of the time now. Who has time for mowing the grass anyway. Thanks to Mel and to Richard Robbins, who brought Mel over to Spinks in his Bonanza and helped with the preflight and made very nice comments about how nice my airplane looks.

Although it is difficult for me to concentrate on anything else right now I do have another subject to bring to your attention. As most of you know, we have a trailer that we use at our monthly fly-ins. We store our gas grill in it along with chairs and coolers for ice and food. Well the trailer needs an annual inspection. Tom Emerson reports to me that there is a problem with the umbilical connection to a tow vehicle that needs to be fixed before it can be safely towed to our next fly-in. We need a work crew to volunteer to look the trailer over for this and any other problems it might have. This inspection needs to happen soon and I would appreciate it if one of you would volunteer to lead this effort and just see to it that it gets done. Contact any of the officers to volunteer. Our phone numbers are listed at the back of the newsletter.

Monroe McDonald and I are going to Abilene for another planning meeting for the Southwest Regional Fly-in on 21 March. Monroe will be starting to talk up the event soon and will be looking for volunteers to help with "Flightline Operations". Please volunteer for this activity in October of this year and let Monroe know of your willingness to serve. I'll be there and if the weather permits I will have my airplane there also.

Happy flying, Jerry



### First Flight

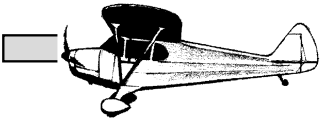
From Ann Asberry

I was not there, but this is a first hand account of the first flight of Jerry Mrazek's Rans S-14.

The FAA inspection on Tuesday, March 17, went well with no disparaging remarks and a few compliments from the inspector. Jerry had the luck of the Irish (St. Patty's Day) and a beautifully built airplane in his favour that day. He was given a 25 hour fly-off time with a 100 mile radius of his home airport, Spinks. He immediately began looking at the weather and called Mel, who had agreed to perform the first test flight. The weather looked like a good maybe for

Wednesday, between cold fronts and our ever-popular rain storms. Mel called Richard Robbins who was anxious to get in some flight time in his Bonanza. They agreed on an early morning trip to Spinks from Mesquite.

There had been talk the night before about possible early morning fog for Wednesday. The day started out with a little rain scattered around but cleared very quickly. Mel made a quick trip to HQZ from work. The Bonanza took off very shortly thereafter with Jerry anxiously waiting at Spinks. The guys made a good inspection of the plane and finding no problems (they did not expect to) Mel readied himself for the flight. The wind was still reasonable, out of the southeast. There was some discussion of the flight plan. Stay in the airport area above the normal pattern. You don't want to stray



away from the field with a two stroke engine on the first flight!

The Rans made a couple of test hops down the runway to test the controls, lift-off speed and attitude. This plane has a high thrust line with the engine mounted atop the wing in a pusher configuration. Finding everything in good order, Mel opted for blue sky the next run.

The flight was an uneventful 25 minutes. Mel, knowing Jerry is probably about to bust, takes the plane back to terra firma. The wind is still good although beginning to pick up a bit. The guys talked about the flight characteristics and the effect of the wind on this "light" aircraft. A slow advance of the throttle on a high thrust configuration will avoid a nasty surprise.

Jerry took the Rans S-14 to the sky and savored every minute of the next 35 getting in two take-off and landings. Of course the grin was ear-to-ear. The wind began to pick up appreciably so the excitement was put-off till a calmer day.

Later in the evening Mel called Jerry to discuss the events of the day. Jerry's wife, Nelda, answered the phone. When Mel asked to speak to Jerry, Nelda said, "well, just a minute, let me scrape him off the ceiling first."

Congratulations!! Jerry!!

**Bettye Shoup**

It is with great sadness that the Board of Directors of the Southwest Regional Fly-In announces the death of Bettye Shoup. Bettye, our friend, fellow pilot, time vendor coordinator for the fly-in, and consummate supporter of EAA and aviation in general died after a long and courageous battle with illness. The Cessna 172, N8763B, in which Bettye earned her private license flew to Zuehl Airport where it was joined by other friends in a tribute to Bettye. This was her favorite airplane in all the world, reports Ron. Stu McCurdy led moving Missing Man Fly over.

