

EAA MILE HIGH CHAPTER



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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 14, ISSUE 3, MARCH, 1991

THIS MONTH'S MEETING: The meeting this month will be held on Saturday, March 9, 1991 at 7:30 P.M. in the downstairs room on the Southeast corner of the large white building (B-8) which is located to the Southeast of the control tower at Jefferson County Airport. This is where the Deli is. I'm not certain how permanent this room will be for our monthly meetings, but it is quite adequate for a temporary place for us. At this writing, there will not be enough chairs for all of us there, so you might want to think about bringing one to use. The program will be a slide presentation with pictures and a brief history of all of the Liaison aircraft, from the L-1 through the L-28, by John McCabe. He has studied these airplanes for many years, and is extremely knowledgeable about them. This should be an informative and enjoyable program.

THIS MONTH'S FLY-OUT: The Fly-Out this month will be to The Pueblo Airport for lunch on Saturday, March 16, 1991. This is the Saturday after our normal second Saturday meeting. We will meet at The Pueblo Terminal Building at 11:00 A.M. and eat at The Flower Aviation Restaurant. Ken Lysek is coordinating the monthly Fly-Outs, so contact him at 457-9769 if you have any questions or have an extra seat to offer or are in need of a ride. For those of you who are ground pounders at this point in time, drive on down and join in on the fun. Hope to see everyone there! If the weather happens to not allow us to fly to Pueblo, we will meet at Mr. James Bar-B-Que Restaurant at 11:00 A.M. at Aurora Airport to eat lunch as voted at the February, 1991 Chapter 43 meeting. What I would like for all of you to do is think of an inventive and definitive name for this new Chapter 43 monthly gathering so that everyone will immediately know exactly what event is being spoken of. Something along the lines of Dawn Patrol, perhaps, but a name that hasn't been overused such as this example. If the name included the words "Forty-Three" and possibly rhymed, that would be great. Let me know if you come up with one, and we will take a vote on it at a future meeting. We have had some good suggestions so far, but a final decision has not been made yet. Keep thinking.

LAST MONTH'S FLY-OUT: The Fly-Out to Aurora Airport in February turned out pretty well. I counted over thirty people there, many of whom drove, and nine airplanes. Everyone that I talked to enjoyed the food.

LAST MONTH'S MEETING: With 70 members and guests in attendance, the meeting of February 9, 1991 was called to order at 7:37 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the January meeting were approved as published in the Newsletter.

Guests: Guests present were Jack Mulhall of Thornton, Glenn Grove of Arvada, Michael Smith of Thornton, George Meshko of Denver, and Dick Rhoads of Arvada.

Old Business: Kirby let everyone know that Treasurer Roy Maneely was still collecting the 1991 Chapter 43 Dues of \$10.00 and that he also had 1991 EAA Calendars for sale for \$4.00 each. The Cactus Fly-In, which was scheduled for March 1-3, 1991 at Casa Grande, Arizona, was brought up. Kirby recommended it as a good one to go to, and a few Chapter 43 members said they planned to attend. Kirby announced that Ken Strong finally had his liver transplant on January 31, 1991. All reports were that he was doing very well. Everyone at the meeting was extremely happy to hear the good news about Ken.

Fly-Out: Kirby reminded everyone to meet at Aurora Airport at 11:00 A.M. on the following Saturday, February 16, 1991, for lunch. Kirby said that we would meet there even if the weather would not permit us to fly. Kirby asked for suggestions on the Fly-Out location for March. The Pueblo Airport and The Flower Aviation Restaurant was suggested and approved. An 11:00 A.M. arrival time at the Pueblo Airport was also approved. A discussion was held about the best location to meet in case the weather would not permit us to fly to Pueblo. The Denver Air Center Club Room was brought up, but it was mentioned as a problem because of the short time they serve breakfast there. It seemed odd to a few at the meeting that we would choose to have lunch at 11:00 A.M. at one location, but plan on breakfast at 9:00 A.M. at another place in case things didn't work out. As for an alternate place to meet in case of bad weather, it was decided to see whether the food was good at Mr. James Bar-B-Que Restaurant and if so, plan to use that as our back-up meeting spot in March.

