

Throttle Forward...

GO AWAY 100

If your plane has been resting in the hundred degree hangar this summer, it's getting close to pulling it out for some fall flying, never too soon to please me. On page twenty-seven of this issue you will find our fall events calendar. If you don't see your event on it, send it to us thirty days before the event to get it published.

We are currently building our 2008 events calendar, so send your event date and place in. September is here and soon we will have 'frost on the pumpkin' (come on, come on).

OLD TIME FLYING

We are lucky in this country to be able to fly with such a freedom. We have an interesting story in this issue about an air race that began in Oklahoma City and ended in Canada (page 20). The ease at which we move around in this country and into bordering countries often will amaze those from foreign countries.

I remember taking a couple of visit athletes from the USSR flying in the 1980s. Their English was broken, but the amazement they expressed of an individual walking out to the ramp and getting into an airplane to fly was well understood. It was a unique experience for them, but a daily occurrence for us. It was memorable to share with them part of the freedom this country has to offer.

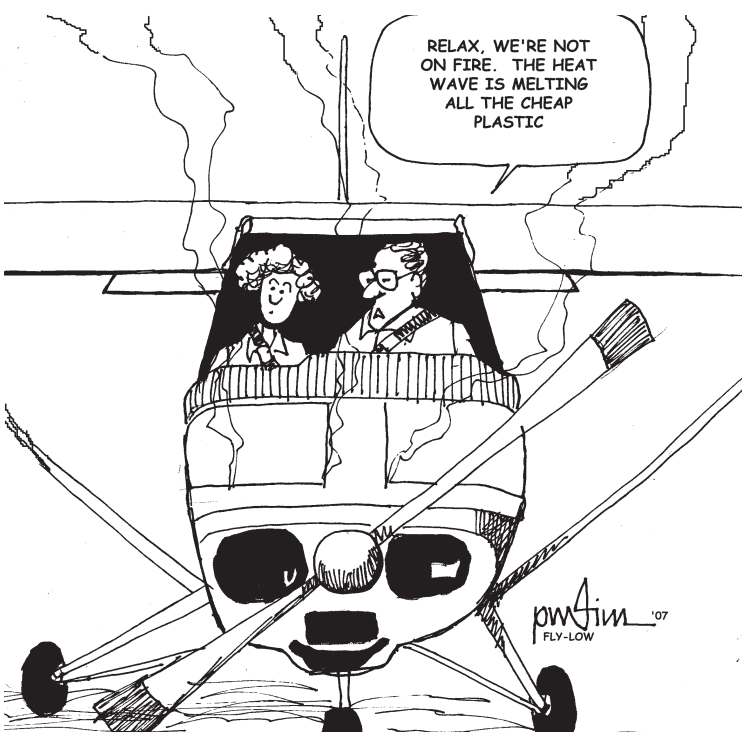
It is that freedom and ease of aviation that we fight to preserve. The fact that there are almost three hundred million people who don't understand what five hundred thousand pilots are complaining about makes me worry that our cause could be lost. There is strength in numbers and we don't have very large numbers when we go against those two hundred ninety-nine million five hundred thousand others non-flying souls. Again, it is very important to stay in touch and informed with the current aviation problems or threats.

We'll be able to keep our air races and other freedoms. Flying will never be as free as it was in 1960 and most likely never be as free as it is today. A mountain can be destroyed one shovel at a time.

YOU HAVE THE WRONG PLANE!

I received a call this month from Darwin Hawkins of Wichita (KS) about a photo of the "Tin Goose" that we ran on the cover of the August issue. It seems that we had photos of the Ford Tri-motor and of a "Bushmaster". Our graphics department just grabbed a photo (since the two planes look almost identical) and placed it on the cover. Darwin noticed it immediately and called.

As he pointed out, the major visual difference is that the engine has a cowling on the "Bushmaster" and the Ford has none. Now that is getting it down to a fine detail. With the 15,000 words and who knows how many photos we use each month, we are sure to make a mistake at least once a year. This was it for 2007. Thank goodness the year is almost over. We do admit, Darwin gets an "atta boy" and he certainly knows his planes.



Thanks to Darwin for pointing out our mistake, or as we say around the office, "They are just test questions for the readers."

WHY THROTTLE FORWARD?

Over the years I have been asked many times why I call this column "Throttle Forward"? The answer is simple. That's a way to live ones life... throttle full forward. There are only so many years before the fuel runs out and the only way to get the job done is to go throttle forward.. not at idle or half throttle... but full bore. Over the years I have found that the best way to survive is to run wide open. Someday that throttle will slip into idle, but until that time I plan to see that I achieve the most that one human can.

I like to pass this idea on to others, especially the young. I found that many years ago, one leads by moving so fast that those behind are sucked into the vortex. To me that defines leadership. You don't push the herd, you lead them. It seems such a waste of a life to spend it at idle. Life is good, get all you can out of it and pay it forward at FULL THROTTLE. Take a kid flying, today!

Throttle Forward and Fly-Low.....