**Alfred W. Lawson  
His Unacknowledged Contributions to  
Early Aviation  
By Ryan Seals Copyright 1997**

Bettye Shoup  
March 9, 1924 February 23, 1998

**Bill Signs from Barrow to Spitzbergen**

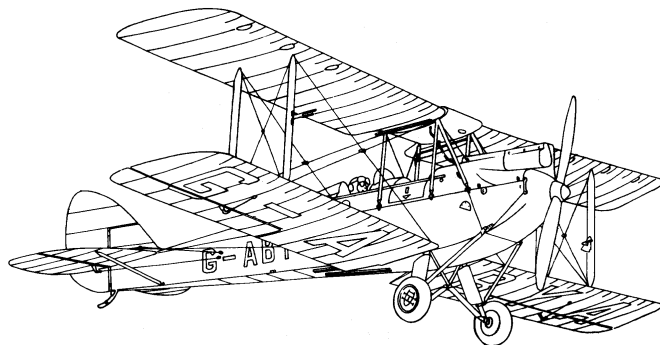
Many of you know Bill Signs from Addison Airport. Bill has presented many times to our meeting on his adventures in long flights. A year ago he made his solo Atlantic crossing as Friendship Flight 97 to commemorate the 70th anniversary of the Lindbergh crossing. Seventy years ago this year Eielson and Wilkins proved an equally valuable fact, that aircraft could traverse the harsh Arctic, greatly shrinking the distance between the Western edge of North America and the eastern fringe of Europe. Airliners now regularly fly the polar route when it provides the shortest flight between two points.

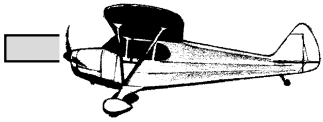
Therefore, Bill will commemorate the 70th anniversary of Eielson's flight by leaving Love Field at 1:00 PM on March 31th. He will fly the C-210 (Lockheed Vega for Eielson) the 2,200 miles from the northerly point in Alaska to Longyearbyen on Spitzbergen Island in Norway's Svalbard Group. If you get the opportunity, look up Carl Ben Eielson for an amazing story of flight during the Lindbergh era.

Watch the paper and magazines for Bill's commemorate flight.

Who is Lawson? A few years ago I asked that same question when I spotted an elaborate "Lawson" Booth at the Oshkosh gathering. I stopped, listened to the pitch by some dedicated Lawson promoters and bought a book. "Lawson, Aircraft Industry Builder" published by the Humanity Publishing Company of Detroit, Michigan. (which is the source for most of this information) The

next year as I was flying to Oshkosh via Milwaukee I came upon an extensive "museum like display" promoting Lawson in the Milwaukee Municipal airport.





It turns out that Alfred W. Lawson was a prolific contributor to early aviation and one who seems to have gotten very little long term recognition. Among his accomplishments is, offering, in 1919, what must be the first sleeping compartment airliner service. He was attracted into the aviation business at the very beginning (1906) and in 1908 established FLY, the first aviation magazine to be published.

His adherents claim that he coined many of the words we now use to describe the aviation business. Such as, Aeronautics, Airliner, Aircraft and several others.

In the National Business Review (Magazine) of June 1926 the editor wrote - "Alfred W. Lawson has stood high in Aeronautics for the past 20 years. The entire development of heavier than air craft during that time is studded with Lawson inventions . . . . No one has done more for the upbuilding of aviation than he . . .".

What puzzles me is the absence of any reports of his activities in the current popular aviation literature. I have been reading airplane books, magazines and newspapers diligently since about 1931. I have haunted museums, airports and aviation shows persistently for all that time. With all that exposure and searching I had never heard of Alfred W. Lawson. And I still find no reports of his activities in any recent publications.

Aviation "History" really takes on a life in 1908. That year Wilbur Wright made his public flights in France. Orville did the demonstration flights for the Army at Ft. Meyers, Virginia and the Curtis group gave demonstrations at a number of places.

Lawson published the first issue of his "FLY" magazine in October of 1908. He used the magazine as a platform to promote aviation and "his" ideas of how it should be developed. A number of the early flying machine "inventors" gave credit to his magazine for inspiration and motivation. He almost immediately began pushing the idea that large passenger carrying planes should be built and could compete with the railroads. He visualized and wrote about a "System of Air Transportation". In 1909 he built the first "Airliner Fuselage" to demonstrate his idea of how it could be done.