New Business: Kirby brought up the subject of Chapter 43 needing a new location for our monthly meetings. He emphasized the fact that there was nothing that anyone did to influence the Denver Air Center's decision to no longer allow any of the outside aviation organizations to meet there. All of these organizations are now looking for a new location. The Denver Air Center Flying Club is now quite large, and they need the Club Room for themselves. Kirby asked that anyone who has a meeting room suggestion to please let him know. A report on the first meeting of the Colorado Wing of Van's Airforce was made by Doug Bloomberg. He said they had a nice turnout of more than ten RV builders and enthusiasts, and were pleased with the way everything was going for the new organization. He also said that there are more than sixty RV builders in Colorado. Richard Ball brought in one of the multi-function instruments that are made by Rocky Mountain Instrument of Thermopolis, Wyoming. It was in kit form, and he said it went together very well. He brought a battery and said he would demonstrate its different functions during the break. The kit was \$800.00, and he said that a completed version would be available in the near future for around \$1,500.00. For those of you who have Loran units with updatable software, they will have to be sent in for reprogramming because of the recent changes in the Mid-Continent gap. The Rutan Unlimited Class Pond Racer has been taxiing lately, and may possibly be at Reno this year. The F-117A Stealth Fighter has been doing an excellent job in the Gulf War, it was reported. There are now two Beech Starships at Jeffco Airport.

Gene's Corner: Gene Horsman reported that Mode A transponders may now be manufactured until July 1, 1992. Mode S must be installed after that. This goes for homebuilts, too! The FCC has been forced to recind the fee forfeiture for incomplete License Applications. Don't forget that your Aircraft Radio Station License is only good for five years and a new one costs \$35.00. Piper/Aerospatiale merger talks were due to be completed by January 15, 1991, but no word has come out yet about what came of them. Kelly Johnson died on December 21,

Gene's Corner cont: 1990. He was most noted for his work in Lockheed's Skunk Works, and had a hand in every Lockheed airplane from the original twin-tailed Electra through the SR-71. Bede Jet Corp. officials said they expect to fly the first prototype of the BD-10 supersonic lightweight jet before March 31, 1991. Bede and Lockheed Aeronautical Systems Co. officials have discussed offering the Bede aircraft as a Joint Primary Aircraft Training System candidate. Bede officials said the two-seat, Mach 1-plus aircraft has spurred some inquiries from several third-world nations about using it as a primary jet trainer.

Progress Reports: John Evens reported that he had flown his Thorp T-18 38.3 hours so far, and that everything was going just fine. He is looking forward to getting the necessary 40 hours in it so he can start taking people for rides. The first one will be his wife, who supported and helped him over the years in the building of his T-18. Terry McCann said that he has been working on setting up a shop in his garage and putting up storage shelves in his basement so he will have room to build a Christavia Mk.I. He can't believe how much work it has been so far, but he said that it's all necessary to keep his wife happy. Dave Bieseemeier let everyone know that he has two hours on the Electronic Ignition System that he installed on his Sidewinder. He hasn't noticed any performance difference so far, but still has a lot of testing to do. It does idle a lot smoother and at a lower RPM, though. He said that ten or twelve people have expressed a real interest in putting the system on their airplanes. Dave will give us updates as he does more testing in the near future.

A&P: The business portion of the meeting adjourned for coffee at 8:10 P.M. After the break, Gene Horsman showed two videotapes on aviation history. The first one was "Aviation Memories," and was on very early aircraft. The other was "Warplanes," and was produced by the Confederate Air Force. Both tapes were very enjoyable.

DUES: That's right, it's dues time again. There will be no increase in amount again this year. Dues are still \$10.00. Please take a few minutes and fill out the 1991 Membership Renewal Form which is included in the January Newsletter.

CALENDARS: We still have 1991 EAA Calendars to sell for \$4.00 each.

MARKETPLACE: Wanted: Band saw. Terry McCann 425-4420

AVIATION HAPPENINGS: March 10, 1991 EAA Chapter 720 Pancake Breakfast at Greeley Airport at Southwest corner of hangars from 8:00 A.M. until Noon.

March 28-30, 1991 EAA Chapter 660 Mall Show at Buckingham Square. This is Thursday through Saturday. There will be between twelve and fifteen airplanes on display there.

COOKIES: For those of you who ordered Girl Scout cookies from Marion Thompson, she will have them at this month's meeting for you.

Carb Icing

By Jim Gorman
(EAA 29182, A/C 306)

Most of us flying the older airplanes have to contend with carburetor icing. Many pilots assume that on a clear day with temperatures in the 60's and no clouds, you will have no problems. Nothing could be further than the truth.

