

Fly-Low

RVs Invade Petit Jean Mountain

Page 16



January 2012 Vol. 11 Issue 10

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flies solo aerobatics experiences a unique sense of freedom and personal fulfillment as he fully controls the airplane through true 3-dimensional flight, using the entire flight envelope.

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Story by FLY-LOW roving reporter Anthony Benfer

benfer@earthlink.net



WHY FLY INVERTED?

As a pilot and a CFI I'm always trying to find way to improve my flying ability. A few weeks ago I was in the Denver and found New Attitude Aerobatics. The aerobatic flight instructor was John Blum and I have to say that was some of the most fun exciting flying I've done in a long while. I have been a passenger in an aerobatic plane and that was fun, but to do the maneuvers myself was so far beyond that I can't even describe. It was well worth the trip and money and I plan to go back to do some more as soon as I can.

Here are some one the benefits of learning aerobatic flying.

TO EXPERIENCE THE COMPLETE FLIGHT ENVELOPE:

Airplanes were designed for three-dimensional flight. Unlike an automobile, train or boat, an airplane can truly move in three-dimensional space, yet most pilots never learn to fully maneuver the aircraft in this 3-D environment. Student pilots learn to takeoff, climb, turn, descend and land, but that's a very small part of the total

flight envelope of which many aircraft and pilot's are capable.

TO INCREASE CONFIDENCE AND PILOT SKILLS:

Pilots who have flown aerobatics develop an instinctive awareness of attitude and the fastest way back to straight-and-level controlled flight. They are able to quickly identify upsets and properly react to them, resisting the urge to pull back on the yoke when an upset occurs. They become familiar and comfortable with the mechanics of spin recovery. Aerobatic pilots develop an increased feel and sensitivity for the controls of their airplane, leading to improved handling of the aircraft both on and off the ground.

BECAUSE IT'S FUN!

The new aerobatic student quickly learns that AEROBATICS IS FUN! . . . perhaps more fun than working on any previous rating. The pilot who completes a 10-hour aerobatic course does so because he enjoys it. Learning loops, rolls and spins is exhilarating, and a beneficial side effect is the increased skill and confidence the student takes back to his regular flying experience. The pilot who regularly

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Cover Photo: Ralph McCormick at the MPJ Camp-In
Photo this page by Ralph McCormick; more on page 29.

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Throttle Forward...

SLEEK AND GOOD LOOKING

I am never disappointed in the beauty of an airplane. Having photographed them from every angle, I find much beauty in their graceful lines. From the P-51 to a Decathlon, the lines of a flying machine are perfect. The plane is designed for flight and nothing else. I was looking for one of our covers; today, and just thought how graceful the plane was. The Howard Hughes replica which crashed after its visit to Oshkosh AirVenture, is a good example of such beauty.

Perhaps, this is just a love affair I have with aviation, thus, the admiration of a sleek and good looking airplane. Who knows, but as we begin twenty-twelve with high fuel prices, an ageing fleet of aircraft and pilots (of which I am one), there is hope for a younger generation if us old curmudgeons do our part. That part is sharing our love of aviation with the younger generation. Start that fire burning in the belly. In our first issue of FLY-LOW in twenty-zero one, fuel prices were two-dollars twenty-five cents. WE THOUGHT THAT WAS HIGH. What are you paying,

today? Five dollars plus per gallon. The ad is from an advertiser, who by the way, is still in this issue and every issue since 2001. It is a GA friendly airport in west central Arkansas, Booneville.

Perhaps someday, we shall see those lower prices in fuel again... or at least closer to it than we are today..

BUY AMERICAN

Fly-Low does practice what we print. I went into a major chain store looking for some items for Christmas. I wanted them to be MADE IN THE USA (or anywhere but China). I couldn't find any made in any country EXCEPT China. I spoke with a sales clerk about the item made in America. She looked and couldn't find one. I suggested to her that she suggest to her manager he might consider stocking American made items...

I try not to get on a soapbox in this column or magazine, but this is something that I feel strongly about and readers will continue to see Buy Made In America ads in FLY-LOW. Yep, I want to make a difference on where jobs are - in America not China. The process of buying imported goods from China/Walmart/anywhere has to end. We need to support our country and purchase what we can from America. I do understand that there will be items that in a small town may be hard to find made in the USA. That doesn't stop me from looking. I have decided that I am willing to pay more for a U. S. product, if I can find it. A movement starts small and at home.

Over the weekend before Christmas, I found exactly what I wanted I wanted and it was priced as low as the Chinese products, but it was MADE IN AMERICA.

I now look at the box to see if it is in fact manufactured in this country or just boxed here. There will be a difference to me from now on. Join my crusade to make America strong again. Buy American made products.

AVIATION TOOL

If you own an iPad or iPhone (which is probably manufactured in China) there is a really good aviation program that is an APP for them. It is Foreflight. It contains a yearly purchase to use, but does have good info for pilots. Check it out.

Have a great 2012....

Throttle Forward and Fly-Low....



Photograph above taken by me at Oshkosh AirVenture 2003, just days before HR-1 (replica) crashed on the way home.



Ralph Canard

Aging Gracefully, Flying Safely From AOPA

By Benet Wilson

Frederick, MD – The AOPA Foundation's Air Safety Institute has released a new interactive online course entitled "Aging Gracefully, Flying Safely."

While no one has a choice about getting older, choices can be made on how to deal with it. The new course focuses on giving pilots practical advice on the effects of aging, the possible impact on pilot performance, and ways to keep flying safely when growing older.

The course addresses questions including: can we maintain present levels of safety as we grow older; what effects does aging have on piloting performance; how can we adjust for them; and how do we know when to say "when"? It discusses physical and mental changes among older pilots, and offers advice for adjusting for these changes in the cockpit. It also covers suggestions for avoiding common aircraft insurance issues and offers a positive, but honest, discussion of slowing down and/or

stopping.

"The reality with aging pilots is that there is no denominator by which to judge exposure," said AOPA Foundation president Bruce Landsberg. "Obvious incidents of incapacitation remain rare, but subtle deterioration and subsequent accident involvement is not easily ferreted out. Safety – both their own and that of their passengers and people on the ground below – is paramount to pilots."

The AOPA Foundation's Air Safety Institute is dedicated exclusively to providing continuing pilot education and safety programs for general aviation. It is funded by donations from individual pilots and organizations, which support the cause of improved general aviation safety.

For information contact Benet Wilson, 301-695-2159, Benet.wilson@aopa.org



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UL Power to Showcase at Sebring's Sport Aviation Expo

Lake Ozark, Missouri, USA: UL Power, which introduced itself to the US market at the Sport Aviation Expo in 2006, will be showing and demonstrating its engines and several factory-developed firewall-forward (FWF) installations in Sebring (FL), January 19-22, 2012.

"We are particularly pleased to be showing our engines and our factory-developed firewall-forward installations in Sebring this January," said Robert Helms, General Manager of UL Power North America LLC. "Cooperation with [FWF launch customer] Zenith Aircraft Company in developing a complete installation for their CH 650 has resulted in the first of several popular OEM applications. Multi-fuel capability and FADEC coordination, coupled with simple air cooling and direct drive should allow a lot more time in the air and less money spent on the ground."

The full firewall-forward kit includes everything builders need to install the

engine in their Zenith airframe, including engine mount, oil cooler, fuel pumps, propeller and spinner, and fiberglass cowl.

As a lead sponsor of the Sebring U.S. Sport Aviation Expo, UL Power will have excellent representation at the upcoming show, in addition to its featured appearance in the new CH 650A: UL Power engines will be on display in the lobbies of both on-airport hotel Chateau Elan and the Sebring Regional Airport.

Producing from 97 to 130hp, the four models of the purpose-built aircraft engines weigh between 160 and 173 pounds. The traditional and compact aircooled four-cylinder opposed, direct-drive layout employs the latest metallurgy and design, and features all-electronic FADEC ignition and fuel injection; and it runs on 100LL avgas or auto fuel. The ease of operation – no primer, no choke, no mixture control, no carb heat – has led to the slogan, "Turn the Key, Push in the Throttle, Go Fly!"

Sebastien Heintz, President of Zenith Aircraft Company, said, "The traditional layout, simplicity of incorporation, and ease of installation and operation make the UL Power engines very attractive to many customers. We anticipate ease of ownership and low maintenance to be big advantages to our customers."

In addition to Zenith CH 650 and -750 designs, UL Power has successfully flown in dozens of designs in both the US and Europe. UL Power is currently developing FWF kits (2012 delivery) for the VAN's RV-12, RANS S-19, the Just Aircraft Highlander, and several others.

More: <http://www.zenithair.com/news/UL-Power-FWF.html>

About UL Power of North America, LLC:

UL Power of North America, LLC is an independently owned and operated company with the exclusive distribution rights to the UL Power Aero Engines nv products in the United States and Canada.

The UL Power engines are manufactured in Belgium (Europe) by ULPower Aero Engines nv, a company formed in 2006 solely to design and manufacture modern light aircraft engines, and backed by experienced technical partner companies. More: www.ULPower.net

About Zenith Aircraft Company: Since 1992, Zenith Aircraft Company has been producing kits of the popular line of Chris Heintz two-seat all-metal aircraft designs, including the CH 650 low-wing cruiser and the high-wing STOL CH 750 light sport utility kit aircraft. The all-metal aircraft, which, depending on their configurations and equipment, can be flown by Sport Pilots, can be built from complete kits (in as few as 350 hours), component buy-as-you-build kits, or entirely scratch-built from blueprints.

A number of different engine choices are available to power the CH 650 or the high-wing CH 750, including the new UL Power engines. More: www.zenithair.com

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to

Ground



author@rosemariekern.com

By Rose Marie Kern

Air Space Division and Separation of ATC Duties

Tower? Center? Or Flight Service?

Do you know who the first Air Traffic Controller was? Wilbur Wright, as he yelled "It's clear - go ahead Orville!"

Although there are three divisions of Air Traffic Control, most people only see Towers – and from TV and movies they know about radar, but they think that if you are an Air Traffic Controller it follows that you must work at an airport.

New pilots are taught that there are three major divisions of Air Traffic – Air Route Traffic Control Centers (ARTCC or Center), Air Traffic Control Towers (Tower) which may also have an Approach or Departure Control, and Flight Service Stations (FSS) – also known as Radio. Improved technology is changing these definitions and many Approach/Departure control facilities are completely separate from the Towers, and not necessary located at the airport they serve.

The Airspace above us in the United States is divided up into areas that are either controlled or uncontrolled. Uncontrolled airspace is everything that is not designated as something else, and it is one of the most precious things that pilots here in the United States have access.

The largest areas of uncontrolled airspace are out west – which is where students come from all over the world to learn to fly, and many European pilots come to build their hours so they can apply for jobs with air taxis and airlines once they return home.

The U.S. was the first country to develop a National Airspace System (NAS), and in addition to our own people, the Air Traffic Control academy in Oklahoma City has taught hundreds of classes in the basics of the NAS to representatives from other countries who then take that knowledge home. By doing this, the U.S. not only

promotes a system whereby any pilot knows what to expect no matter where they fly, but they also have established that English is the language of Aviation throughout the free world.

