

# HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER 168 DALLAS TEXAS

## In this Issue

I want to call our attention to page 5 concerning Dean Fellows and his need for your prayers. I asked Jane for an article on their super good looking Falco which made it debut at the Mesquite Fly-In. On page 6 is an Oshkosh 98 report.

## Falco Finds New Home in Dallas

*By Jane Quinnt*

In the early afternoon of July 26, we arrived at Addison Airport in our recently purchased Falco. We purchased the Falco from the builder in McCall, Idaho. We had met the builder and his wife (Jim and Judy Slaton) five years ago in Sun River, Oregon where they flew their plane in for the annual West Coast Falco Fly-in. Jim has been admiring the Falco for the last 15 or so years. In fact, when we bought the Aircoupe, our plans were to fly the Coupe while we built the Falco. We even purchased the Falco plans. It was at this point we began to realize what a huge undertaking building this Italian wooden wonder would be. So when the Slaton's decided to sell their plane, it did not take us long to decide that this would be the quickest way to finally become owners of a Falco.

Our trip from Idaho was very scenic. McCall is just north of Boise and the weather was nice and cool

*September 1998*

(low 45, high 82). It made it hard to start back to Dallas where the triple digit temperature awaited us. Our goal was to go as far as possible the first day. Our first stop was in Brigham City, Utah for a couple of hours while the weather cleared in front of us. We then flew over Salt Lake City, through the Canyonlands area and stopped at Farmington for fuel. It was mid afternoon and we had a line of severe thunderstorms in front of us. So we decided to spend the night. The FBO in Farmington was very accommodating. They arranged a discount at a local hotel that provided free transportation to and from the airport and they parked our plane in a hangar for a modest fee. They also had a very nice pilot lounge with computerized weather checking available. After



going so long since we had seen rain and heard thunder, we actually enjoyed the big thunderstorm

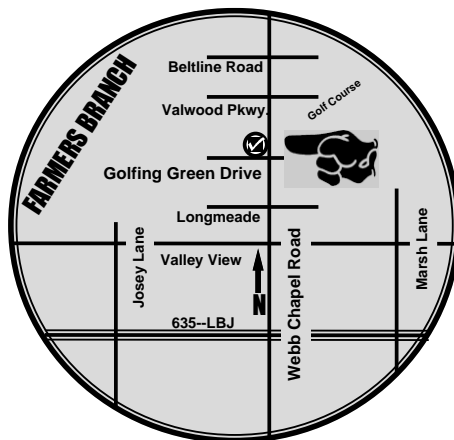
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## September 1st Chapter Meeting

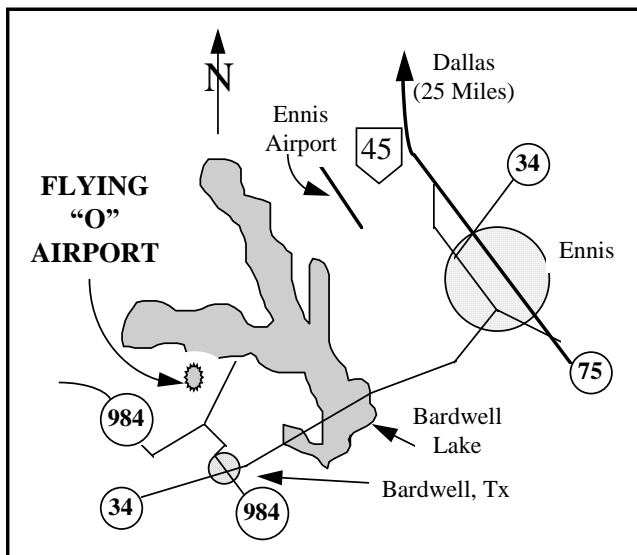
Our September 1st (first Tuesday) Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 9:30 p.m. Please plan now to attend!

Our speaker will be Tom Crull from Falcon Insurance



## September 5th Fly-In / Drive-In

The September Fly-In will be at the Henry "O" Airport. Our hosts are Henry and Mary Jane Odlozil. This has always been one of our most popular "airport meetings". So much that it's become a classic. This is a North - South Bermuda runway which is 3300 feet long and 60 wide, South end is clear, North end has a low power line.