It is not necessary for visible moisture to be present for carburetor icing. Icing may occur at temperatures from 32° F to 100° F providing a relative humidity of 50% or more is present.

Ice can form in two places (1) fuel and (2) throttle and they generally occur together. Fuel ice (*not to be con-*

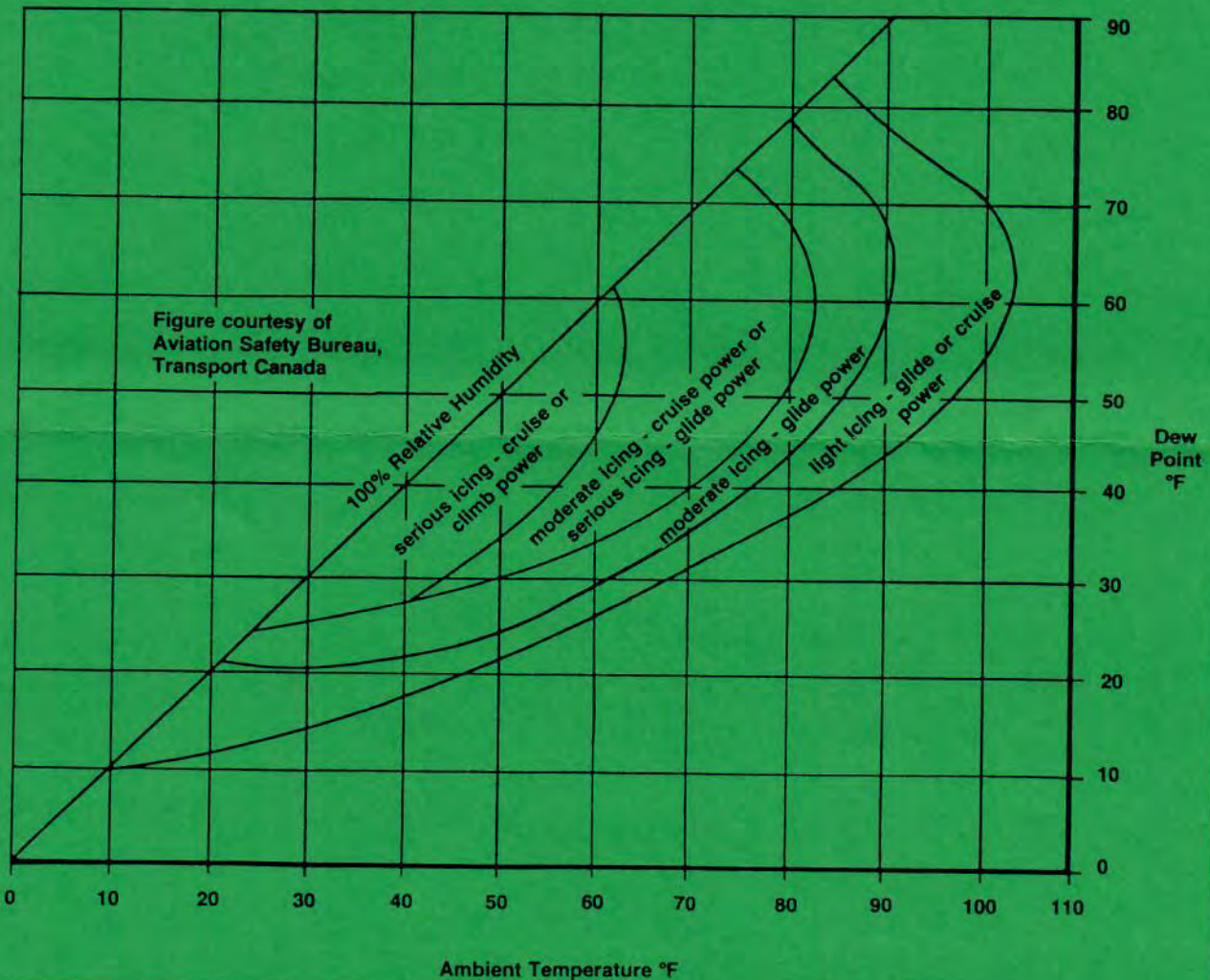
fused with fuel line icing) forms downstream from the point where fuel is mixing with incoming air at the venturi. Air temperatures at this point may drop 50° F or more from the ambient air. Moisture in the air condenses on the carburetor wall in the form of ice and continues to build. Unless heat is applied, eventual stoppage of the engine from lack of air will occur.