Before the existence of Air Traffic Control Towers (ATCT or Tower), early controllers used flags and lights to signal landing and departure instructions to pilots. In 1930, the first airport to have a radio-equipped control tower was built in Cleveland. The Towers are always located at airports wherein the landing, departing and overflight traffic has grown to the extent that accidents are likely without someone on the ground keeping an eye on the sky. Smaller airports rely on pilots to tune to a common radio frequency (UNICOM) and announce their intentions. Busier airports may also have an Approach/Departure Control co-located with the Tower. These structures "own" the airspace immediately above and surrounding the airport.

Air Route Traffic Control Centers - The Centers cover huge areas, usually several states wide. These huge facilities have 40 or 50 radar scopes and employ about 300 controllers. Their airspace is divided both geographically and into high altitude and low altitude sectors.

Have you looked on aviation charts and noticed that the Center boundaries are oddly shaped? That's partially because they were not all created at once. A consortium of commercial airlines and airport operators established the first three Centers, Cleveland, Chicago and Newark during late 1935 through June 1936. The Bureau of Air Commerce, within the Department of Commerce (DOC), took over their operation when it assumed responsibility for En Route ATC in July 1936. As air traffic density moved west, new Centers were created to manage the flows. Each time, the protected airspace was built primarily around the areas containing a dense population of aircraft.

Early en route controllers tracked aircraft positions on maps and blackboards using little boat-shaped weights called "shrimp boats." There was no direct communication capability between controllers and aircraft at the time, so they used telephones to stay in touch with airline dispatchers, airway radio operators, and airport traffic controllers, who also fed information to the en route controllers and relayed their instructions to pilots.

Today each Center handles several states traffic, and advances in technology have increased the ability of the Controllers to more accurately determine the placement of aircraft in their airspace. The latest merge of radar, satellite and computer functions used by the Centers is known as the En Route Automation Modernization (ERAM) computer. The accuracy of this system allows closer, more accurate placement of aircraft in our increasingly crowded airspace.

The Automated Flight Service Station (AFSS) handles a diversity of pilot needs. The physical structure can be located at an airport, but modern technology has removed that requirement since everything the AFSS does is by phone or radio. Flight Service briefs pilots on

preflight conditions including weather, hazardous conditions and anything significant they may encounter on their flight. They take flight plans and they monitor the progress of VFR aircraft (aircraft flying uncontrolled below 18,000 feet). They also are the initiators of search and rescue should a VFR aircraft become overdue, act as an interface with both the other branches of ATC and related government agencies, such as Customs, Homeland Security, and the military. Other duties of Flight Service include Flight Watch, a service to update pilots on weather enroute; Broadcast, recording weather and other information that is available by phone or radio; and Flight Data.

We live in exciting times right now because the FAA is in the process of revising the entire ATC system. In 2005 this process began with the FAA Administrative offices being redistributed along regional lines. The first of the field operations to adjust their boundaries and begin consolidation was Flight Service in 2006, shortly after being taken over by Lockheed Martin Information Technologies.

Within the next twenty years you will see the Approach/Departure controls being completely separated from the airports they serve and many will be housed with the Centers. The Center boundaries will be changing as well.

Currently the government is working to implement the Next Generation Air Transport System, which will primarily affect the airlines and executive aircraft, and dramatically change ATC as we know it. For more information go to www.jpdo.aero.

Editor's Note: Rose Marie Kern has worked in ATC since 1983. If you have questions you can contact her at author@rosemariekern.com.



FAA News

DATE: November 29, 2011
AD #: 2011-25-51
Emergency airworthiness directive (AD) 2011-25-51 is sent to owners and operators of certain Continental Motors, Inc. (CMI) Models TSIO-520, TSIO-550-K, TSIOF-550K, and IO-550-N reciprocating engines.

Background
This emergency AD was prompted by 5 reports received of fractures in starter adapter shafts in certain part number (P/N) CMI starter adapters. This condition, if not corrected, could result in failure of the starter adapter gear shaft, leading to an inoperable oil scavenger pump and engine-in-flight shutdown.

Relevant Service Information
We reviewed CMI Mandatory Service Bulletin (MSB) No. MSB11-4, dated November 23, 2011. The MSB describes the affected starter adapters, and describes what starter adapters are eligible for installation.

FAA's Determination
We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements
This AD requires replacing affected CMI starter adapters with starter adapters eligible for installation.

HOW TO BECOME AN AIRCRAFT MECHANIC

I'm a US Citizen. What requirements

must I meet to get a mechanic's certificate?

You must be at least 18 years old; able to read, write, speak, and understand English. You must get 18 months of practical experience with either power plants or airframes, or 30 months of practical experience working on both at the same time. As an alternative to this experience requirement, you can graduate from an FAA-Approved Aviation Maintenance Technician School. You must pass three types of tests; a written examination an oral test a practical test

I'm not a US Citizen, and I live outside the United States. How do I get a mechanic's certificate?

Demonstrate you need a mechanic certificate to maintain U.S.-registered civil aircraft and you are neither a U.S. citizen nor a resident alien.

Show the examiner your passport. Provide a detailed statement from your employer saying what specific types of maintenance you performed on each aircraft, and how long you performed it.

Provide a letter from the foreign airworthiness authority of the country in which you got your experience, or from an advisor of the International Civil Aviation Organization (ICAO), validating your maintenance experience. Make sure all the documents you provide

are signed and dated originals.

Pay the fee for the document review.

What if I can't meet the English language requirements?
We may waive the language requirement if you live outside the United States. We would stamp your certificate "Valid only outside of the U.S."

Do I need any other certificate to work on avionics equipment?
If you have an airframe certificate you don't need any other certificate, but you must be properly trained and qualified and have the proper tools and equipment. You can even work on avionics equipment without a certificate if you have avionics repair experience from the military or from working for avionics manufacturers and related industries.

How do I get a repairman's certificate?
To get a repairman's certificate, you must



be recommended by a repair station commercial operator, or air carrier. You must

be at least 18 years old; be able to read, write, speak, and understand English be qualified to perform maintenance on aircraft or components be employed or a specific job requiring special qualifications by an FAA-certified Repair Station, commercial operator, or air carrier.

be recommended for the repairman certificate by your employer have either 18 months practical experience in the specific job or complete a formal training course acceptable to FAA.



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Steve Bill's Air Shots

By Steve Bill Hanshew

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Hope and Change



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Everything in my life is cyclical. The weather; come on its Ohio. Today it is almost 50 degrees in the midst of December. Tomorrow it's forecast to be as high as 22; same with flying. Unlike, a climatically monochromatic Arizona, one day its 1 mile and snow blowing sideways and the next 10 miles or better with a blazing sun trying vainly to warm a white encrusted landscape. That's the beauty of this place encapsulated by one word – Change. Everything changes. Nothing stays the same and in a way that's a good thing.

Take for instance the previous year. Yeah I've seen better and for General Aviation, it's been particularly rough. Avgas prices are like stock market prices, up and down and generally flirting with dangerous and cost prohibitive numbers. The go juice of our passion is also the driver of our pain. Don't think so; take a look at that fuel bill – Ouch! Even hangar rents are climbing as airports try to recoup the loss of fuel and flight training revenues. For kids trying to get a leg up on a flying career, it is literally a choice of EAT or FLY with the cute T-shirt 'Will fly for food' taking an ominous turn towards true.

To compound the misery of an economic downturn the old canard of user fees rears its ugly head as if the panacea of a revitalized aviation system centers on charging every pilot and passenger for everything. So if a fuel tax weren't enough, adding to the price of a gallon of avgas, we'll tack another 20 or so cents on to make sure you really can't afford to fly. These are the same people you saw head down sleeping in the back of your business classes. And then there is the gas itself, an evil of unprecedented scale that left by itself in a fuel tank will rise up, wrench the cap off, leap out of the tank like a crouching tiger, and jam itself down your throat so that 80 years from now you might just might, die of lead poisoning in lieu of heart disease, diabetes, every cancer known to man, thrombosis, or a bite of a brown recluse.

Sometimes the word change walks hand-in-hand with the word hysteria. But thankfully, America like life is not a static model. It changes. One man's

hysteria of 20 years previous is another's satire in the here and now. When I was seventeen I was told with a deathly solemnity by my biology teacher that by 1994 the world would be encased in 25 feet of solid ice. In 1975 my second flight instructor lamented that by the year 2001 we wouldn't be living on the moon like the Kubrick movie proclaimed and that we would still be flying NDB approaches. Ok, so in this instance he was right. A few people are good prognosticators, while the rest couldn't predict a sandstorm in Abu Dhabi. And, one person's bad year can easily translate into a spate of good years.

In 1985 my wife and I were working for a 121 Non-Sked airline 24 million dollars in the hole, and that was 1985 dollars. We knew that somewhere in the future was a tombstone with our airline's name on it. Like most hopeful folk we just assumed that it was a day farther off; that the day of reckoning might miraculously be staved off by some rainmaker who would come in, salt the earth with dollars, and reverse 10 years of bad business decisions and management incompetence. In business hope is a great thing. Realism is better.

I was on duty in flight operations when on Christmas Eve, aircraft started calling me from all over the country. They were calling me from points as far West as Denver and Los Angeles and as far East as Newark and Atlanta. They were confused. It seems that ATC was instructing them to call a company frequency that was not mine. When they did call, they were told to land at places that were not the destination listed on the Dispatch Release. Who were these mysterious operatives trying to wrench operational control of the flight from me? It didn't take long to find out. They were agents of Chase Bank and like the much detested 'Repo' man on cable TV; they were repossessing our planes – In flight. As soon as they landed the crew was given an airline ticket home and a bank hired flight crew took the jet like thieves in the night.

I never once met our airline president nor did I ever speak to him except that one Christmas Eve just as the clock neared midnight to ring in Christmas Day. Like Scrooge nestled in for the

long night I was the only one in OPS. I was junior and the low man on the pole. I mean, really, who wants to work on Christmas Eve? I picked up the phone and he identified himself. I had heard he lived on a nice yacht in Jamaica Bay anchored not far from JFK, a vantage point from where he could watch the planes depart and land. He sounded confused and then frantic slinging questions at me a mile a minute. The gist of it without expletives was what the heck was going on verging on the unspoken, 'How could this be happening'. In deference to him and his name, I simply said, "Mr. Smith...I think we're out of business." I heard the phone drop and what sounded like a tumbler of scotch braced with ice cubes crashing on teak decking. There was a long silence and then a dial tone. I never spoke to him again.

At one in the morning I turned out the lights of operations...literally and left for the short drive to our shabby little apartment that we were barely making rent on since we were close to two months behind in pay. It was a 1940's vintage motel court converted to apartments with a dated kitchenette. I pulled in and shutdown my 1976 Ford Fairmont that had no working heater, and sat for a moment watching by breath expel in clouds of steam, trying to gather the words as to convey the news to my beloved wife Donna. How to you tell someone on Christmas Eve that the world as she knows it has just imploded. She was a

native New Yorker from the Island, full of brass, and Italian to boot. I decided on the direct approach. I opened the door, smiled at her as best I could. "Merry Christmas Honey, we have no jobs."