## September 10th Director's Meeting

The September Director's Meeting will be on the 10th from 7:00 - 8:45 PM at the Farmers Branch Library. The following is a report by Tom Emerson from the August meeting.

1. Jim Quinn announced the Sept. Chapter meeting speaker will be Tom Krull from Falcon Insurance.
2. The September 5 Fly-in is scheduled to be at Henry O's private airstrip Flying O near Ennis.

3. Tandy Allen stated that chapter 168 will be sponsoring the Young Eagles event at the Aviation Fun Fest to be held on Sept. 26 at Mesquite Metro Airport. Volunteers will be needed.
4. Monroe McDonald provided an update to the Southwest Regional Fly-In (SWRFI), Oct. 15-19 at Abilene. The Chapter has committed to providing support for Flight line activities. Volunteers are needed.
5. Jerry Mrazek made a motion to create the chapter nomination committee, he suggested that it be made up of three members. Monroe McDonald and Bo Bauereis volunteered, and third person is still needed.

## September 29 Newsletter Assembly

The October issue of Hangar Echoes will be assembled at Pat and Marvin Brott's home September 29th starting at 7:00 PM. The address is 1317 Seminole Drive, Richardson Texas, 75080. Phone 972 235-5552. Please come by and inspect some RV-8 parts.

## Calendar of Events

- ⇒ Sept 12 - Sulphur Springs, TX, Fall Fly-In (this was a very nice event last year)
- ⇒ Sept 12 - Ranger, TX, EAA Chapter 956 Fish Fry Fly-In (254) 672-5360
- ⇒ Sept 12-13 - Love Field Dallas Airshow (long list of performers) (214) 350-3600
- ⇒ Sept 19 Sherman Municipal Airport, EAA Chapter 323
- ⇒ Sept 13 - Grand Prairie, TX, Grand Prairie Airport, Fun Fest (972) 988-3801
- ⇒ Sept 17-20 - Reno Air Races, Reno, NV (702) 972-6663
- ⇒ Sept 18-20 - Burlington Co. RV Fly-In
- ⇒ Sept 19 - Sherman Municipal Airport Sherman EAA 323
- ⇒ Sept 26-27 - Ft. Worth, TX, Spinks Airport, All American Sport Aviation Fly-In (817) 572-4645
- ⇒ Sept 28 thru Oct 4 - Midlothian/waxahachie airport, first Formula 1 National Aerobatic Championship and Air Show
- ⇒ Oct 3 - EAA Chapter 983 Fall Fly-In and Granbury Muni Open House/City Arpt/Breakfast/Lunch/ A BIG EVENT!
- ⇒ Oct 8-11 - Mesa, AZ, Copperstate EAA Regional Fly-In, Williams Gateway Airport, (602) 827-4700
- ⇒ Oct 10-11 - Ft. Worth Alliance Airshow (800) 318-9268
- ⇒ Oct 10-11 - Fly out to Alpine/Big Bend NP, contact Dennis Trusty, 817-573-9777,
- ⇒ Oct 15-18 - Southwest Regional EAA Fly-In, "Abilene,"
- ⇒ Oct 23-25 - Reklaw, TX, Flying M Ranch Fly-In - Drive -In Camp-out (409) 369-4362
- ⇒ Oct 24 - Annual Pleasant Valley Fly-In (EAA Ch. 1014), A good day trip, flying, camaraderie and free food. Snyder, OK. Contact Coyt Johnston at 580-569-4286.
- ⇒ Nov 14 - Waco, TX, EAA Ch. 59 Veterans Day potluck Fly-In, Scott Field (254) 848-5072



## A Message From the President Jerry Mrazek

We had another great fly-in at Mesquite Airport last time. We had about 22 airplanes and quite a few people from around the airport came over and joined our festivities. The weather was great although a little doubtful early in the morning. Thanks to Richard Robbins for hosting us at his hangar and to Vern Williams for getting our trailer there. Thanks to Steve and Eileen Genotte for getting our groceries and for being such a great help in getting set up. Thanks to Ann Asberry for doing most of the cooking and helping clean up afterwards. Thanks



to George Weinreich for helping clean up also. It is really great to have such good help at these functions, it would overwhelm a single person. Thanks to everyone who helped.