Throttle ice is formed at or near a partially closed throttle (a typical cruise power setting). Again, water vapor in the air condenses, freezing

when it hits the throttle plate in float type carburetors. Ice continues to build adding to the problems already present near the venturi.

Many years ago the Aviation Safety Bureau of Canada published a very graphic chart showing when icing may occur. It was reprinted by the Old National Pilots Association and is again presented for Antique/Classic members. This chart is in my airplane flight manual as a reminder to check the dew point before takeoff. Perhaps it would be a good addition to yours too. ●

CONDITIONS KNOWN FAVORABLE FOR CARBURETOR ICING



Dear Kirby,

Thanks for calling the other night and inquiring about my transplant. I would like to contribute this article to announce to the chapter that I have received my new liver transplant and to also thank them once again for their generous contribution to my transplant monetary fund.

KEN STRONG CELEBRATES HIS BIRTHDAY WITH A NEW LIFE.

January 28th dawned with a special appeal. It was my birthday and I was on my way to share it with a special group of people. The University Hospital Liver Transplant support group was having a meeting that morning to listen to the chief surgeon on the team talk about some of the new drugs on the market. After the meeting adjourned, I said my goodbyes to the surgeon with a reminder that I would be seeing him real soon since I was next on the A- bloodtype list.

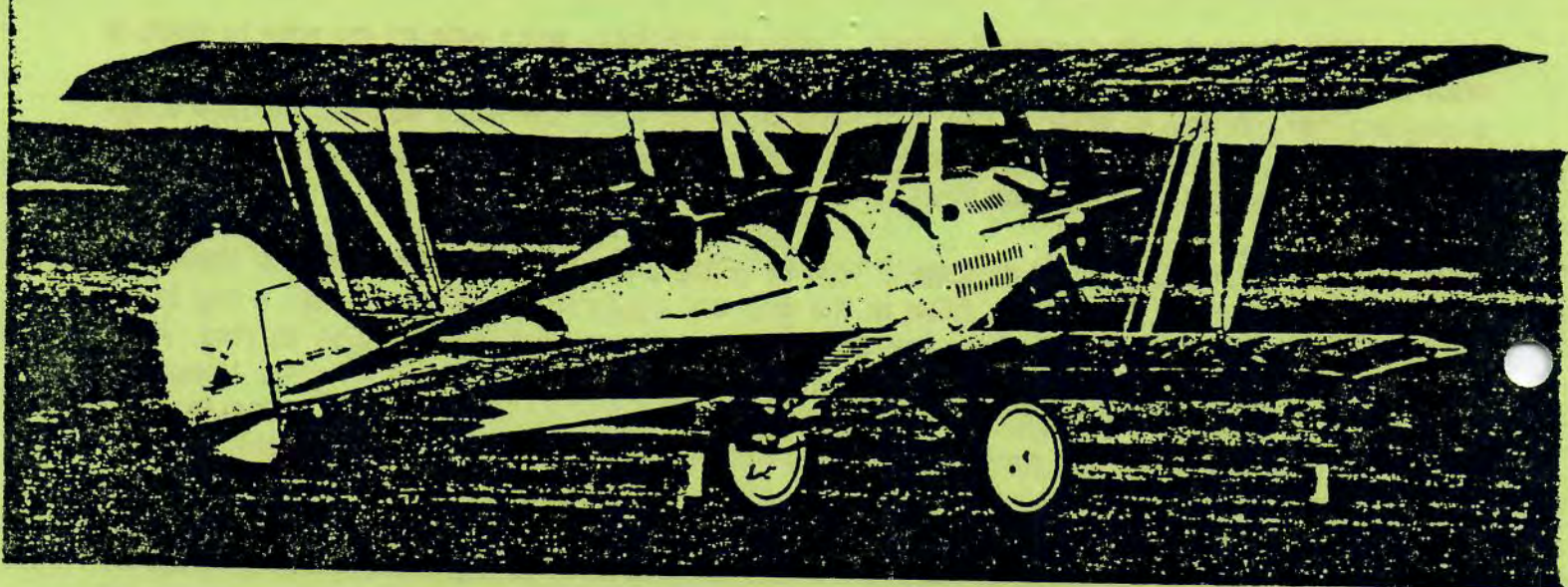
On the way home, Mary Jo and I decided to stop at Denny's and take advantage of their free lunch for your birthday offer. Nice meal, filled to the gills and ready to go home and take a nap in my recliner. As we were going through the door into the house, the phone began to ring. After answering, I got the birthday I had been waiting the last four months for. The transplant coordinator said that they had a donor and that I should be reporting to the hospital within the next hour or so for processing. She sure didn't have to repeat herself. I was throwing together my gear I needed, prodding MJ to hurry it up a bit, and chomping at the bit to get going.

