

Throttle Forward...

SPARKY'S CRASH

One of our free lance writers, Sparky Imeson, was in a mountain flying training accident last month. The complete story of his "adventure" is on page twenty. Our best go to him and his student of mountain flying. The crash was very serious and both had some bad injuries. The good news is that both will survive to fly again, the plane will not. Someone one said, "Any landing that you walk away from is a good landing, one that you can use the plane again is an excellent landing." This must have been just a good landing.

Sparky is recovering at his home in Wyoming. If you would like to send Sparky an E-card.... His e-mail address is sparky@fly-low.com.

One of the most serious and perhaps dangerous positions in which to be is that of an instructor in an airplane with a student. NTSB reports have numerous events that include a crash or mid-air crash of a plane(s) in which an instructor is on board. My hat is off to an instructor, whether it is with a primary or advanced student. There is always a lot going on in the training cockpit during and that can result into some sort of a situation. In Sparky's situation, it was a terrible downdraft at less than desirable altitude. His story offers much insight to what went wrong and what lessons were learned. It is a good read.

USER FEES

The battle of the century is still on. As pilots, we need to keep our Washington representatives informed of our opinion. We can't let our guard down, the User Fee war is not over. Thanks to AOPA and their resources on the Hill that will keep the attempt to implement the fees at bay and us informed. From the complaints being voiced from pilots on the NEW FSS, I am not sure that change is good. I believe most of us knew and predicted the change would be disastrous. Perhaps, we will see good result in ten years. Much of this could be similar to the replacement of the air traffic controllers in the 1980s. It often just takes time. This we shall see!

Pudim's cartoon below represents our success, for the moment, over those in D. C. who would place the burden of payment on small general aviation aircraft. What we have has worked for years and we have the best aviation system in the world... I've always heard, "If it ain't broke.... don't fix it."

AVIATION STORY

We are always looking for good aviation stories. If you have a story locked away in the gray matter over your shoulders, then put the information on paper and sends it to us via e-mail. Include any photos that you might have. We have received many good stories over the years, including one about the Sputnik turtle, the little known PA-8, and more. If you have questions about how it works, just e-mail me at publisher@fly-low.com.



We will look at any story that is sent to us for possible publication. Of course, it needs to be about aviation. Some great stories include those of the World War II pilots who flew some tough missions. We preserve copies of our magazine in hard bound twelve month issues that are given to several libraries. This is to make sure that these stories we record are kept for our grandchildren and their grandchildren. Share your bit of history with us today.

A PILOT'S DREAM

In this issue I share a flight in an L-39 out of Santa Fe (NM). It isn't everyday that I get to fly a jet. As a matter of fact, this was/is my one and only jet time. I was like a kid in a toy factory, scared to death that I would screw up as I stepped into the plane, but relaxed and confident after landing. It was a super hour and half of aerobatics and good learning. It was an experience that I can pass on to my flying in the single engine prop puppies that I fly. Larry Salgenek of Jet Warbird Training in Santa Fe (NM) was excellent with this none jet jockey. He never screamed once at me... I was impressed! It was a good and fun flight.

Throttle Forward and Fly-low...