We have several activities coming up that you will want to participate in. Please notice the article in this newsletter by Doug Cheek about the Fly-in at Mesquite on 26 September. I would like to see all of you who have home-builts or restored airplanes come and show them off. All of you who can fly young eagles please plan to be there and let Tandy Allen know that you will. Tandy will need some volunteer help also on the ground to help organize the young eagles activity.

Chapter 34 is sponsoring an aerobatic championship at Midlothian/Waxahachie Airport the following week. If you can, please go over there and help them as a volunteer. Chuck Bodin and Duane Cole will be at our September meeting to stir up interest.

The Southwest Regional Fly-in at Abilene will take place in October and Monroe McDonald needs 20 to 30 people to sign up to help with our chapter's flightline operations responsibility. I plan to help so please make your plans to help also.

I have asked Monroe McDonald and Bo Bauereis to serve as a nomination committee to get a list of willing candidates for our election of officers in October. When they call you please indicate that you are willing to take a turn as a Chapter officer.

When I first joined Chapter 168, I wasn't very active, like many of you. My wife had just died and I wasn't very interested in anything. I did have this interest in airplanes and had always had an interest in flying. For several years I just drifted along in the chapter and no one knew me or seemed to care about me. It seemed to me that there were little clicks of people who got together and they didn't care much for outsiders. I felt like I had quite a lot to offer in terms of knowledge about airplanes but I didn't feel appreciated. Then one day I retired from T.I. where I had worked for 22 years and I got to thinking that maybe it was time for me to give back some service to the chapter. I volunteered to serve in any office that I was needed in and was elected as your Secretary in the fall of 1995. Since then I have served in several offices and I have learned something. Once I made the commitment to get involved I started to become one of the "insiders". I soon knew people by name that I previously didn't know and they knew me. My attitude about the chapter changed and I became much more interested in the activities. Now that I have an airplane to fly to the fly-ins I look forward each month to those activities. I am now getting so much more out of my membership in the chapter than I ever did before and its because I am involved. You will have the same experience, I guarantee it. It takes a little effort to get out of your comfortable rut but you can do it and it will pay off for you. Your whole flying and airplane building experience will come more alive than it has ever been if you will commit to getting involved with the chapter people and our activities. Give it a try and you will be the winner.

Happy Flying, Jerry



## Dean Fellows

As many of you have already heard, it is with considerable regret that I include in this newsletter the fact that Dean Fellows has had a serious accident in his RV-6. Dean was on his way to Florida May 8th for a reunion of this Navy friends when he lost oil pressure and his canopy became covered with oil. While making a forced landing near Bainbridge, Ga. in a pasture, the airplane apparently touched down in a nose down attitude wiping out the gear and forcing the engine up and over toward the instrument panel. Dean sustained many injuries. The rescuers used the jaws-of-life on the cabin section, firewall and engine mount. Dean was taken to the Tallahassee, Fla. regional hospital where he has been in critical condition for the last two weeks. He has a long way to go to get out of ICU and past his many injuries. His close friend and flying buddy, Red Marron, has keep in touch with the hospital and Dean's two daughters. Red will keep us all aware of Dean's condition and anything we might be able to do.

Let me say that for all of us who know Dean, this has been a real shock. His RV-6 was one of the best in all aspects. (Lycoming, FAA, NTSB and AVEMCO to begin investigating the cause sometime week of 8/24). In the short time I have know Dean, I have come to realized that he is one "class" person. Everyone thinks of him in terms of being one of the nicest people they know. There is age old question, why do bad things happen to nice people?