The team was to go to Wyoming to "harvest" the liver and come back, get me into surgery before midnight so I could get my new liver for my birthday. As it turned out, I didn't get to surgery until about 6:30 AM the next morning but that was close enough for me. I was 49 years old for a day and now I'm 16! My donor was young, and the donor organ was in excellent shape. This proved to be a great asset in my post operative recovery. I spent 2 1/2 days in ICU and then went to the floor for the remainder of a very uneventful 12 days. My recovery was textbook material, and on the 15th day they sent me home. That is the fastest post operative liver transplant recovery time in the program by 4 days.

I feel extremely fortunate to have this transplant, effectively averting a terminal illness. I also am very fortunate to belong to a group of fellow aviators who in the time of great financial need, dug down deep into the chapter funds and made a very generous contribution. To all of the Chapter 43 members, I once again give you my whole hearted thanks.

Smooth flying and I'll see you at the meeting.

THE *Legacy* OF THE *Alexander Eaglerock*



Colorado's Alexander Aircraft Co., nee film company, was once the largest commercial aircraft manufacturer in the world.



BY DAVID SCHERER

Sixty-two years after it left Englewood enroute to an early demise, the Alexander Aircraft Co. has returned in spirit, borne on linen wings that carry a memory of its glory days one more time around the patch. Oil stains and odors of engine fluids and fabric trace the path of the corporate soul's quiet arrival at a hangar on Arapahoe County's Centennial Airport. Visitors too young to remember and elders too impressed to forget gather to gaze and question, and a respectful caress isn't out of the question, either.

The object of wonder is an Alexander Eaglerock A-14, number NC205Y, owned by Denver businessman Carl M. Williams.

In more than a half century of good times and bad, the Eaglerock has been flown countless times in untold places, but only once in its present restored condition.

Williams, a man of resource who has a keen interest in airplanes fast and slow, found the relic on Long Island in flying condition. He bought the aircraft and had it trucked to Centennial where it is undergoing further restoration.

There are important considerations to address when introducing a plane that had known only grass landing strips to an airport that ranks among the busiest general aviation fields in the nation. A tail wheel replaces a tail skid, and simple two-way radio is augmented by black boxes that can allow for safe landings in nasty weather and can tell someone in a dark room miles away precisely where and at what altitude the Eaglerock is flying.

A former U.S. Air Force pilot, Williams has owned and flown cabin-class general aviation aircraft for 25 years, much of it to serve his needs as president



of Televents Inc., a Colorado cable television company he co-founded in 1957 and sold as sole shareholder in 1986. Single- and multi-engine planes routinely carried him to meet commitments in communities seldom, or not, served by air carriers. This is to say he used general aviation to enhance his profit picture, although he isn't the first to have done so. That bit of insight belongs to another.

If J. Don Alexander wasn't the first to develop an airplane as a business tool, there probably isn't anyone around who

The Alexander Film Co. was founded in 1919 in Spokane, Washington as a producer of commercials to be shown at Nickelodeon pictures. J. Don, who had nominal experience as a cameraman for Pathe News, was producer, director and headed sales. His wife wrote scripts, and Don M. attended to business details. As the company flourished, it was necessary to move to a location more central to the Midwest market. Englewood, Colorado was selected and 3385 South Broadway was the address.

According to *Alexander Eaglerock*, a history of the Alexander Aircraft Co. by John A. deVries (Century One Press), J. Don was struck by the notion one day in 1924 that it would be cheaper and more convenient for his film company salesmen to learn to fly themselves between appointments rather than rely on conventional ground transportation.

His contention was justified when sales manager Justin McNaney flew a Laird Swallow biplane to Denver from Marshall, Missouri in nine hours. It was 36 hours by train. J. Don immediately deemed McNaney's feat a new era in selling, and began his own flying lessons in the Swallow. Finding it to be a poor performer in the thin Denver air, he cast aside the laggard and commissioned a designer to come up with something better.