In the November 1908 issue of FLY he discussed a proposal which had been made; to make it necessary to have a license to fly. He concluded that since Air is free - Since No one controls the air - it would be unconstitutional, unAmerican and unreasonable to require such a license. He said "the air is free to breathe

and must be free to navigate". (FAA - Congress - are you listening?)

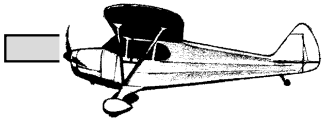
In 1910 he expanded and renamed the magazine. Now called "Aircraft" (a word which he copyrighted) the magazine vigorously promoted the commercial use of airplanes. His publishing office was located in lower Manhattan. By 1913 He had learned to fly, bought a seaplane and used it to commute to work from his home, at Seidlers Beach, New Jersey to the pier at the lower end of Manhattan. Making him one of the earliest aerial commuters. Lawson had started learning to fly in 1910 when less than 15 people in the world had flown. Only such as Wilbur and Orville Wright, Glen Curtis, John Moisant and Lincoln Beachey and a very few others were capable of piloting an airplane at that time.

In the March 1912 issue of "Aircraft" he proposed that an association of aviators should be formed. He believed that the association was needed to "watch the Lawmakers". He believed that "Pilots must organize to protect their own interests against the schemes of the politicians." At about the same time he organized and became president of "The Aeronautical Manufacturers Association".

As World War I was brewing in Europe Lawson testified before Congress warning that the US was 13th in the world in ownership of airplanes, behind such minor countries as Bulgaria, Spain and Greece. Germany was number one and France number two. He pleaded for the US to invest in production of a reasonable air army. He correctly predicted the Zeppelin Bombing of London, the aerial dog fights between fighter planes and the use of planes for observation. The US Army did not listen.

He moved to Green Bay, Wisconsin and set up an airplane factory. There he designed and manufactured a primary trainer designated as the MT-1. The plane first flew September 10, 1917. He did obtain contracts to build them for the military and quite a few were delivered. By May 18, 1918 he had designed, built and flew the MT-2 and advanced trainer. These too were purchased and used by the Army. It appears that many were sent to Europe and used there as well. He designed and built one other war plane. The "Lawson Armored Battler". This plane had armor plating around the crew, the engine and the fuel, it carried 6 machine guns, some firing down for strafing some firing forward for attack and two on an aft firing swivel for defense. The military did not purchase this concept.

The problem of delivering planes (and other war material) to Europe was hindering support for our allies. Lawson worked out and proposed a carrier type design



and the stationing of these ships at 50 mile intervals across the Atlantic. The system would allow land planes to be flown to Europe in large numbers. The military dawdled over implementing the system so long that the war was concluded without trying it.

As soon as hostilities ended Lawson was ready to begin his airline. He found supporters, moved to Milwaukee, Wisconsin and set up factories to build an eighteen passenger airliner. The two engine biplane was finished and flown August 19, 1919. The plane was 50 feet long had a wing span of 95 feet, stood 14 feet high, cruised at 100 MPH, seated 18 passengers in upholstered seats, allowed them to walk erect from end to end of the cabin, had two pilots seated in a separate compartment, had rest room facilities and the capacity to carry mail and other baggage. As soon as the plane had been test flown he took off on a round robin flight from Milwaukee to Chicago to Cleveland to Toledo to Dayton to Indianapolis to Buffalo to Syracuse to New York to Washington to Collinsville back to Chicago and finally back to Milwaukee. Nearly 2000 miles and several hundred passenger hops. There are many glowing reports in the newspapers of the visited cities.

He immediately started plans for a larger plane and started planning the route structure for his nationwide airline. The routes he laid out for the system are remarkably similar to the routes used by the 1997 airlines. New York - Chicago - Atlanta New Orleans - Denver - Dallas - San Francisco - Los Angeles - San Diego all across the country just like today. The new plane was called the "Night Airliner" and was slated to fly New York to San Francisco in 36 hours.

The new plane carried 26 passengers in daytime seating and was configured to be quickly converted for sleeping accommodations. It had two 400 HP engines, a wingspan of 100 feet and cruised at 120 MPH. The cabin height was 7 feet and the design provided for radio entertainment to be furnished to the passengers.

Lawson set up his service from New York to Chicago and was doing test route flights for the other cities he planned to serve. In 1920 the USGPO awarded him the first ever air mail transportation contract and it looked like he was in the airline business. The inability to raise the necessary capital caused him to withdraw from the mail contract.