## Thunder Mustang and RV-8 Update

Many of you have seen the updates on the tragic accidents for of the Thunder Mustang and Van's RV-8 in the **Flyer** and on the internet but I would like to reiterate to get the message out. Dan Denny of Papa 51, Ltd. got to the subject immediately in his Oshkosh forum on July 29th. Dan said, "The NTSB and the FAA have determined that there was nothing we can determine that was wrong with airplane or engine. As near as we can tell, the airplane was doing some maneuver, and it wasn't a very high ceiling, and they did not recover from whatever it was. They hit the ground." "We're comfortable the engine and airframe were fine,"

With respect to the RV-8 accident, Van's Aircraft has completed the first of a series of tests. They indicated

that a customer built wing structure successfully passed a rigorous static load test. A complete load analysis was developed by an independent, FAA certified, Designated Engineering Representative (DER). The wing was inspected and verified to to meet structural compliance per RV-8 construction drawings. The test was conducted to the standards required of an acrobatic, FAR Part 23 certified aircraft. The structure was tested at condition A (represents the highest achievable angle of attack case at max positive G limits) and condition D (lowest angle of attack achievable at max positive G limits, i.e. the design dive speed at max positive manouver load factor), the two conditions that the DER found to be critical for this aircraft. The wing structure was loaded to simulated flight design limit loads of 6Gs positive and successfully withstood with no objectionable deformation. The wing structure was then loaded to 150% of the limit load, under both conditions, and withstood these loads for the required 3 seconds and did not fail. Personnel noted that the deformation sustained was minimal. Van's Aircraft has commissioned a DER for a Flutter Analysis and GVT (Ground Vibration Test). While in-flight flutter testing has been successfully accomplished, and the visual and microscopic lab analysis of the RV-8 (N58RV) airframe wreckage showed no evidence of flutter, all possibilities are being investigated.

## Bo's Arlington hardware

Bo Bauereis gave us an excellent report last month on the EAA Northwest Regional Fly-In held at Arlington, Washington. What he failed to tell you was that his Glasair III won the "Outstanding Workmanship" award. Congratulations Bo! I am not surprised since we have two award winning Glasairs in our chapter, Bo's and Haden Cowdrey's. By the way, Bo put a smile on Don Christiansen's face with a demo ride at our last fly-in



## Oshkosh 1998 Report

By Marvin Brott

The 1998 EAA Fly-In Convention or AirVenture as it is now called, was attended by many members of Chapter 168. Once again it was a tremendous success from my perspective, especially the weather. Attendance topped the 1994 record attendance of 850,000 by 5000, who all came to see the record 2,743 showplanes. A total of 12,000 planes flew to Oshkosh during its seven day run. I did note that a lot of show planes left on Saturday and by Sunday about 50% of the homebuilts were gone. Once again I will not cover any particular facet of the convention in any depth since the main stream publications are already getting the details out. Each year when I get back from the convention I read all the magazine reports and wonder if I really was at Oshkosh. There is so much going on that any one person can only get a small microcosm of the entire convention. Therefore, this is only one report from the 850,000.

My first impression is the same as last year, the convention has transitioned from a grass roots review of what people have built in the last year to being a **"major trade show"**. This is the Paris Air Show for general aviation. It is the largest gathering of planes and aviation people in the world. Therefore, if you are interested in playing with the latest in aviation products, looking at major aircraft exhibits (see Concorde picture), or attending one of the many either educational or entertaining forums, this the convention for you. It is obvious that Oshkosh is driving the economic engine of general aviation dramatically in recent years. Once again, there were big changes with the layout of the convention with the growth being towards the West. If you have not been there in the last several years, you would not recognize it.

It seems that Chapter 168 had fewer airplanes since I only saw Jeff Hanson's RV-4, Chuck Wilson's RV-4, and Pete Huff's White Lightning airplanes. Greg Brott, Thursday morning I attending the newsletter conference at EAA headquarters where several editors went over

Ken Krebaum and Chris Hill were attending with me. As for other chapter members we ran into, they were Pete Quortrup, Nancy and Monroe McDonald, Dick Flunker, and Mary and Bartie Coyle. Tom Scott and the Glass Goose had a really big outdoor tent and display.