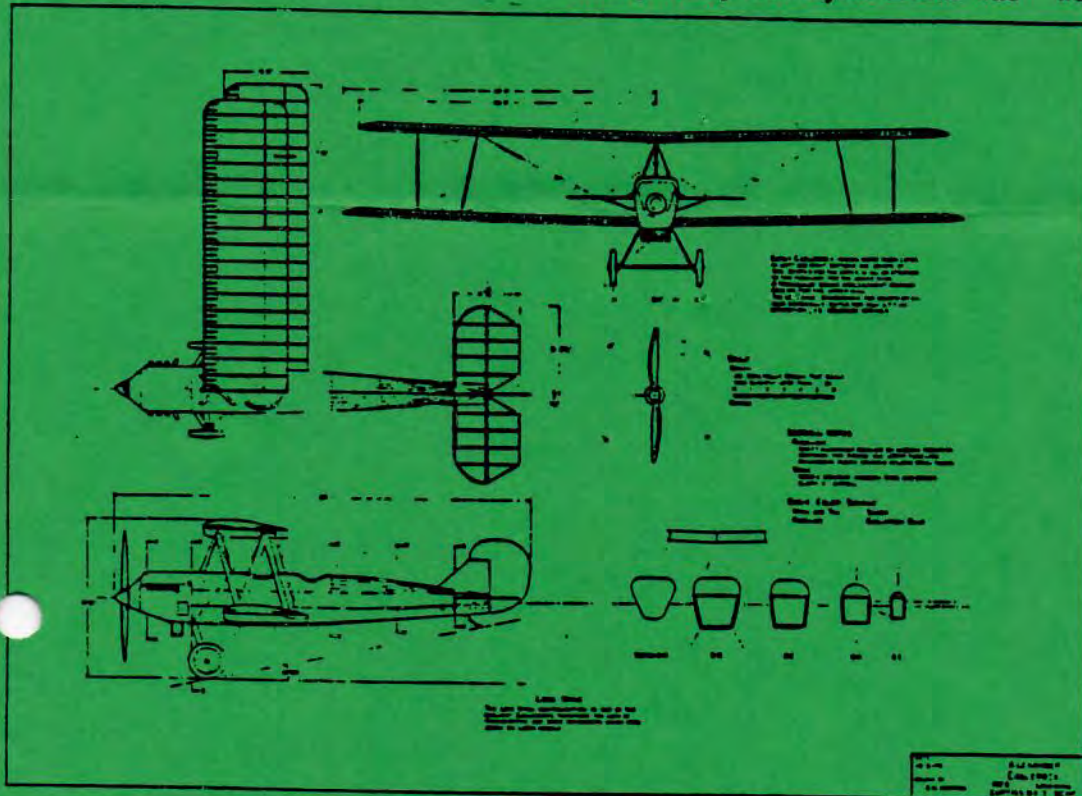
Enter designer Dan Noonan.

The first Alexander Eaglerock featured a Curtiss OX5 engine, wings that could fold back for storage, two side-by-side seats for pilot and three passengers, and a large Eaglerock logo on the vertical fin. It was towed to the Englewood Airport — which was located where the Denver Marriott Southeast is now, at the corner of Hampden and I-25 — where it fared worse than the Swallow.

Enter designer Al Mooney.

Mooney, whose aeronautic achievement is seen today in aircraft bearing his name, went beyond standard biplane design by lengthening the lower wing two feet to provide a better ground cushion at high-altitude fields. He replaced the cabbage-catching straight axle with an inverted V-type affair and returned the plane to a three-person configuration.

Serial production of the Eaglerock in 1926 was brisk, with as many as three aircraft rolling off the line each day at a ballpark price of about \$5,000 to \$10,000



Carl Williams, now chairman of the Foundation for Drug Education, Inc. restored the Eaglerock NC205Y.

can say who was. At the very least, Alexander, with younger brother Don M., put together in Colorado one of the most aggressive aircraft production and sales companies in the history of commercial aviation. Despite a relatively short corporate life, the Alexander Aircraft Co. left an aeronautic engineering legacy seen later in some military fighter planes and in virtually all commercial aircraft.

Center stage in a madcap production called Alexander Industries was the Alexander Eaglerock, a biplane with very long wings and a huge span between them. Supported by a cast of characters whose achievements ranged from brilliant to bizarre, the Eaglerock eventually carried the Alexander Aircraft Co. into the spotlight for one year in the late 1920s as the largest manufacturer of commercial aircraft in the world.