The beauty of being at the bottom with nothing is that all that's left is up and the lure of an intangible something. You pick yourself up, dust yourself off, and start walking – Forward. Backward is now officially history. And you learn something not only about what to avoid in the future but about yourself. There is a real end of the world but outside of that, everything else is figurative.

Like flying each year is dynamic and like flights, no two are the same. That was five airlines ago and 26 Christmas Eves and each year has been different from the previous. It's called change. Surely, there have been numerous cyclical ups and downs with some years better than others, but in general I would have to say that there has been a steady and incremental progression upwards.

The flying business is like that; a hard taskmaster that asks more of its participants than it may give back. But it's a taskmaster that in some crude and maybe masochistic fashion, you learn to love despite the setbacks. There are no guarantees and no warranties. Like life, it is what you make of it and hope in the realm of a spiritual hope is the best hope.



NTSB APPLAUDS FAA



NTSB CHAIRMAN DEBORAH A.P. HERSMAN ON NEW FAA FLIGHT AND DUTY TIME RULE

Fatigue has been on the NTSB's Most Wanted List of transportation safety improvements since 1990. Over the first century of powered flight, countless accidents trace pilot fatigue as a contributing factor.

This is why the NTSB is so pleased that the FAA today issued a long-awaited science-based rule for flight and duty time. Secretary LaHood and former FAA

Administrator Babbitt have worked for years to shepherd this contentious rule through the process. We applaud the leadership of DOT and FAA for bringing it across the finish line.

While this is not a perfect rule, it is a huge improvement over the status quo for large passenger-carrying operations. Yet, we are extremely disappointed that the new rule is limited to Part 121 carriers. A tired pilot is a tired pilot, whether there are 10 paying customers on board or 100, whether the payload is passengers or pallets. As the FAA said in its draft, "Fatigue threatens aviation safety because it increases the risk of pilot error that could lead to an accident. This is particularly a concern for crews that fly on the back side of the clock."

We look forward to working with the FAA and the aviation community to support the rule's essential education and training components and to identify areas where additional measures are needed.



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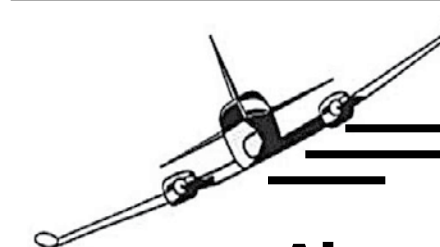
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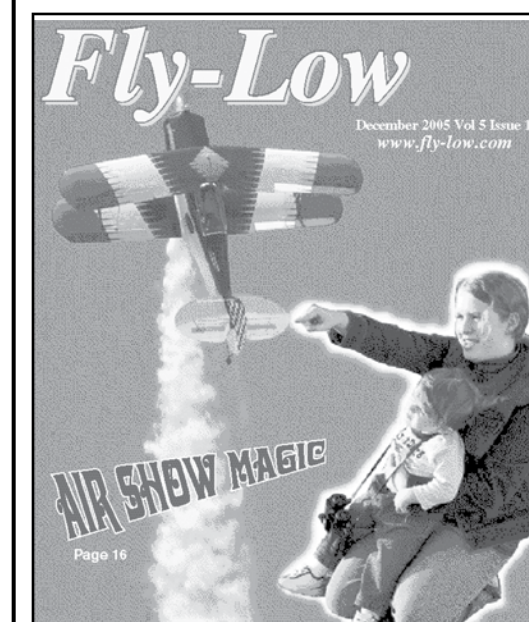
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The Left Seat

YOU, YOUR HEALTH, AND THE FAA

By Bob Worthington

rworthing@zianet.com



Most of my friends who quit flying in their 70s, did not do so voluntarily. They lost their FAA medical. And, most of their health issues were related to an increase in food and alcohol intake and a lack of physical exercise. Flying is an endeavor in which poor health can legally prohibit you from piloting a plane. Therefore, if we want to fly, we need to remain healthy. This article will take the reader on my journey to stay healthy and continue flying, beyond my mid seventies. It will also point out some pitfalls I encountered along the way and how I prevailed.

been born with. While I could now walk again, unaided, the warning was clear and precise. Do not run. Running would only destroy the prosthetic parts now inside my left thigh and hip.

From 1990 on, my running ceased but my appetite did not. I worked out more with weights (which added mass) but my aerobic and anaerobic workouts had ended because of the accident. Last May I went to get my annual (non-aviation) physical and because my regular physician had

When I turned 40 the FAA required I get an EKG (this was in the 1970s). It showed I had a 1st degree AV block and x-rays showed an enlarged heart. I was referred to a cardiologist for further evaluation. The 1st degree AV block is essentially the reduction of my heartbeat. Physically it is a below normal (slower) electrical signal sent from the upper to the lower chambers of the heart which controls the rate and rhythm of the pumping of blood. This condition can be genetic or induced. It can be evidence of an underlying

was scheduled for the next week and local cardiologists are booked weeks in advance. But, I had in my medical files all the EKG tracings and cardiology results from the 1970s and early 1980s. I made copies of everything and gave the package to my FAA physician a few days before I had my appointment with him.

During my FAA exam, the doctor said no cardiology evaluation was required. The EKG tracings at age 74 were a replica of all I had from age 40 to 46. My heart had not changed at all over 34 years.

“...take care of your body before failing the FAA exam...”

Until I was 52, I was a long distance runner. I competed in 5.10, and 13 K races and competed in the mini-marathon. I ran 5-10 miles daily and often went 15 to 20 miles on the weekend. But, this ended for me in January 1990. I was on the campus at NM State University where I was a Journalism professor. I was riding my motorcycle between a classroom where I taught and my office. A careless teenager, driving a 4 WD pickup, was not paying attention to what she was doing and ran me down. My left arm was virtually severed above the wrist and my left femur was shattered in a dozen places. Over the next year, I endured four operations but the left leg would never be the same. I could not walk without the aid of crutches and then canes.

left the clinic. Two aspects of my health were readily apparent. My weight and blood pressure were now in the unhealthy range. I weighed 236 and my BP ranged from the high 140s to the 170s over the 70s to high 80s. If I exercised vigorously prior to having my FAA physical, I could pass the FAA maximum BP requirement of 155/95.

My physician said I needed to lose weight and begin hypertension medication. I agreed with the losing weight part. From 1990 to 2011, I had gained 60 pounds and at an average gain of only three pounds a year, over time it added up to a dangerously unhealthy weight gain. However, the hypertension meds concerned me. So I asked the doc to check with the FAA to make sure the meds would not cause me to lose my medical. A call to the FAA insured that the prescribed meds were approved by the FAA.

Knowing the FAA as I do, I thought that just taking the meds sounded too easy. I figured that medical testing was necessary. I was right. I went to the AOPA web site and looked up the requirements for gaining approval of my hypertension medication. I needed an EKG and other heart tests and specific blood tests. So I took what was required and the results came in. An x-ray revealed I had an enlarged heart and the EKG showed a 1st degree AV block. I was not concerned because I knew this already.

heart condition, caused by drugs (either prescribed or illegal) or in response to a very high level of aerobic and anaerobic fitness such as professional athletes would have. This is referred to as the “athlete’s heart”, which is what I had. Over the next several years, I would get my FAA medical exam, take the EKG, and then get a cardiologist’s approval. Finally, the FAA agreed that what is normally viewed as abnormal, was perfectly normal for me. No more EKGs or visits to a cardiologist were required.

Reviewing the results of the tests required by the FAA to continue flying with my hypertension meds, my doctor said I needed to get an okay from a cardiologist. The problem was I had no time to do that. My FAA medical exam

There was still the weight problem. During the summer, I lost 50 pounds. I reduced my food (calorie) intake and increased my physical workouts to 2 1/2 to 3 hours a day. My body fat went from 35% to about 12%. While I still would like to lose another 10 pounds (I wrestled in college at 175-178 pounds), a nutritionist says that I would be fine at 182 pounds for my height and muscular make-up. My FAA physician said that when I reached 195 pounds I should be able to quit the BP medicine. I am now in the mid 180-pound range and have another follow-up at my clinic in January to go off the hypertension medicine.

This story has two points I want to reinforce. First, take care of your body before failing the FAA exam and second, keep everything regarding any health tests ever taken. Maintain your own personal health records; you never know when some old information or tests may be needed, again.



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What Is Advance Technology?

Paul Barre at Central Flying Service and I were having a conversation concerning **advance technology**. Paul made an excellent point; any technology is advanced if you are not current or familiar with that technology. Imagine what the Wright brothers would have felt like if they were asked to fly a Cessna Mustang right after they achieved powered flight?

I remember the first time I sat in a trainer. I was overwhelmed with all the gauges and dials. I had never heard of an altimeter, directional gyro or attitude Indicator, VSI or inclinometer; that is until each item was explained to me and I had some knowledge of its operation. **Technology is best learned in small bits, digested and understood.**

Paul has trained in a new Cessna Mustang, equipped with the G1000 system. He made this point; if he had to fly a 1978 Cessna Citation with 1978 technology, he would have to learn a different operating system all together. I thought about it and agreed if we are not familiar with a system, this must be Advanced Technology e.g. it has advanced beyond our abilities.

In my last article I spoke of the perils of technology, only to get an extensive email chiding me about technology being unreliable. If you read my article carefully, you saw that I wasn't really saying that technology was unreliable but to *back yourself up in case it should fail*.

On a recent check ride an applicant had his flight plan, charts and AFD on his iPad. Certainly that is legal, but every question I asked him during the flight was heads down while he scrolled his iPad for the information I requested. The iPad provided him situational awareness but took his attention away from other tasks.

I would like to own an iPad myself, if its operation system would work with the FAA's IACRA program, but it will not. If someone has a solution to this problem let me know.

When pilots were introduced to the VOR and NDB navigation system that was advanced technology (it's still advanced to the new pilot) it was simply the next



step in the learning process. I have always remembered this: How do you eat an elephant? Answer: One bite at a time. And so goes technology, it is a step by step process.

Man creates GPS, WOW! What a system, but this system had its problems too. My first experience with GPS was complicated by step by step procedural inputs. If you were lucky the GPS would give you a bearing to your destination, a track and your ground speed. The early systems were not reliable; often the signals would be lost. This happened to me on several occasions. Today's GPS systems are very reliable and are simple

to operate if you are properly trained on that system.

I have just over 2,600 hours on the G1000 system and its operation and Garmin is adding information continually. Paul said "you wouldn't have a problem operating the Mustang because of your knowledge of the G1000 System; all you would need to do is learn a few steps that are part of the Cessna Mustang systems."

As an examiner I see some very strange reactions when I ask the applicant to track a VOR radial and intercept a radial to or from a VOR. Why? Most new pilots are training on and rely on the GPS systems in the aircraft. It very simple to turn on the GPS, wait for it to boot up and press the Direct To button. A map appears with a line to the destination and a bearing to the station and a track to the destination. Simple! Now, turn the GPS off and ask the applicant to take me to the VOR station and navigate to the airport using the VOR. It isn't pretty; most applicants haven't been properly trained in the old systems. Wouldn't this be a new technology? That is if you were not properly trained on the system.