Before relating to you one of the funniest happenings this year at Oshkosh, I need to set up the story. First,



you may remember that Van's Aircraft sold 60 RV-6As to the Nigerian Air Force for training purposes several years ago. Second,

you may remember last year how there was a lot of complaining how "all pigs are not equal", i.e. warbirds and homebuilts. I reprinted an editorial from Gary Green (Granbury Chapter 983) which had the following text: *The warbird drivers don't pay anything for their weekly passes. Their passes are given to them. Their fuel is paid for if they fly in any of the afternoon showcases or airshows. Yep, ya can fly in to Oshkosh with a clapped out old Cessna 337 with some black or gray camouflage paint splattered on it, call it an O-2, and get the royal treatment. Same for the T-34's, a smattering of olive-drab Navion's, and so on and so forth, ad nauseam.* **Now for the story.** During the first day of the warbird airshow (fly-bys) I noticed a lone airplane that looked to not be a warbird. The announcer mentioned that it was some kind of plane from the Nigerian Air Force. Several days later I heard that an RV-6A builder had painted his airplane in the Nigerian Air Force scheme, came to Oshkosh,

parked in the warbird area, flew with the warbirds, drank their gas and lived the good life. Word is that they tried to throw him out but he was officially a warbird. I just love that kind of behavior.



F-104 Starfighters

Now for something more serious and I do mean serious with respect to warbirds. The F-104 Starfighter is one of my favorite fighters, and I am far from alone. There were two painted up alike that put on an absolutely stunning air display on Friday. Have you ever seen two 104's coming at you, 100 feet off the deck and doing nearly 600 mph? It was impressive. The cost of one "operation" is \$2,500 for those civilian registered F-104's.

their techniques for publishing their newsletter. Seems like Chapter 168 is approaching the newsletter with the



best practices. Thursday evening I attended an awards ceremony at the Theater-In-The-Woods to honor the top ten chapter newsletter. Out of the hundreds of newsletters, we were judged to be number eight. Congratulations to all of us in Chapter 168 and as Clair mentioned last month, congratulations to all the folks who have helped contribute articles, to Betsy Beckwith for proof reading, to all who have helped with the publication (stamps, labels, printing) and to the people who have hosted our newsletter assembly gatherings.

Near the main entrance to the flight line were three Meyer's Little Toot bi-planes, one from Lewisville and one from Plano. Dennis Cassatt, who has worked with me for the past 20 years at TI, has his Toot painted in the Plano high school colors of white, gold and black. He met Tommy Meyer while flying a 1/2 scale model. Tommy, from Lewisville, is the son of George Meyer who designed the popular Little Toot in the early 1950's and was the hit of the 1957 EAA fly-in at Rockford. Several hundred sets of plans were sold with the Toot becoming very popular in the 1960s, then faded from view as the 1970s saw an explosion of new homebuilt designs. There are about 30 Little Toos flying today. Tommy has reworked the drawings on the +/- 10 G airplane and is now selling plans and parts.

Dennis' Little Toot was first completed by Robert Grieger in 1961. Dennis picked up the plane in September of 1996. Over the last two years he completely restored the Toot including changing the engine from 85 to a 160 hp and adding an electrical system. Dennis completed the aircraft restoration in middle of July and just made it to

Oshkosh 1998. He wanted to get this airplane to Oshkosh because of the history surrounding it. At one point in its life (1969-1971) it was owned by Tom and Paul Poberezny. This was the first homebuilt and aerobatic airplane that Tom owned. He used it to learn aerobatics prior to moving on to the Pitts and other airplanes. While in Oshkosh this year, Dennis was able to get Tom to come by and see his old airplane. He brought the staff photographer with him for a photo shoot. Got several good shots of Tom and Dennis with the plane. Hopefully the pictures will appear in a future issue of Sport Aviation. Dennis also got Tom to sign the aircraft log book that had his entries in it.

Dennis currently has his Little Toot hangared at Northwest Regional and would love to move it to Aero Country (Earl). For more information, Tommy Meyer and the Little Toot airplane was featured in the July issue of Kit Planes.

Let me tell you about a the connection of Chapter 168 to Miss Ashley II, the Reno

racer. About 1971 Bill Rogers was our chapter president. Bill had a major influence on Mel and myself in that he introduced me to homebuilts and EAA. Bill had three sons, Bill Jr., Terry, and Scott who all grew up down the street from me in Richardson. One of the most impressive airplanes at Oshkosh was the Lear-Jet winged and tailed P-51 Mustang "clone", Miss Ashley II. This stock Rolls Royce Griffon-powered airplane was the combined work of Gary Levitz and Bill Rogers Jr. and was wearing the stunning Courtaulds

Aerospace red and white paint job. It looked like it was fast simply sitting on the grass. Well, as it turns out both Bill and Terry are big-time builders of Reno racers at RB-Airframes at Grayson County airport in Sherman.



