

MID-CONTINENT AIRCRAFT CORPORATION

PLANEGRAM



CAUGHT IN THE "ACT"

Lawrence Sperry

We all know his accomplishments but this one was very special. It happened back in 1916. He was on a test flight with a lady friend, Mrs. Waldo Polk when they became the first known members of the now famous MILE HIGH CLUB.

While engaging in the "act", one of them inadvertently shut off the auto pilot and the seaplane dove into Long Island's Great South Bay, before Sperry could grab the controls.

Both survived, relatively unscathed and yes, the tabloids had a field day when two hunters pulled the shaken, soaked, and completely naked couple from the debris.

SCARY

Member Leo Mersek was at Marana, AZ in 44E. He was assigned to do acrobatics then return to the field. On final approach, when he pulled back the throttle, it was jammed resulting in a tach reading of no less

than 1100 rpm. In trying to land easing back on the stick the plane started to climb. He tried it the second time with the same result and then climbed to 3000 ft, called the tower and explained his dilemma. His instructor advised him to get to 5000 ft, circle until he was

nearly out of gas, and bail out. At 5000 ft, he still couldn't get the rpms down and didn't really want to jump. He recalled the tower and asked about the idea of coming in and cutting the throttle where he passed over the

continued inside

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Back row left to right: Laura Terrett, Producer 19 yrs; Kristin Pullam, Producer 15 yrs; Heather Riggs, Producer and Claims 10 Yrs. Front row left to right: Josh Rittenbery, Producer 10 yrs; Jennifer Bullington, Customer Service Representative 5 yrs; Sharon Watkins, Manager and Producer 30 yrs.



Mission Statement:

We are a leading professional organization committed to the advancement of general and agricultural aviation technology. Our team provides a vital resource to the aviation community and is dedicated to the highest satisfaction and well-being of those we serve.

fence, making a dead stick landing. His instructor approved of his suggestion, to his relief. He got over the fence, cut the igni-

tion and coasted half way on the runway, then turned the ignition on and race to the end of the runway and cut it off again. Scary!!

HEARD THIS ONE???

Four old guys were in Madeira Beach, FL. Turning a corner, they saw a sign that said Old Timer's Bar – all drinks 10 cents. They looked in and the bartender said to come in and have a drink. Each man asked for a martini and he said "That'll be 10 cents each, please." They paid the fee and than had another, each. Eight martinis and still less than a dollar. Finally one of the guys asked how he could afford to stay in business. The answer was "I'm a retired tailor from Boston and always wanted to own a bar. Last year I hit the lottery for 25 million and decided to open this place." One of them said "Wow – that's quite a story." The four of them continued to sip their drinks but couldn't help notice seven other people at the bar, who didn't have drinks in front of them. When questioned, the Bartender said, "Oh, they're old retired fighter pilots waiting for happy hour when drinks are half price."

SO MUCH FOR FLYING DEPUTY LEAD

Member Stan Staples sent in an account of one of his 20 missions. I had never heard of the "deputy lead" but that's what Stan and his crew were flying on Feb. 45 when they ran into a hornet's nest over Kempton, Germany. Just moments after bombs away the lead plane was hit and pulled of formation and that is where the "deputy" steps in. He said that just seconds after the move there was a close burst at 11 o'clock, seemingly just yards off the port side. He said he can still see THE BIG RED BALL in the middle. Three of them, in the plane, were hit. One piece of flak came through the rudder pedal and his boot and took his left big toe off, to the first joint. He said he picked up the hot piece of flak that hit him and he still has it today, cemented to a piece of walnut. The navigator had head injuries from the shattered Plexiglas in the nose and the nose gunner lost part of his left hand. When things calmed down a bit, they found the ship was in pretty good shape and they led the "birds" back home in formation. He said they left the squadron at Foggia and flew north to leave the nose gunner at a big hospital. Upon trying to land, they found that the hydraulics had been shot out and the engineer had to hand crank the gear down. Stan was sent back to their base for his foot problem, which by this time was driving him up the wall. His co-pilot flew them back, gear down, landed safely, and he spent the next 6 weeks in the hospital. After the war, while in the reserves, he was on a two week "active duty" tour and was a noncom approaching from the opposite side of the sidewalk, a sgt.. As he passed and saluted, Stan said he returned the salute and immediately turned around—that face rang a bell. The sgt. had also turned around and Stan recognized him as the co-pilot that saved the day for him. He had taken a reduction in rank to remain on active duty. Small world!

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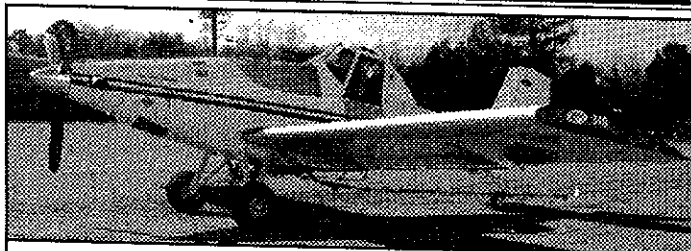
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		1	2	3	4	5
6	7	8	9	10	11	12
13 Daylight Savings Time Begins	14	15	16	17 St. Patrick's Day	18	19
20	21	22	23	24	25	26
27	28	29	30	31		