When man advanced from the wooden plow to the steel plow that was advanced technology. When he advanced from the horse to the tractor that was a great advancement. Technology has made man more efficient and productive, but not lazy.

If we put a man out in the wilderness and told him he must learn to survive with what he has on him he would soon die. A man from the 1700's wouldn't have a problem. If we take the time to train a man in survival techniques he would most likely live. Aviation is the same way, as simple as the early aircraft were I doubt very seriously I could fly the Wright Flyer, or the Curtis Flyer. I haven't trained in the operation of these aircraft. If I put today's newly certificated pilot in the cockpit of a Piper Cub without any navigation gear, using only a compass and dead reckoning, that person would soon be lost.

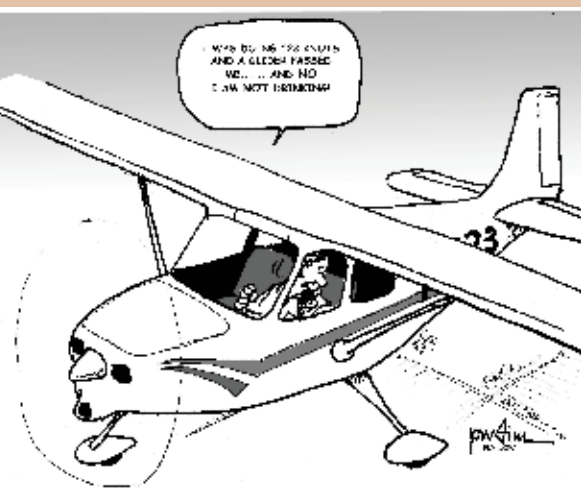
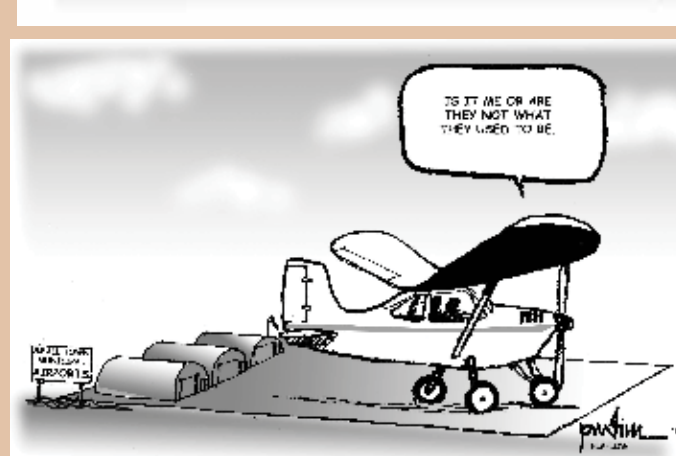
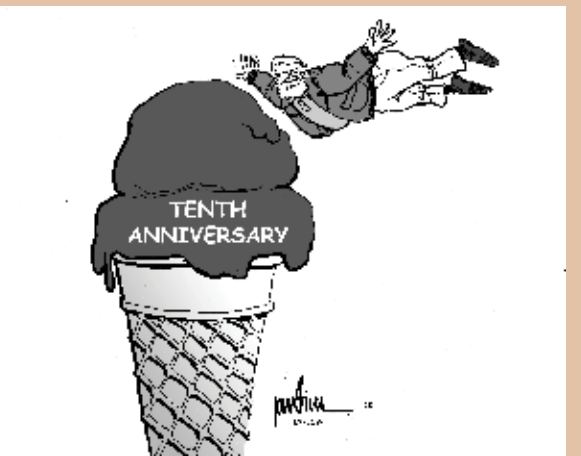
One Saturday I was asked to retrieve an aircraft from Tulsa International airport. It was late at night when I arrived. Once in route I was informed by ACT that my transponder was not working, and then I realized that the two VOR receivers were not operational either. The airplane was equipped with a compass one two way radio and a DG that wasn't reliable. I had a hand held GPS with a low battery, E6B and a flashlight. Now most pilots would have turned around and headed back to the airport. (Of course if it were IFR, I wouldn't have gone)

Forest fires had filled the atmosphere with smoke so finding land marks would be difficult. I continued on my approximate course and decided to use the compass and the stars to navigate. As I crossed two known checkpoints I calculated my ground speed, took a bearing on a known star and proceeded to my destination. Every fifteen minutes I would turn on my flashlight and check my compass and reset my DG, which processed badly. I estimated one hour and 45 minutes to make the trip. I checked my watch, looked for the beacon and saw my destination's beacon flash. I had arrived. Today most pilots wouldn't even consider doing this.

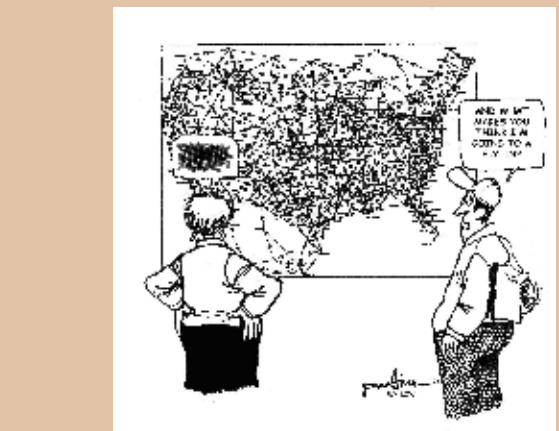
Think back to the days of the airmail pilots, navigation from one beacon to the next using only a compass and dead reckoning to their destination. That was advance knowledge of the day. It's all in what you know. If I took a TAA trained pilot from the flat screen to the old steam gauges system, wouldn't we be introducing him to another technology?

Past Pudims

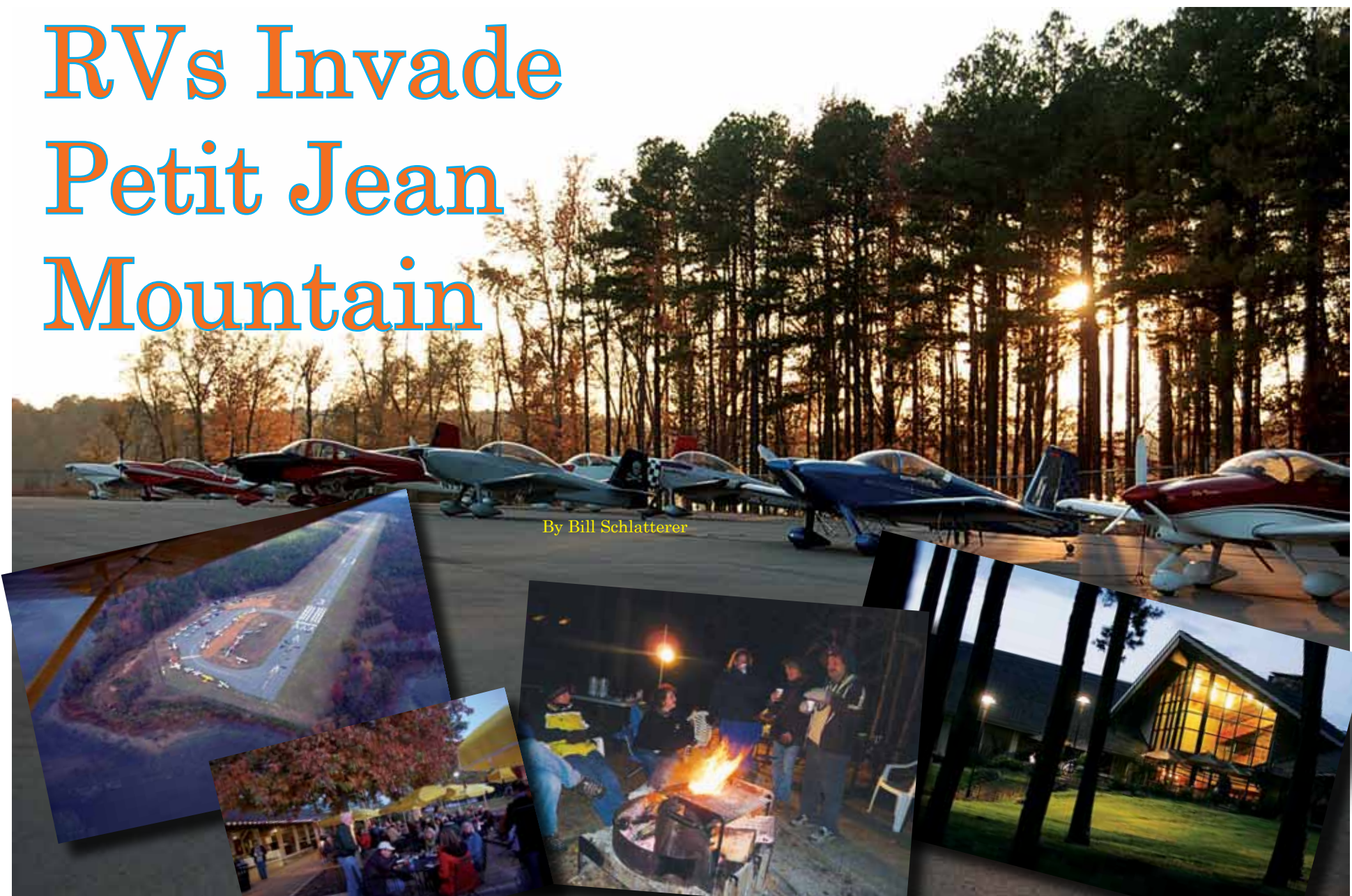
Robb Pudim has been FLY-LOW's cartoonist for about 11 years. He lives in Colorado and provides cartoons and stories to many western newspapers and magazines. We are his only aviation publication. There are some of his past "toons". They date back to as far as 2008.



A relaxing moment for Pudim at the Sand Dunes of CO.



RVs Invade Petit Jean Mountain



By Bill Schlatterer

What a weekend! We thought last year was a “helluva” RV gathering with seventeen airplanes and campers but this year just about got out of control.... In a good way! The story is that by Friday evening, we had thirty-six airplanes and fifty plus folks on the ground at Mount Petit Jean Airport (KMPJ), sixteen plus tents set up like RV “Woodstock”, and the rest checked in at the Presidents Lodge just west of the airport. We had lots of couples and RV folks from ten states including Texas, Arkansas, Missouri, Oklahoma, Kansas, Kentucky, Indiana, Mississippi, Louisiana, and the Beyer family all the way from Nebraska! With the sun setting, airplanes were still arriving and tents were still going up but it was time to move the Friday night party to the Boathouse Pavilion at the Rockefeller Conference Center. The Foundation sponsored dinner and served up an absolutely first class BBQ to seventy-one hungry RVators! And boys and girls, it was no simple dinner.... it was a BBQ banquet. Brisket, chicken, pulled pork, tater’salad, baked beans, chips, cool drinks, and more.... Then topped off with hot blackberry and apple cobblers and homemade ice cream! Great folks, great food, great airplanes... what a start to the weekend! Here is how it all went down.

Cont'd on page 27

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EAA AIRVENTURE Ticket Sales

Advance purchase admission tickets and camping are now available for the 60th annual edition of EAA AirVenture Oshkosh, providing greater convenience for those travelling to "The World's Greatest Aviation Celebration." The weeklong 2012 event will be held July 23-29 at Wittman Regional Airport in Oshkosh.