Dennis Cassatt and Little Toot



Miss Ashley II




## Mesquite Metro Airport Aviation Funfest

*By Doug Cheek*

The Mesquite Metro Airport Aviation Funfest will be held September 26, 1998 from 9AM to 4PM. Events planned include static displays of homebuilts, warbirds, antiques, classics, ultralights, helicopters, etc. There will also be an aerial application demonstration, skydivers, and sail plane demonstration. Chapter 168 members have been asked to not only provide their aircraft for display but to fly Young Eagle's as well. See you there!

From the editor. Tandy Allen is going to need our help with the Young Eagle's program. The Young Eagles will be at the hangar with the word Morehead on the front facing the runway. the Mesquite Funfest organizers have really put the word out on the Young Eagles event , there may be a lot of kids looking for a ride.


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## NEW CESSNAS 172s- YA GOTTA BE KIDDIN

*Editorial by Kevin Ross*

*(Reprinted from Grandbury Tx, Chapter 983 July Newsletter)*

The "Flyer" published a data sheet on the new Cessna 172's. You may have noted that there are two different models, the Standard Cessna 172R and the Cessna 172S SP. Slide your bifocals down to the bottom line and you will quickly ascertain that the two models vary in cost by \$16,300.00.

Hmm, I think one should get a lot more airplane for an additional \$16,000; don't you? Let's examine this a bit closer and see what Cessna is going to offer us for the additional monies. Starting with the engine, a major cost, we astutely note that it is the exact SAME model engine just being turned at 300 rpm's more. Maybe the extra costs is partly to blame for a constant speed prop in the SP model. Wrong again, it is still a two bladed fixed pitch prop, only pitched to turn 300 rpm more.

Let me stop quibbling and we'll take a look at performance. One can reasonably expect a little bit better performance from an additional 20 horsepower. So, for your additional \$16,000 the SP Cessna will give you one more knot in cruise, 105 nm less range (higher fuel burn), a 500 foot higher service ceiling,

10 feet per minute additional climb rate, and a 15 foot longer takeoff ground roll. Are you starting to feel glad that you are not a Cessna salesperson and your boss has told ya to push the SP model 172's?!?

Okay, okay, I will succumb to the fact that the SP model has 100 pounds more useful load. Not a big deal to me since the vast majority of four seat airplanes very rarely ever fill all four seats anyway and seldom operate near gross weights. The SP does include a leather interior; may I suggest it is a \$16,000 leather interior.

When I learned to fly, not unlike many EAAers, I rented Cessnas and Pipers for @ \$35 per hour. Cessna and Piper operated Pilot Training Centers under their corporate logos at airport FBO's across the country. Through these centers they acquired customers loyal to their product. The FBO's and customers would purchase the favored aircraft new and put them on the rental line for a year or so, sell em, and buy more from the factory. Students and customers acquired product loyalty. Point is, when the training airplane costs \$150,000 nobody can rent it to you or I for \$35 or even \$50 per hour.

Out of curiosity, I called a major aircraft loan company and a major aviation insurer to see what kind of money we would be talking about to purchase and insure one of these SP models and put it on the rental line at a friendly FBO/flight school. I speculated that the FBO would be financing two thirds of the purchase costs of \$150,000. Therefore he would be financing a mere \$100,000. He would be insuring it fully for \$150,000. The finance company said the 20 year loan would costs us \$900 per month and the insurance company said we would be paying \$425 per month. Okay, that's \$1325 monthly so far and we haven't added any fuel, hangar rent, routine maintenance and 100 hour inspections. We haven't yet included any profit to pay the FBO's light bill and facility rental either.

You can't rent this airplane with the above scenario for \$100 per hour. If you could you couldn't rent it to me if it only does 123 knots at cruise, more than 40 knots slower than an RV-6A. The RV-6A has 20 less horsepower, is aerobatically stressed and burns less fuel!