If this sounds like something out of the movies, it should. It was in the film business that the brothers got their start.



a copy, depending on the model and type of engine.

The Eaglerock fast gained a reputation for strength and reliability, enough so it even caught the attention of Charles Lindbergh who, after logging several hours in one, petitioned J. Don to build a special Eaglerock for his proposed flight to Paris. The request was denied because Alexander didn't want to disrupt his production schedule, which in part explains why the Smithsonian today doesn't have the Spirit of Englewood on display.

However, this didn't stop J. Don from using Lindbergh's personal letter endorsing the Eaglerock in Alexander advertisements.

Other marketing strategies ranged from flying potential homebuyers over sections of Denver to "How to Fly" promotions involving KOA Radio and the *Rocky Mountain News*.

J. Don went so far as to start the Chinese Flying School. Fifty Chinese were brought in and taught to fly, the idea being to sell Eaglerocks to China. No sale. In fact, at this point no one film company salesman other than McInaney had learned to fly, much less purchased an Eaglerock.

Nevertheless, demands from a nationwide distribution network were increasing, and the Eaglerock began to change slightly to accommodate a variety of uses. In some models wing length was altered for increased speed and better performance at lower altitudes. Accordingly, a wide selection of engines affording 90 to 260 horsepower were offered buyers.

Increased production called for plant expansion on the South Broadway site, but J. Don was thwarted in efforts to acquire adjacent land. This frustration and a public outcry regarding a fire fatal to 11 employees found the film and aircraft companies on the move in 1928 to a location in Colorado Springs.

Little time was lost while the brothers built separate facilities for the companies on a large tract of donated land along North Nevada Avenue. Don M. headed film activities that had evolved into making previews for major Hollywood film studios. J. Don stayed at the helm of aircraft production that saw as many as eight planes finished daily.

As success begets additional enterprises, the Alexander Aircraft Co. designed and built the prototype Eagle-



rock Sedan/Transport, a high-wing monoplane whose heavy, underpowered characteristics took it nowhere. At the same time, plans came off designer Mooney's drawing board for the Alexander Bullet, a truly revolutionary plane destined to be shot down by the Great Depression.

The Bullet was a cantilevered, low-wing monoplane that had the first retractable landing gear. Another Mooney innovation was an elliptical wingtip. A more defined elliptical wing would be seen 10 years later on American, British and Japanese combat planes.

The Bullet might have been the precursor of modern fighter planes except for one deadly flaw, which is all it takes to end an aviation project: Federal regulations regarding new aircraft design required the aircraft to spin in order to develop methods of getting out of an inadvertent one. The Bullet wouldn't spin until the center of gravity was shifted full aft, then it entered a flat spin, a condition that crashed four of the 11 Bullets produced and killed two test pilots.

By August 1932 the Depression had a firm hold on commercial aviation. The Alexanders had sunk a great deal of capital into the Bullet and had fallen victim to two more design failures, a primary glider and the Alexander Flyabout, which was something akin to a powered glider. Even orders for the vaunted Eaglerock had slipped seriously. J. Don decided to get out of the aircraft business and in 1932 transferred key executives to the film company, which the two brothers headed until 1955 when J. Don died. Don M., who author deVries said didn't like making advertisements for television, sold the film company shortly after his brother's death. Don M. died in 1970.

The company went through a variety of sales over the years, but its remnants still operate today as Alexander Film & Video Ltd. in Colorado Springs. The firm today deals mostly with video duplication, with minor applications in theater commercials and film processing and printing. It is now owned by Frameline Productions of Colorado Springs, a firm headed by Don and Gary Hawks.

The Alexander Eaglerock aircraft company folded after having turned out some 1,200 airframes (all models considered) and it left an abundance of spare parts, quality plywood and fabric behind.



Proctor Nichols, an Alexander designer and confidant, picked up the remnants dirt cheap and started Aircraft Mechanics Inc. at the same location, with the intention of repairing damaged Eaglerocks and other airplanes. The firm later established a school for aircraft mechanics and today, as AMI Industries Inc., builds cockpit crew seats for airlines and passenger seats for Amtrak trains.

Melville, N.Y., the Long Island locale where Williams found his airplane, is a long way from Colorado Springs, which probably explains why Alexander Eaglerock NC205Y never made it back to North Nevada Avenue for much-needed refurbishing.