Both EAA members and non-members can purchase tickets in advance via a secure website, allowing ticket holders to speed through the admissions process. Daily and weekly admissions are available, as is the ability to join EAA and immediately receive the best possible admission prices available only to EAA members. Discounts are available to those who pre-purchase AirVenture tickets online before June 15, 2012, including \$2 on daily adult admissions and \$5 on weekly adult admissions.

New for 2012, EAA member spouse and guest admissions have been streamlined into the adult EAA member rates. In addition, all EAA member spouse tickets will include a \$15 merchandise credit for a weekly ticket and \$2 merchandise credit for a daily ticket. This credit can be used at any official EAA merchandise location during AirVenture 2012.

"With its variety of attractions and entertainment options, EAA AirVenture remains one of the great family-friendly destinations at an affordable price," said Rick Larsen, EAA vice president of marketing. "We continue to look for ways to streamline and improve the purchasing and admission process, enabling attendees to get the most out of AirVenture every year."

Advance purchase camping for Camp Scholler, which opens on June 22, 2012, provides the convenience of express registration at the campground entrance, including specially designated lines on peak arrival dates.

Additionally, attendees are able to pre-purchase flights on EAA's historic B-17 *Aluminum Overcast* or a vintage Ford Tri-Motor, two of AirVenture's more popular attractions. Passengers can avoid the lines and get more out of their AirVenture experience before embarking on a mission flight back in time on a World War II bomber or taking a ride in the first mass-produced airliner.

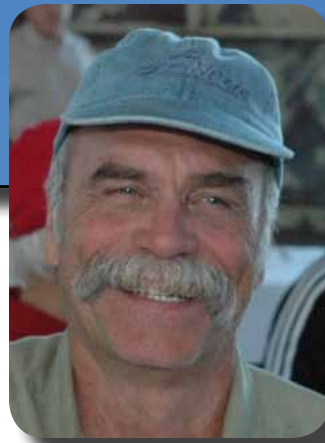


2011 Sport Air Racing League Championship Point Awards

Since 2007, the Sport Air Racing League (SARL) has grown and prospered. Every year Annual Championship Point Awards are made after the final race of the season, that being the Rocket 100, at Taylor, TX.

and aviation and successfully competed in the racing. They have done so in a truly exemplary manner. The impact that these pilots have made has been totally positive and their sportsmanship among the other racers has made the League what it is today. Not all of these pilots flew the fastest planes in class but they all flew their best and proved one just "Runs What Brung Ya" and you can be a Champion.

Winning Points are awarded for the placements in class and the more aircraft you can best in class the more points you garner.



Experimental Gold Champion Race #02 Lancair Legacy N550AC

Flying to victory in 2011 is the 2009 Lancair Legacy 2000. It was built in 2009 by George Viguie who passed away shortly after completing the plane. Alan Crawford purchased the plane in 2009 and in 2010 painted the Legacy in the American Flag color scheme. This is a stock Lancair with no racing mods. Race 02 has a Continental IO-550N with 310horsepower and a Garmin G-900.

Inset photo:
Captain Alan Crawford, Buchanan Dam, Texas
Alan is a Captain with SouthWest Airlines and has been in the left seat there for 30 years. Alan says he started flying when he was old enough to walk and now has 30,000+ hours flying civilian and military planes. Besides racing, Alan enjoys instructing on both land and sea and loves to fly on floats.



Experimental Silver Champion #84 Glasair 1RG, N688RS

"Marilyn" has been flying since 2004 and was built over a 12 year period by Russell Sherwood. Eight of those years was devoted to the installation of the 202 cubic inch 6 cylinder Subaru SVX sport car engine. #84 is truly unique and the results of Russells engineering efforts are amazing. The build includes a P51 type belly scoop.

Inset photo
Race #84 is piloted by the husband and wife team of Russell and Rhea Sherwood, Missouri City, Texas. Russell is an army veteran and is enjoying early retirement. Russell has been flying for 39 years and is currently building their ideal retirement home at the private airpark, Prop Wash, near Fort Worth, Texas. Rhea works in Communication Technologies and has been flying for 8 years. She claims their Mooney as hers. They are a solid team in the air and delight to know on the ground.

Photos this story by: Earnie Butcher, Jo Hunter,



Experimental Silver Champion Race #26, Vans RV-6 N140RV

Affectionately named "El Lento", Race #26 was built by Mike Thompson over three and a half years being completed in 2003. This plane has flown Mike and his wife Kit all over the U.S. and is Mike's race chariot. It has a Catto speed prop, clipped wings and fairing and sub cowl with cowl flaps and is powered by a 180 hp, O-360.

Inset photo:

Mike Thompson, Pflugerville, TX is the founder and chairman of the Sport Air Racing League. Mike learned to fly in 1977 while serving with the US Navy and logged over three-thousand hours as an enlisted crewman on the Lockheed P-3 Orion sub hunting and on maritime patrol. He currently works for IBM and keep the "League" alive and well.



Production Gold Champion Race #193, Beechcraft Bonanza S35, N193Q

Owner Bobby Bennett saw a good deal and latched onto #193 a few years ago. This V-tail is stock with a Bobby Bennett rebuilt Continental IO-550 with 285 horsepower. Bobby has concentrated on drag reduction and has this plane the one to beat in 2012.

Inset photo:

Robert Dean Bennett, Crandall, Texas, has worked for Southwest Airlines for the past 24 years as an aircraft mechanic/inspector. He has flown just about everything out there and is a Skydiver. Bobby has a reputation for being there for everyone and has done work for many of the air racers when they really needed a friend. He lives with his wife Ann Elise in their hangar home but has his own shop hangar to hang in.



Production Silver Champion Race #456, 1965 Cessna 182 Skylane, N2456X

The plane actually lives in the hangar home of Ann Elise Bennett and is parked next to her sofa and gets a lot of personal attention. "X-Ray" is powered by a Bobby Bennett built engine, a Continental O-470, 230 horsepower. The Bennetts have done extensive restoration of this aircraft which includes a snazzy paint scheme and it serves as both a racer and personal transportation.

Inset photo:

Ann Elise Bennett was beside herself with the 2010 Bronze Championship and now she has proven that was no fluke moving up to take the Silver in 2011. Her racing career started in 2005...it was a wedding anniversary present from Bobby and they flew to a third place on a long national race.



Production Bronze Race #656 is a 1969 Cessna 172 Skyhawk, N84656

"Stars and Stripes" was fully restored by owner/pilot Bobby Rose and is powered by an O320, 160hp engine. This may be the most meticulously restored and maintained Skyhawk flying. The name and restoration is a tribute to Bobby's father.

Inset photo:

Bobby Rose is an enthusiastic racer and is looking forward to the 2012 season and having some challenges from other Skyhawk owners. He is Vice President of Marketing for Sysco Systems and lives in Celina, Texas.



**HEAVY METAL GOLD
CHAMPION Race #127 T-28
Trojan NX9060F**

Navy trainer now flying the show and race circuit as part of the Trojan Phlyers Team

Pilot:
Chip Lamb, Dallas, Texas, military veteran, airline pilot and driving force behind the Trojan Phlyers Air Show and Air Race team. Chip waves our flag high keeping our venerable Warbirds flying.



**Heavy Metal Silver Race #126 T-28
Marine Trainer NX5443U**

Pilot:
Joe Dickerson, Denton, Texas. Joe has been flying for UPS for 22 years but when he saw the Trojan Phlyers performing at an air show he just had to get in on all the fun. Joe flies in the air show and races as often as his schedule allows. He is a Marine veteran.



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**Bronze Heavy Metal
Champion Race #210, North
American P-51D, N210D,
"Sara Jean"**

Inset photo:
Claude Hendrickson, Birmingham, Alabama



AIR MAIL

Dear Editor,

Here is a happy story soon to be unfolding at Miami International Airport. A planeload of donated toys bound for Haiti will be deployed this week out of MIA in a donated flight. The precious cargo made up of brand-new teddy bears, Leggo sets, and stuffed dolls, etc. will be distributed to destitute children – just in time for Christmas.

Airlift Flyers Aviation Corp. is a non-profit airbridge in Florida arranging international air mobility at no charge to benefit humanitarian organizations fighting poverty overseas.

Thank you,
Rick



Airlift Flyers Aviation Corp.
(www.ALFA.AERO)
10815 NW 33rd Street Miami, FL 33172
Phone: 305-470-1500 (8am-8pm M-F)
Cell: 305-607-4282 (24/7)
Fax: 305-470-1502
Email: rick@alfa.aero

This philanthropic project is made possible by charities and big-hearted companies in partnership to ensure one Christmas present gets into the hands of hundreds of boys and girls. It's also a story about the abounding generosity that characterizes the aviation industry and we are honored to be a part of it.

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AirVenture: Past and Present

Cont'd from page 19

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For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit www.eaa.org. Immediate news is available at www.twitter.com/EAAupdate.

Photo is a file photo and was a one shot no Photoshop picture by Ralph McCormick from an earlier AirVenture.

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Friggin Flying Facts

By Dan Fregin

MOA's

Back in the early 80's, I was flying a Cessna 206 for an Orland company. We were going from Orland to Reno, through the Hummer MOAs climbing to 9,500 feet when a T-38 (two-place, tandem, Mach 1.5+ trainer) came by about 1/2 mile to our right and a little lower with flaps down and slower than normal. At about our 1 o'clock position, he punched it, raised the flaps, and about 5 seconds later, pulled up into a near-vertical climb.

And in June of 1991 in a C-150 from Orland to Quincy, an A-10 did about the same thing but did not have the climb capability. But they have their fun. Military Operating Areas are a shared airspace, unlike restricted areas, which are their own playgrounds.

Cool Controllers

Way back in the late 70's, during the controllers' strike, I was flying a courier route that left Oakland every weekday morning at the same time to Marysville, Chico, and Red Bluff. CIC and MYV towers were closed but CTAF was still on tower frequencies. So I would crank up, advise traffic on the tower frequency while taxiing, look around for traffic, listen for traffic and take off.

One clear, calm morning, still about 23% asleep, I loaded the plane at Oakland, got ATIS, called ground, taxied out, ran up, looked around for traffic, saw none, heard none, so I took off. 7-8 minutes later, out near Concord, I hear another calling in to land - and tower answers. And I suddenly realize what I had not done, just like at the other two towers that were closed. So I asked tower if I had done what I thought I had done and he said, «Yeah, but there wasn't any traffic and we knew it was you», or something like that.

Cool Controllers II

Back in the early 80's, I was flying a Cessna 206 for an Orland company, and we had a load of people going into Las Vegas. I called approach about 25 miles northwest and was told to hold over some landmark to the west and to

expect something like a 20 minute delay for traffic. So as we headed over there, it gave me time to think up something. I called approach again and asked him to verify the delay time. I tried to make it sound only a little bit urgent. He said it still looked like about 20 minutes. Then I asked about landing someplace else for a few minutes and they asked if we had a problem.

I said, «Not really, just that one of the ladies drank a bit too much coffee before we left.»