At first glance all this makes used 172's look like a real bargain, and maybe they are, but then maybe Cessna has visions of grandeur that will never come to fruition. You could no doubt buy a lot of airplane on the used market for \$150,000. Maybe (my bet) this production line will have a short run, producing antiquated, poor performing airplanes at exorbitant prices. I'm starting to understand why 20% (26,000) of the aircraft on the U.S. registry today are Experimental and more Experimentals are being produced annually than certified airplanes.



*continued from page 1*  
 that night. The next morning the weather was perfect and we left bright and early. We made a quick fuel stop in Plainview and then it was on into Addison to its new home. Our approximate total flying time was 9 hours.

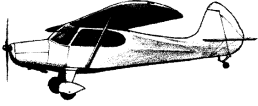
The plane was first flown in 1989 after 5 years of construction. The plane is a mother of pearl white with persimmon and gold trim. It is IFR equipped.

For those of you who may not be familiar with the Falco, here are a few facts:

Engine	Lycoming IO-320
Propeller	Hartzell C/S
Fuel capacity	40 gallons
Rate of Climb	1140 fpm
Maximum Speed	212 mph
Never Exceed	240 mph
Fuel flow	8.5 gallons
Take-off run	570 feet
Landing run	750 feet



We have heard all the woodpecker and termite jokes, so all you spam-can and RV owners will have to be pretty creative to tell one we have not already heard!




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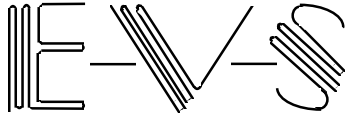
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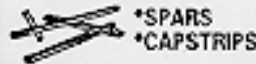
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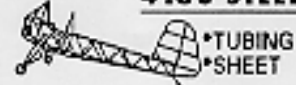
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### Low Cost Simulator

*Submitted by Paul Palstring from 8/17/98 Aviation Week*

We will soon be able to buy a PC flight software package developed by Dynamix, with help for the first time from the National Assn. of Flight Instructors and EAA. "Pro Pilot 99" is slated for release in October to sell for less than \$50. It will include text tutorials on aviation procedures, cross-country flight planning and air traffic control communications. Terrain represented in 3D covers the US with landmarks including highways, rivers and 38 million elevation points. Major metropolitan areas are shown in detail, and pilots can simulate landing at more than 3,500 airports.

### Letter to the Editor

I just finished rereading the July article entitled "More on GPS" by Brownie Seals, and must say I am left a bit confused and wondering where the article was going.

In the past year Brownie has written some very informative articles which have benefited pilots in many ways. However, the GPS article is totally off base. My experience with a GPS coupled with a moving map as utilized on long cross-country flying in the past number of years would not substantiate the claims in the article. GPS with moving map is state-of-the-art navigation (advent of microelectronics and satellite technology, ed.). for the 21st century, and we have it today.

If you put in the "correct" (should realize something is wrong with 3500 mile destination) airport identifier and press "enter", your are on your way direct to your destination airport, showing you airports along the way plus VOR's, MOA's, restricted areas, Class B-C-D airspace, and whether you're entering it or not. What a wonderful, convenient and useful piece of equipment and it has made flying much safer! My Garmin 90 has a line to follow telling me if I am left or right of course. Many airline pilots tell me they carry a hand-held GPS along on every flight with them when flying, and use it.

We have come a long way Brownie from the time we lite up beacons to help the pilots navigate on the mail runs back in the 20's to the amazing Narco Super Homer in the 50's. Brownie, I give you the challenge to come fly with me sometime and I will show you just how sweet the GPS Moving Map really is!

Your Friend,  
Red Marron

**Yo Quiero  
Chapter 168  
Buster Browning**



I remember once being asked by some friends:"What will you do if they outlaw aviation?" The only feasible answer I could come up with, was "Become an outlaw!"

A DC-3 is flying along when suddenly both engines quit. Two pilots emerge from the cockpit door wearing parachutes and walk to the exit door and open it. One of the pilots turns to the passengers and says: "Don't worry! We're just going to get help!"