Instead, after years of service with Rapid City Airlines and as a training craft for a Nebraska flying service, it eventually landed at that Long Island town where it became a derelict. A commercial airline pilot tried to restore the plane in 1957, but the project wasn't completed. Another attempt was made in 1980 and finished eight years later at the hands of mechanic John Schile.

Williams saw the Eaglerock advertised in *Trade-a-Plane*, rode it once and bought it on the spot for a price he declines to reveal. However, a vintage aircraft expert says a collector's item such as Williams' Eaglerock could bring in excess of \$100,000 these days.

Pilots taxiing about Centennial occasionally see the red, cream and silver biplane pushed a few feet outside the hangar door. Standing nearby is mechanic Brad Davenport, who re-rigged the airframe and fine-tuned the Wright J6-5, 165-horsepower engine (which powered the Bullet) to Williams' specifications. The Eaglerock was test-flown last December by John Schoonhoven, a retired United Airlines captain with considerable biplane experience.

The future of NC205Y may lie in how much it is appreciated by those who call the shots for Stapleton International Airport and its successor. Williams would like to donate his Eaglerock for display alongside the J4N Jenny which hangs in the main terminal building.

There is no doubt that J. Don and Don M. Alexander would champion the idea. The Eaglerock was a true Colorado original, and, just for the briefest period of time, the top of the world in commercial aviation. ■



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Denver Automated Flight Service Station
7300 S. Peoria Street
Englewood, CO 80112

DENVER AFSS LETTER TO AIRMEN NO. 90-03

ISSUED: December 13, 1990 EFFECTIVE DATE: February 1, 1991

SUBJECT: Operation Takeoff Seminars CANCELLATION DATE: February 1, 1992

During the months of February, March and April 1991, the Denver Automated Flight Service Station (DEN AFSS) will be hosting a free seminar and facility tour called "Operation Takeoff". Last year, we held this same seminar and the response to this program was overwhelming. During this seminar, you will learn how to use Denver AFSS to your advantage. This seminar will give you an insight into how the system works, including tips on how to use our ICSS telephone system, Fast File and the Telephone Information Briefing Service (TIBS). We will review emergency search and rescue and NOTAM procedures. In addition, we will cover pilot weather briefings, DUATS and other services.

For dates and times of these seminars and to make your reservations, please call Charles Torres, Assistant Manager for Programs, at (303) 799-7003. We look forward to providing you with timesaving information on using the new breed of flight service stations while answering your questions and hearing your suggestions. Meanwhile, if we can provide additional information concerning "Operation Takeoff", please call us at (303) 799-7003.

D. W. Brimmer
D. W. Brimmer, Air Traffic Manager
Denver Automated Flight Service Station

THE MAKINGS OF A PILOT

(Scribbled in pencil by a nine-year-old tot who just seems to get "inside of a guy.")

"Here is how I see the pilot in my brown eyes: He has a top part to his head which is kind of round and kind of hard and on top of it, he wears his pilot's hat.

His head under the hat keeps his brains in tight together and his hair grows long and out and down from it.

The front part of the pilot has a smiling face which is used for giggling, crying when is scared in a tight airplane spot, and eating.

His teeth are used for chewing gum in the cockpit, chattering when he gets cold, and letting folks see them when he wants to do this.

His neck holds his head up so it won't roll off when the plane takes off.

He has square shoulders which keep his arms separated so they won't get in each other's way, and twisted up like a pretzel. He uses his arms and hands to help supply all the rest of his body with all the necessary things such as scratching his nose, taking off his socks, and keeping the controls just right in the plane.

In his stomach, which is his food supply place, it keeps him filled up just like gas in his plane, only it's in his stomach. Sometimes, even it acts-up, backs-up, and talks to him.

He has a spine which is the part of his back on the other side of his front which has the big job of seeing that he don't crumple apart like mush and stuff. Funny, but his back is something that is always behind his front, no matter how quickly he turns around to find out!

The pilot's legs and feet hold the most of him up, and they take him to lots of places for good times like for a walk on the beach with his girlfriend. Too, when he is sitting in the seat of his plane, he likes to know his legs and feet will hold him in his seat so he won't go limp on the floor.

And I guess that's about all there is to a pilot, except maybe what he got down deep inside of him, and I never yet got to see that yet. The end!"

[From an article by Eve R. Wirth in General Aviation News, March (probably 1988), reprinted in Kansas City Area Chapter, AAA, Newsletter.]



Chapter 43 Newsletter
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