«Roger, turn to a heading of 080°, report the airport in sight.»

Refusing Clearances

Shortly after I started visiting Long Beach airport regularly in 1985, I saw a TV news crew interviewing some people around a Piper low-wing plane. I asked what the story was and they said that they had been on an instrument training flight in actual clouds and had refused a controllers' clearance to turn to a heading because the instructor had been keeping track of where they were. Another training flight was given the same heading at the same altitude some 15-20 minutes later and hit a hill. (Also read about it in the paper the next day.)

Lifeguard to Salina

One of my first charter trips in the Lear was to take a heart transplant team from the former Norton Air Force Base to White Plains, NY (non-stop), to get a heart and fly to Salina KS to meet another Lear since we would be over duty time and going westbound always requires refueling.

Since this made it an air ambulance flight, we used the «Lifeguard» identifier. On approach to Salina, in clouds, we were told, «Lear 58CW, descent to xx,000 and expect one turn in holding at the outer marker, number two for the approach.»

My co-pilot just sort of roger-ed it, but I came back with:

«Approach, Lifeguard Lear 58CW, we have a live heart on board and another Lear sitting down there waiting for us.»

«Roger, Lifeguard 58CW. Break. Mooney *****, climbing right turn heading 240°, climb and maintain 8,000. Break. Lifeguard Lear 58CW continue descent, expect approach clearance in one minute.»

IFR Clearance to 15,000 feet before engine start

Had a trip to Lexington KY with a «harvest team» to pick up a transplant heart for a toddler at Loma Linda Hospital. The trip to LEX was no problem and it gave me a feel for what the winds aloft were really like. One reason to charter a Lear for this type of flight is minimum out-of-body time for whatever organ. So as we prepped for the return flight, I calculated that with a straight on-course climb with no delays we just might make it non-stop, saving 15-25 minutes re-fueling plus descent-climb time. I

called tower and explained our situation, and when the team came back out, I called tower and got a clearance from the ramp to something like 15,000 feet, including taxi clearance, take-off clearance, and hand-off to departure, all before everyone was settled in and engines started, so we used hardly any fuel on the ground (much less than book), and out of 10,000 feet got a clearance on up to requested altitude. Landed at Norton AFB (when it was still an AFB, and Lifeguard flights could do that) with «at least» 25 minutes fuel left. (Lifeguard again).

Got a neat «Thank You» letter from the top man at Loma Linda Hospital. Someday maybe I should try to see how the kid's doing.

Un-coordinated

The trip back started in Acapulco MX

to land at San Diego Brown Field for customs. The Mexican Weather Service forecasted a front coming in about the time of our arrival but nothing unusual, staying VFR, or so it seemed by what the Mexican weatherman told me. As we neared Hermosillo, we refigured and found that San Diego was still within range + about 45 minutes (0:30 required). A bit farther on, the wind aloft was a bit stronger than forecast and we heard from weather that the front had gotten worse than forecast. As we started our letdown to Brown Field, they said weather there had just gone below minimums for their only approach, a circling one with something like a 900 foot minimum descent altitude (plus Brown's elevation is more than 500 above Lindberg's). So when we got handed off to Tijuana Approach we asked to land at Lindberg because of the weather. They started us on a vector that way, and soon handed us off to San Diego Approach, who gave us a turn, which, after a few minutes, didn't make any sense. When we asked about the turn, they said it was a vector around traffic and then to Brown. So we had to explain about the weather, they had to explain about no customs for private aircraft, and we had to explain about no other choice. So that controller got us back in the general direction of Lindberg and shortly handed us off to the next sector.

First thing this controller does is give us a bit of a turn which we thought was OK, but the next turn made us curious again so we asked why. The answer led to our explanation, their reason and our explanation again, followed by a turn back to get us over to the approach. Now jet engines really suck up fuel at low altitudes and we were getting into a fuel situation, so I told the controller about it. He asked if we wanted to declare an emergency and I told him it was OK if we get the next approach and vectors to final. I figured this would get us a close-in turn to final since airlines would be waiting for us to get out of the way. Weather was fairly stable and never got less than 400 feet overcast or 5 miles visibility, so an option of a missed approach was never considered (200 and 1/2 was minimum). That went well from then on in.

But Customs would not let anyone go to the bathroom till they got there, one hour later. With the dog. Luckily the dog didn't worry about Kahlua because I had forgotten about my luggage in the tailcone, and it had leaked inside my duffle bag in that non-pressurized area. Also, they said something about a big fine, unless we documented the weather as our reason for not going to Brown Field.

into the Bay area with the usual hand-offs as well, so no need for a «Bravo» space clearance. But this time I'm VFR, headed into San Carlos and Center hands me off to Travis and they hand me to Bay Approach (before the consolidation with NORCAL) and I descend for SQL. At about 7,500 feet, Bay asks if I have a «Bravo» Airspace clearance, and I tried to make excuses about something or other and finally had to admit I just flat forgot. I called them on the phone on the ground and the Supervisor seemed to understand, but I did a NASA form anyway.

Radar Flight Following

I was with Oakland Center for VFR flight following on radar on my way to Redding. Center was just handing me over to Tower with:

«Radar service terminated, squawk 1200, contact Redding tower, but before you go, you have traffic, just came up at 12 o'clock 2 miles opposite direction, 1500 feet and climbing, probably still with tower.»

So I told him, «Roger, I'll go over to tower frequency and be looking.»

That made me put off doing other let-down and slow-down checklist items while I looked outside more. And as I started talking:

«Tower, 3CB, looking for a,,, ah. got him in sight,» just as we both rolled into right turns, so we will never know how close it may have been if Center hadn't told me. I sent in a NASA form thanking them for how that worked like it is supposed to.

TCAS

In summer of 2000 the company traded from the C-90A to a C-90B which came equipped with a Traffic Collision Avoidance System (TCAS). This unit «sees» other transponders and presents traffic within a 6-mile radius and +/- 2700 feet. The more I use it, the better I get at seeing the targets that it shows me. When it shows one coming at me within 1000

NOTICE

All FBO fuel prices advertised in FLY-LOW are subject to change anytime during the month. all advertised aviation fuel prices are accurate at press time. For up to date fuel prices call the FBO.

Airspace Clearances

I had been flying numerous trips up and down the valley using Center for RADAR traffic and getting handed off to Approach Controls at Modesto, Sacramento, Bakersfield, etc. etc., and a few IFR trips

feet and I really have to search to find it, it scares me to imagine how many I used to never know were out there, or never worried about while looking at a chart or re-setting engine gauges or whatever.

I also realized how many planes were out there that the controllers were not telling me about, especially since VFR flight-following is low priority after IFR and something else. Also, when there is lots of VFR traffic is when you really want flight-following, but controllers get saturated and you could be well down the list to get flight-following, so TCAS is really valuable.

A few other things I've noticed: I've

climbed out at about 150 knots and TCAS has seen something above me cruising at about 150 knots and the number of feet of vertical separation getting less and less. Or the opposite in a descent. Now if I didn't have TCAS and been put on the waiting list for flight-following, who knows how many times this may have happened to me before. Another situation I have watched is a target keeping pace with me in the 4 o'clock position at about 4 miles when another comes on at about the 1 o'clock position headed straight at the 4 o'clock target with very little altitude separation, and neither one is on the frequency I am on. Controllers say they sometimes see that, too.



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Texas Pilots Association News



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FIRE PROTECTION AT DTO

Thanks to some early work and expense by Jet Works Air Center, in the person of Trey Bryson, President, DTO now has a fire truck specifically designed for fighting fires on airports, an Airport Rescue and Fire Fighting truck, ARFF.

For Jet Works to get a military contract for heavy maintenance on Army aircraft, they had to have an ARFF on site at DTO. Trey Bryson located one and acquired it through a lease-purchase agreement. Not a small outlay of cash. Jet Works received a sub-contract from L3 Corporation for maintenance, and they are on the way.

The truck has to be operated by certified fire fighters, so the government-business partnership kicks in. In return for Jet Works giving the truck to the City, Denton will house, maintain, and operate it. This means that Denton must protect it from the elements and furnish fire fighters, every day, to inspect, start and run the

truck. This also is not a small commitment in manpower, time, and dollars. This kind of partnership makes things happen that are otherwise impossible.

Since DTO was already constructing a building, our Landscape Equipment Storage Area (LESA,) they simply added to it. This will be completed before you read this, so we now have a Maintenance Equipment Operations Warehouse (MEOW). We will keep our ARFF in the MEOW, which is a part of LESA (groan.) Honest, I didn't make up this stuff.

It could go without saying that the equipment is available for any emergency on the airport, not just Jet Works. We hope someday to have a full-fledged fire station on the DTO, but for now we've edged into in the fire protection business.

The ILS and all the equipment for ILS approaches are now turned on and operating. That is, ILS, MALSR, and PAPI. (See, the city isn't the only one who relies on acronyms.)

MEMORIALS

This year was particularly notable for those of us in TPA and USPA. Those we will remember fondly include Arnold Zimmerman, one of the organizers of and former president of USPA, his wife, Jean a few months later; Chuck Huber, former president of TPA and USPA; Nelia Smith, TPA and USPA board of directors, and wife of TPA president Don Smith, Paul Hough, former president of USPA, USPA board member and companion for over 20 years of Jan Hoynacki, USPA executive director; and Rich Worstall, TPA and USPA member and owner of Cedar Mills Resort on the Texas side of Lake Texoma. All these were notable to the TPA and USPA, but they were so much more than that. They were dearly beloved by their

family and friends. Their life meant something to all of us and their departure from this life leaves a void in our very being.

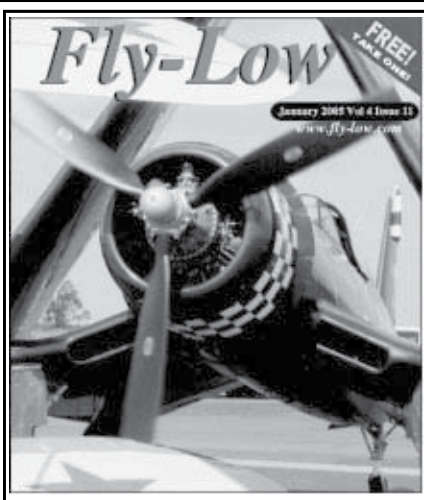
Take a moment to find something worth reporting to the TPA and others. The next time you sit at your computer, write it down and send it to us. If you have comments on our articles, send them. Perhaps we can enhance your community, your airport, and TPA if you lend a hand.

Reply to Don Smith, donwileys@verizon.net, Phone 940 387-5126. Or to Don Jakusz, jejakusz@verizon.net, Phone: 972 316-0097
Don Smith, President
Texas Pilots Association

| | | |
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RVs Invade Petit Jean Mountain

Cont'd from page 16

A couple of weeks out, with nothing but a couple of posts on the VAF forums, we had fifteen RVs confirmed by email... then twenty... and then thirty and ended up with thirty-two RV buddies who emailed that they were absolutely, positively, without a doubt gonna be there... *but of course pending winds and weather.* Ross Burgess always said that if the weather is good, you might double the number and if bad, cut it in half. That made for some interesting planning since the KORK North Little Rock (AR) EAA group committed to cooking for the weekend but that meant we could have sixteen plus airplanes or forty-eight plus airplanes and hungry folks. We had thirty rooms blocked at the Conference Center (*five star accommodations*) and ended up booking twenty-six by Wednesday for the "almost campers". Paul Dye gave us some good advice when he said, "just do what you do.... cook what you got and we'll share whatever else we have".... so we did and it worked. What a great group we had and everyone with an RV Grin!