Unwilling to give up his dream he persisted and designed and built another "Super Plane". This one, a 3 engine 34 passenger model, provided even more elegant accommodations. Various models of these three planes were built in Milwaukee and in Europe and were used by other airlines in both countries.

Lawson's eagerness to compete with the railroads led him to try to reduce the per passenger cost by designing a two tier seating arrangement. His last design was a 125 passenger machine with 6 engines. The load carrying ability of the plane attracted the military and they ordered 10 units. Once again Lawson was unable to raise enough capital to get production going and the factory was taken over by others.

In the process he had received patents for the stacked seating design in several countries and with these royalties he abandoned the airplane business and started promoting socio-political causes.

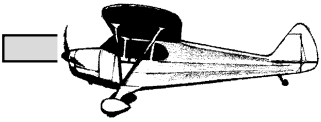
He established "Lawsonomy" a philosophy based on his own interpretation of the laws of physics and a strong belief in GOD. He had a theory of economics based on what he called "Direct Credits" which seemed to promote a communal sharing of everything. His theme was "the procedure, the continuity and the continuity of Gods processes". He formed groups all across the country and held revival like meetings converting large numbers of people to the philosophy.

I am totally baffled by what he was trying to accomplish and I suspect many others were also baffled. The real puzzle is why the things he did in aviation are so completely ignored in the histories I have read.

I looked for "Lawson" in the search engines and found nothing. Maybe some out there know some more about this mystery man.

- APRIL 25 - Galveston, TX, Lone Star Museum Airshow (409) 762-3930
- MAY 2-3 - 12th Annual Fly-In and Airshow, Georgetown, TX (512) 869-1759
- MAY 9 - L-Bird Fly-In, Lake Whitney State Park Airport, TX (Liason Airplanes gathering)
- MAY 16 - Granbury Muni Fly-In breakfast. Aviation Safety Seminar to follow at 10:15 on "Flying VFR in the Metroplex."
- MAY 16 - Mount Vernon Fly-In, Mount Vernon, TX (903) 856-5992
- MAY 16 - Fly-In, Greenville-Majors Field, Greenville, TX (903) 457-3135
- MAY 22-24 - EAA Ch. 34 Lake Whitney Fly-In, Drive In Campout (817) 534-5396
- MAY 23 - Granbury, TX, Texas Rotorcraft Assoc. 4th Annual Gathering in Granbury (254) 836-4860
- MAY 29-31 - JRB Ft. Worth Air Show (214) 266-6111
- JUNE 5-6 - Bi-Plane Expo, Phillips Field, Bartlesville, OK (918) 336-3976





- JUNE 12-14 - EAA, 36th Annual Antique Airplane Association Fly-In, Gainesville Airport, Gainesville, TX (817) 668-4565
- JUNE 13 - Chapter 983's Meeting with Young Eagle Guests, Program and hopefully a demo skydiving jump by Sport Skydivers, followed by Young Eagle Flying,
- We'll need you and your airplane. Contact Dave Moore
- JUNE 20 - Clifton, TX (famous for Gordon Winfield) Clifton Fly-In, Municipal Airport, (254) 675-3771
- JUNE 26-27 - Denison, TX, Grayson County Airport, Lone Star Aerobatic Championships (972) 267-0885
- JUNE 26-28 - Cedar Mills Marina, Lake Texoma, 2nd Annual Lake Texoma Ultralight Gathering (817) 232-3379
- JULY 18 - Fly-In breakfast, Granbury Muni, Cooked by EAA Chapter 983 Exec. Committee, Followed by a Flying Start Program at Granbury Muni.
- JULY 29-AUG 4...OSHKOSH. Need I say more!

*Thanks Granbury NLE for list, Kevin Ross*

A fighter pilot goes to a bar after a good days flying. Whilst there he meets a young, attractive and available lady. She is charmed by his tales of aerial combat, high speed flight, and death defying feats. The inevitable happens and they slip away to somewhere more comfortable for an evenings intimate entertainment.

Much later that night the pilot drives home to his long suffering wife. On the way he puts on his oxygen mask and draws the straps up as tight as they will go. When he gets home he removes the mask and bravely enters the house. Immediately he tells the wife exactly and honestly what he has been up to that evening. She replies: "Do not lie to me, I can see you have been flying that damned airplane yet again".

Neil Hutton, [neilh@eur.sas.com](mailto:neilh@eur.sas.com)

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