

VOLUME 7 NO. 2

FEBRUARY 1985 EDITOR: Marcia Sullivan

MEETING: Feb. 9th Saturday 10AM at ConServAir
Montgomery County Airport

REFRESHMENTS: Anthony and Aldrich
PROGRAM: O.K. Dick, we're going to give you another
chance, seein' as how you said you didn't
get your Newsletter. (Ed. We won't deny
it considering that we found the Prez'
Newsletter stamped and ready to go at the
bottom of our piles the morning of the
meeting!)

CHAPTER NOTAMS

On January 19th, shortly before 8:30 AM, a Cessna 140 left
Montgomery County Airport en route to the Southwest Flyin Board
Meeting at Kerrville. Around 9AM, a Piper 180 left the same place
for the same destination. Before 9:30, Ex El Presidente caught up
with current Prez and VP, throttled back to pose for some aerial
photos, turned tail in front, and beat the 140 to Kerrville by 30
minutes. Never mind, Coyle, the visibility was worth a longer
look. Coker, Tuttle, Schwab and Sullivan arrived late for the
beginning of the meeting but in plenty of time for lunch. A

report on Kerrville at our meeting.

....A brief visit by the Editor to the Mathew's garage revealed
an exciting array of Defiant parts-in-progress, marred only by
the rude intrusion of (heavens!) an automobile! In her naivete,
she found it hard to believe that this unique aircraft will not
be running around the patch by summertime!

EDITORIAL

As a licensed pilot I'm sure that many of you have come across kiwis' (friends or otherwise) who are awed, envious, impressed (or, in some cases, unbelieving) that you can REALLY fly an airplane. Perhaps you have heard some say, "Gee, I sure wish I could get MY license...Is it hard? What does it cost?..Wadda ya have to do?" A common retort might be, "Oh, anybody can do it. If I can get a license, you can too." Each of us, as representatives of general aviation, are often anxious to share our experiences and increase our ranks.

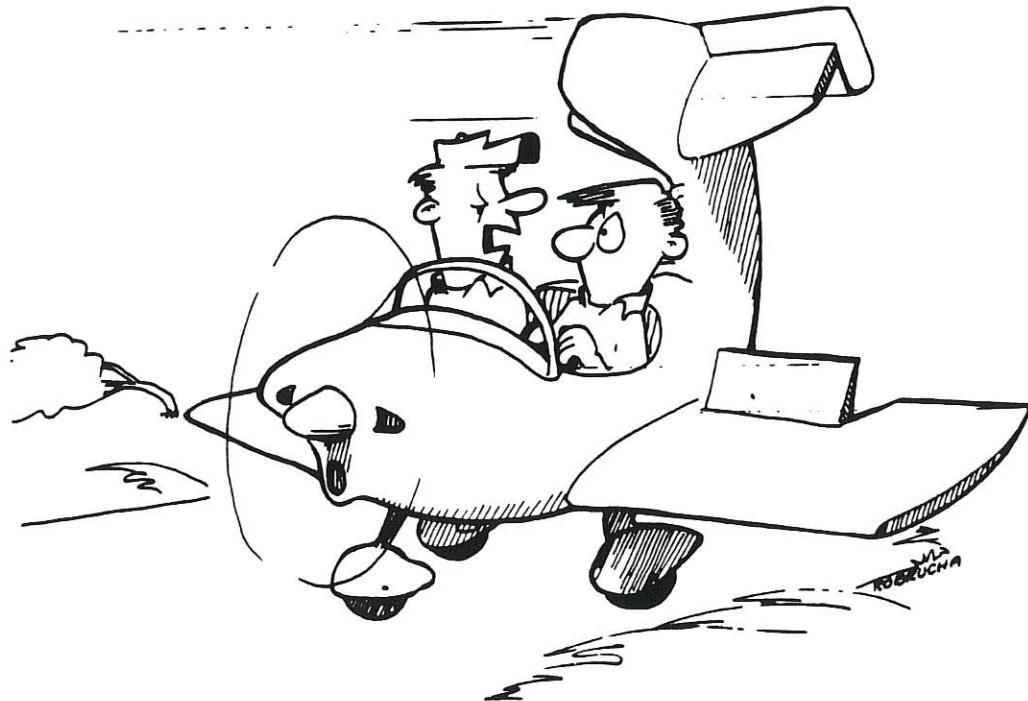
"Hey, nothin' to it! You don't have to be special." I can hear myself say it....how about you? Well, you know what folks? I take it back. There IS something special about people who learn to fly. The number of students who never complete their training probably far outnumber the ones that do. So....what is the common denominator?

I like to believe that it originated a long time ago, when an uneventful flight was the exception, rather than the rule, when communication with the ground consisted of a low pass and a wagging wing, and when the most reliable instrument was not in the panel, but in the seat of ones' pants. A time when non-flyers were convinced that pilots were linked purely by a common thread of insanity, a total disregard for life and limb.

So...what possible common thread could run between us, the modern-day pilot, in our factory-built aircraft with our sophisticated nav-aids, and the helmeted and goggled crazies of yesterday in thier fragile, fabric-covered airplanes?

Survival. Survival and responsibility. At no other time, in no other way in our complex and dependent society, can we be so completely responsible for our own lives. For the short time that we are in the air, we have set our dependence aside, and our survival is truly in our own hands; "life and flight become synonymous."

And that, folks, is a damn hard thing to do. Maybe you remember.



"You might want to check the wind direction once more before takeoff!"

1985 Calendar of 302 Events

JANUARY Meeting 12th Newsletter Deadline 25th	FEBRUARY Meeting 9th Board Meet 19th 22nd	MARCH Meeting 9th Newsletter Deadline 29th	APRIL Meeting 13th 26th	MAY FLYIN! 11 12 24th	JUNE Meeting 8th 28th
JULY Meeting 13th Deadline 19th 26, 27 28, 29, 30, 31*	AUGUST Meeting 1, 2, 3 23rd	SEPTEMBER Meeting 14th 27th	OCTOBER Meeting 12th 25th	NOVEMBER Meeting 9th 22nd	DECEMBER PLAN XMAS PARTY

* Do I have to tell you?

* CLIP AND SAVE

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