The weather looked a little iffy but the weekend before was a perfect seventy-two degrees and gorgeous. By Tuesday, it looked like we would have a reasonable window but maybe a little cool.... but it was supposed to be a camp-in... right! (*Hey, Don Moore didn't bring a pickup full of firewood just to look at!*) The support crew arrived Friday morning around 11:00 am thinking that we would be early and set up but guess what...? We had eight RVs already on the ground! Tents being set up, laughing and carrying on... Pretty soon we even had a big ole Cessna with Jay Pratt and Carol on board. When asked why he flew the Cessna, he puffed up and said "cause he could" but it was obvious that his style of camping required a pick up truck and not an RV! Never saw so much stuff before...

By mid-afternoon, there were tents everywhere and it really did look like an RV Woodstock for sure! Double row of RVs on the ramp, fires going, cold drinks served, mattresses being blown up, Danny King with a heater and a one-hundred foot extension cord, children, pets, hot dogs on the grill, chairs around the fire, folks talking and pointing at new arrivals, RVs in the front yard.... Hey, it just doesn't get any better than that! (*Actually it does, a little later, TC the Cookie Lady showed*

up with Scott and bags of homemade cookies...uummmm)

The rest of the RV "almost" campers were soon checked in at the President's Lodge "camp ground" and milling around in the gathering area with a fire going, and also doing that laughing, having fun thing with the other "Lodger/Campers".



Check out the pictures, it was toasty there as well. Lots of "toasting" as a matter of fact!

Around 6:00 PM, everyone was transported to the Rockefeller Boathouse for dinner and what a spread! Can't thank Gary Greene and Sue Thompson enough. It was outdoors and a little cool but it didn't seem to stop anyone from making two trips to the serving tables and applying large doses of ice cream on their cobbler! By 8:00 am, everyone was back at the campground gathered around one of four roaring campfires. You would have just had to be there to understand what RV Socializing is all about. Cool or not, there was a good time had by all.

Saturday dawned... well not quite... We had fog on the mountain and a thousand foot ceiling until about 11:00 am. The cooking team from EAA 165 put together a knockout little morning snack with breakfast tacos, pastries, juices, some fruit and even a little cereal for the health conscious (not many)! After breakfast, we had a couple of dozen brave souls who actually came to hike the Petit Jean trails, which are only 5 minutes from the airport. After they returned, they said they were in great shape. Petit Jean is known for people friendly trails and beautiful scenery. (*Can't say myself, don't do walking when I can do flying!*)

By mid-afternoon Saturday, the sun was blazing and we had a smooth fifty-one airplanes on the ground including three Citabrias, a Howard DGA, a V-Tail Bonanza, couple of Cessna's, and forty plus RVs coming and going. There were 4s, 6s, 6As, 7s, 7As, 8s, an 8P (*local humor*), couple of 9s and Andrew Barker, his wife Carrie, and daughter Mattie, from Tru-Trak in their beautiful Red/Black 10! We had some formation flights, fun flights, and a large dose of just plain ole bull shooting. (*Did I say that right?*)

Unfortunately, the weather wasn't

totally cooperative and a bunch of the Texas contingent had to leave Saturday afternoon as a front moved in to cut them off from home. That left us with only twenty-one planes on the ramp and forty-five or so hungry folks for the SteakOut on the TarMac! Our EAA 165 cooking crew, Jerry Homsley, Larry Watson, and Phil Seamans, did a remarkable job of

cooking lots of steaks and getting all of the fixings ready. I think everyone there will have to say, they pulled out all the stops and dinner was pretty special for a campout! While it was cool, it was fun and not a soul went hungry! It also proved that just like at the Butcher Block Restaurant, for every one person that wants to cook their own steak, there are four that would happily let you cook it for them while they chat with everyone else... and it was great! I did notice that no one wanted to lie out on the Tarmac and look at stars but maybe it was the forty-five degree tarmac that had them sitting by the fire instead. (*ya'think*)

Sunday dawned a repeat of Saturday but with reasonable ceilings for the go home crowd. Breakfast was a little less and a little more than Saturday.... like whatever we had left was what it was! Folks were breaking camp (*and checking out*) by 9:00 am followed by a continuous torrent of Lycoming noise and a stream of departing aircraft. Dan Horton was the

last off the ground and by 10:00 AM Petit Jean had returned to it's quiet normal self.

There really isn't any good way to describe the fun we have as a group of often-dissimilar folks with a passion for flying and a passion for flying the RVs! I never knew what RV Socializing was all about until our group formed up and we started doing the RV quick step. The thing that makes the RV group so unique is that it isn't a type club. It's a social group built around a cool big boy's toy! There are lots of different RVs but almost everyone flying one is looking for a place to go, a flying group to visit, a reason to fly somewhere and see someone, and a desire to make a new aviation friend. Life is truly good when you're doing the RV thing!

Special thanks to: Gary Greene and Sue Thompson of the Rockefeller Conference Center, Don Moore for the lifesaving firewood.... EAA 165 KORK: Jerry Homsley, Larry Watson, and Phil Siemans for a fabulous job on the food support. Randall Warren, Vic Larocca, Richard Gulley, Andy Kitchens, Presley Melton, Andrew Barker, Chris Finkbner, FLY-LOW Publications and unnamed others.

Editor's Note: Photos provided by Bill Schlatterer and Dan Valovich. To contact the author email: BillSchlatterer@sbcglobal.net



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UNITED STATES PILOTS ASSOCIATION NEWS

Having fun with your airplane.

Jan Hoynacki
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USPA SPRING 2012 FLY-IN

Hot Springs, AR 22-25 March 2012

USPA will host its spring fly-in at Hot Springs, AR, from 22-25 March 2012. Hot Springs is a year-round resort adjacent to the Hot Springs National Park. The population of the city is 35,800 while the surrounding area is known for its five sparkling lakes and its famous natural thermal springs and spas. In fact, the USPA host hotel, the Austin, is renowned for its relaxing spa services such as massages and thermal bathing.

Numerous hot springs are found along the west slope of Hot Springs Mountain with 47 springs producing 750,000 to 950,000 gallons each day. Within this 5839-acre national park are several attractions to include a 216-foot tall observation tower providing scenic views of the mountains, the park, and the city. The park visitor center is located on Bathhouse Row, housed in the Fordyce Bathhouse which is a 1915 historic Spanish Renaissance-style building.

The racing season at Oakland Park Race Track begins on 13 January and continues through 14 April. This race grounds also has a gaming center open every day and night. It has blackjack, poker, video poker, penny games, and more.

Hot Springs has many museums, galleries, music and film festivals, as well as, many art studios and galleries, located in the Arts District, housed in restored Victorian and 20th century buildings. This city, because of its art scene was placed fourth in the 100 best art towns in America. Nighttime activities include live theatre, live music, and comedy shows.

Then there is the Gangster Museum of America providing a look at some of the country's most notorious mobsters from the 20s and 30s such as Al Capone and

Lucky Luciano. Eighty to ninety years ago, Hot Springs was a vacation destination for some of the most dangerous crooks of the time.

During our stay in Hot Springs, the Mid-America Science Museum will host an 8,000 square foot exhibition of shipwrecked pirate treasures. Over 500 artifacts from ocean shipwrecks will be on display as well as exhibits explaining how shipwrecks are located and how they are explored.

Hot Springs has two shopping areas: Temperance Hill and Cornerstone Mall

The daytime temperatures during our stay should be in the mid-60s with nighttime temperatures in the mid-40s.

For more information on things to do in Hot Springs, go to www.hotsprings.org.

We will be landing at Hot Springs Memorial Field (HOT). It has several

instrument approaches for its two crossing runways. It has a weather ASOS but no control tower. The FBO on the field (501.321.6750) is operated by the city. It sells fuel and has ramp parking. The airport manager has agreed to provide free parking and 30 cents per gallon fuel discount. Hertz and Enterprise rental cars are available at the airport.

The USPA hotel is The Austin Convention Hotel and Spa at 305 Malvern Ave. (www.theaustinhotel.com). The phone is 501.623.6600 or 877.623.6697. The hotel is located downtown and adjacent to the Convention Center. Our rate is \$95 per night plus tax. The cutoff date is 1 March. It is located in downtown Hot Springs within walking distance to the historic Bathhouse Row, wonderful specialty shops, museums, and excellent restaurants. Within the hotel is small indoor/outdoor pool area called the Spa in the Park. The hotel provides a complimentary shuttle to the Hot Springs Airport.

OFFICERS

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On Thursday evening from 6-8 pm, USPA will host an FAA WINGS safety seminar to be presented by the Little Rock FSDO. This will be held at the Austin Hotel, which is graciously providing the space to hold the seminar. Attendees will be invited to our hospitality suite after the seminar.

Planned USPA group activities include a luncheon ride on Lake Hamilton on the Belle of Hot Springs riverboat. Our Saturday evening banquet will be at a Hot Springs restaurant with our guest speaker being local pilot, Jim Gomery. Jim flies ag planes and fire fighting aircraft. He is also owner of the aircraft maintenance shop, New Century Aviation, located at the Hot Springs Airport. He will share with us some of his adventures both flying aircraft and maintaining them. Other group activities are also being planned for Friday and Saturday afternoon. The USPA business meeting will be held on Saturday morning. At this time, Don Smith will report on his committee, which has been looking at the possibility of being able to offer state affiliate memberships at no cost to our state members.

At press time (early December), we do not have all the costs worked out yet. These will be presented in the February issue of FLY-LOW. Details will also be posted on our web site and emailed to everyone on our email list.

Several of us will arrive a day or two prior to the USPA dates to better enjoy what Hot Springs has to offer. We would love to see you there as well.

Call in your reservation now to insure you will have a place to stay while having fun with other USPA members.



Everyone has a dream!!



By Ralph McCormick

Americana is a world of dreams and dreamers. Everyone dreams. As a child, we dream to fly... to be a doctor... to be a teacher... and on... Without those dreams and the freedom we have to pursue them in this country there would be no America.

The above photos of a car/plane made of plywood and loaded on a trailer being brought to Oshkosh some years ago was a dream. I, at first, chuckled as I walked past it. I photographed, inspected and talked to the owner. It was his serious attempt to pursue his dream. I could see in him that desire to bring the flying car back. My first reaction was that it was a joke. But not to him.

I never heard if the "Magic Dragon", as it was called, ever got off the ground. I know the dream, for the owner must be still alive. I believe that he was looking for investors in his dream; investors to push his flying car into the air. As we have seen, there are some new flying cars coming. Not this one, but there are some smaller versions.

Some may laugh at an inventor... most laughed at Marconi, Edison, Tesla, Ford, and Hubble. Yes, let them laugh.... but science and technology continued forward to make Dick Tracy's watch/photo possible.

Since we are looking back as we begin twenty-twelve, this was just a serious attempt of one person to redesign flight for the masses. I am thankful that I live in a country where a poor boy from a small town in a small state can overcome the diversity and hardships on his family and struggle to survive and invent or reinvent his live to accomplish worthy goals.

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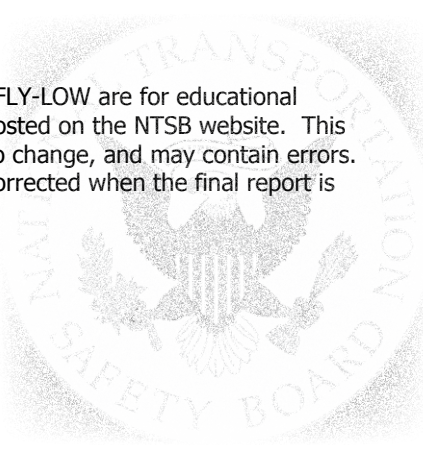
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FYI: Aviation Accidents

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NTSB Identification: ERA12FA093
14 CFR Part 91: General Aviation
Accident occurred Thursday,
December 01, 2011 in Fulton, NY
Aircraft: Wing John R Wittman
Tailwind
Injuries: 1 Fatal.

On December 1, 2011, about 1440 Eastern Standard Time, an experimental amateur-built, Wing Wittman Tailwind W10 was substantially damaged when it impacted the ground in a wooded area near Fulton, New York. The airplane had departed from the Oswego County Airport (FZY), Fulton, New York, just prior to the accident. Day visual meteorological conditions prevailed and no flight plan had been filed. The private pilot was fatally injured. The personal local flight was conducted under the provisions of 14 Code of Federal Regulations Part 91.

According to several eyewitnesses, the airplane engine was cutting in and out and then the airplane was observed in a nose down attitude prior to impact. The pilot had assembled the airplane and it was issued a special airworthiness certificate on November 8, 2011. The first flight in the airplane had taken place on November 21, 2011, and the pilot was attempting to acquire the 40 flight hours required by the Federal Aviation Administration for a recently certificated experimental aircraft.

The airplane initially collided with an approximate 100-foot tall tree before it impacted the ground in a nose down, inverted attitude. The engine was located 36 inches into the ground. Continuity was confirmed to all flight control surfaces from the control column and from the rudder pedals through their respective fracture points. The engine remained attached

to the firewall and the wood propeller blades were impact separated. The fuel tank was breached and devoid of fuel; however, a blue fluid similar in color to 100LL aviation fuel was observed at the engine driven fuel pump and the fuel strainer.

The elevator torque tube assembly was retained for examination at the Safety Board's Materials Laboratory.

NTSB Identification: DCA12MA020
Nonscheduled 14 CFR Part 135:
Air Taxi & Commuter
Accident occurred Wednesday,
December 07, 2011 Las Vegas, NV
Aircraft: EUROCOPTER FRANCE
AS350B2
Injuries: 5 Fatal.

On December 7, 2011 at 1630 Pacific Standard Time, a Eurocopter AS350-B2 operated by Sundance Helicopters as flight Landmark 57, crashed in mountainous terrain approximately 14 miles east of Las Vegas, Nevada. The 14 CFR Part 135 flight was a tourist sightseeing flight, which departed from Las Vegas McCarran International Airport (LAS), Las Vegas, NV, intending to fly to the Hoover Dam area and return to LAS, operating under visual flight rules. The helicopter impacted in a narrow ravine in mountainous terrain between the city of Henderson and Lake Mead. The pilot and four passengers were fatally injured, and impact forces and post-crash fire substantially damaged the helicopter. Weather was reported as clear with good visibility and dusk light conditions.

Radar data obtained from the FAA show that the helicopter departed LAS and followed a normal route of flight easterly out of the LAS airport traffic area, then turned to the southeast toward Hoover Dam. Tour routings

are standardized for all the area tour operators. The helicopter was level at 3,500 feet mean sea level (MSL) at approximately 120 knots. About one minute prior to the accident, the radar indicated the helicopter climbed to 4,100 feet MSL and turned about 90 degrees to the left. The left turn and climb are not part of the normal route. Radar then indicated the helicopter descended to 3,300 feet MSL and tracked a northeasterly course for about 20 seconds, until entering a left turn then a descent. The last radar target received was about 1/8 miles from the accident site.

NTSB Identification: CEN12FA097
Nonscheduled 14 CFR Part 135:
Air Taxi & Commuter
Accident occurred Saturday,
December 03, 2011 St. Ignace, MI
Aircraft: PIPER PA-32-260
Injuries: 2 Fatal.

On December 3, 2001, about 2015 Eastern Standard Time, a Piper PA-32-260 operated by Great Lakes Air collided with the terrain near St. Ignace, Michigan. The commercial rated pilot and a private pilot rated passenger were fatally injured. The airplane was substantially damaged from impact forces. The

non-scheduled domestic passenger flight was operated under 14 Code of Federal Regulations Part 135. Instrument meteorological conditions prevailed and no flight plan was filed. The airplane departed from the Mackinac County Airport (83D), St. Ignace, Michigan, around 2000 with an intended destination of the Mackinac Island Airport (MCD), Mackinac Island, Michigan.

The pilot was going to drop off the passenger at MCD and return to 83D. When the pilot did not return, his family became concerned and began making phone calls to find out where he was. A search was initiated which involved local pilots, private citizens, the Coast Guard, sheriff's department, Michigan State Police, Boarder Patrol, and the Sault Tribe Police. An airplane that was involved in the search picked up an emergency locator transmitter signal. A Coast Guard helicopter then hovered over the area and personnel on the ground located the wreckage using a hand held radio to pick up the signal. The wreckage was located approximately 1210 on December 4, 2011.

The wreckage was located 1.6 miles north of 83D. The wreckage path was

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approximately 250 feet long and on a magnetic heading of 208 degrees.

NTSB Identification: WPR12FA062
14 CFR Part 91: General Aviation
Accident occurred Saturday,
December 10, 2011 Armistead, CA
Aircraft: CROSLLEY VANS RV-8
Injuries: 1 Fatal.

On December 10, 2011, about 1316 Pacific Standard Time, an experimental amateur built Vans RV-8 was substantially damaged when it impacted terrain while maneuvering near Armistead, California. The airplane was registered to and operated by the pilot under the provisions of Title 14 Code of Federal Regulations Part 91. The commercial pilot, sole occupant of the airplane, sustained fatal injuries. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight. The local flight originated from Rosamond, California about 1300.

Multiple witnesses located adjacent to the accident site reported observing the accident airplane flying northbound over their position about 130 feet above the ground. One witness stated that the airplane was low enough they could see the pilot looking down at them. The witnesses observed the airplane continue to fly to the north and initiate a right turn to the east before performing several barrel rolls. The airplane was observed making a turn to the west and it performed a loop. Subsequently, the airplane impacted terrain during the maneuver. Witnesses further reported that the engine seemed to be developing power at the time of the accident.

Examination of the accident site revealed that the airplane impacted terrain and came to rest upright.

NTSB Identification: CEN12FA072
14 CFR Part 91: General Aviation
Accident occurred Thursday,
November 17, 2011 Perryville, AR
Aircraft: PIPER PA-28-180
Injuries: 4 Fatal.

On November 17, 2011, about 1610 Central Standard Time, a Piper PA-28-180 impacted the ground near Perryville, Arkansas. The certificated flight instructor pilot and three passengers were fatally injured; the airplane was substantially damaged. The airplane was owned by a private individual and operated under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The flight originated from Stillwater Regional Airport (SWO), Stillwater, Oklahoma, about 1415 and was destined for North Little Rock Municipal Airport (ORK), North Little Rock, Arkansas.

Employees at SWO reported that the airplane landed approximately 1345, picked up two passengers, and departed for ORK. The airplane did not receive any services at SWO.

Radar data showed the airplane level at 7,000 feet mean sea level on a southeasterly heading. At 1610:49, the airplane entered a right turn and began descending. The airplane disappeared from radar shortly after. There were no reported air traffic control communications with the airplane.

Witnesses who were in the vicinity of the accident site reported that the airplane was flying at a low altitude and making turns. They then observed the airplane enter a steep nose-low attitude prior to descending toward the terrain.

The accident site was located in a heavily wooded area of the Ouachita National Forest, about 8 miles southeast of Perryville. The initial ground impact scar was consistent with the airplane's right wing leading edge contacting the ground first. An impact crater, about 10 feet in diameter and about 3.5 feet deep contained most of the airplane. Ground scars and witness marks to trees surrounding the accident site were consistent with the airplane being in a steep nose-low attitude at the time of impact.

NTSB Identification: WPR12FA040
14 CFR Part 91: General Aviation
Accident occurred Friday,
November 18, 2011 in Casper, WY
Aircraft: CESSNA T337
Injuries: 1 Fatal.

On November 18, 2011, about 1340 Mountain Standard Time, N357, a Cessna 337G was substantially damaged after impacting terrain following a missed approach procedure at the Casper/Natrona County International Airport (CPR), Casper, Wyoming. The private pilot, the sole occupant of the airplane, was killed. Instrument meteorological conditions prevailed for the personal cross-country flight, which was conducted in accordance with Title 14 Code of Federal Regulations Part 91, and an instrument flight rules (IFR) flight plan was filed and activated at the time of the accident. The flight departed the Rawlins Municipal Airport (RWL), Rawlins, Wyoming, about 1319, with CPR as its destination.

According to preliminary information obtained from the Federal Aviation Administration (FAA), while on the instrument landing system (ILS) approach to runway 03, the air traffic controller monitoring the approach observed that the airplane was too high and not correctly aligned with the localizer. The controller subsequently instructed the pilot to initiate the published missed approach procedure. The airplane was then observed to track northeast, which was consistent with the missed approach, until radar contact was lost about 1341. There were no known distress calls from the pilot. The airplane was located about 8 nautical miles northeast of the airport. It had impacted snow-covered pasture terrain, was extensively fragmented, and had been consumed by fire.

At 1335, the automated surface

observing system (ASOS) at CPR reported wind 360 degrees at 8 knots, visibility 1 3/4 miles, light snow, mist, scattered clouds at 800 feet above ground level (agl), scattered clouds at 1,200 feet agl, overcast clouds at 2,500 feet agl, temperature -1 degree Celsius, dew point -3 degrees Celsius, and an altimeter setting of 29.56 inches of Mercury.

The aircraft wreckage was recovered to a salvage facility where a more detailed examination of the airframe and engines will be performed.

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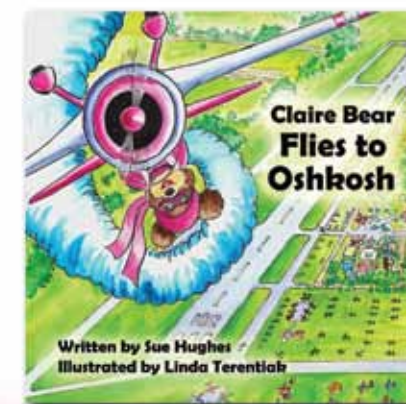
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