

PLANEGRAM



TWIN ENGINES OUT BY LAN A. HAMILTON From Lightning Strikes 2004

Our CO asked me if I would go over to Palawan Island and pick up a P-38 that had a broken landing gear, which was now fixed, and bring it back. I said "Sure" and got my parachute, flying gear, shaving kit, etc. and hitched a ride on a plane flying to Palawan. This island, which has a long, finger-like shape, is about 350 miles from Leyte and is the western most island of the Philippines.

Upon arriving I checked in at Operations and told them I was there to fly the P-38 back to Leyte. I asked if there was anything else flying to Leyte the next day that I could accompany, as weren't allowed to fly inter-island alone in case we went down. They told me a C-47 was leaving about ten the next morning, so I bunked in someone's tent overnight and was down at the strip at 9:30 a.m. I asked where the C-47 was and they told me it had left 30 minutes ago (!). As I was rushing out to the P-38, I yelled back at the OP shack, "What's the heading to Leyte?" Someone yelled back, "71 degrees." I got my stuff into the plane and asked a GI standing nearby with a fire extinguisher if the outer wing tanks were full. He nodded, which I took to be a "Yes."

I took off and headed out at 71 degrees over the Sulu Sea. I knew I could catch the C-47, as I cruised at twice his speed, but I didn't know

his altitude. I flew for about half an hour at 5000 feet and had just about convinced myself that this was like finding the proverbial needle in a haystack and to go back and wait for another flight. Then I looked up and there was the C-47, flying at 8000 feet. I pulled up alongside with gear and flaps down to fly at his speed of 125 mph-slower than my normal landing approach speed. I held up three fingers to the co-pilot, indicating that he should switch his radio to "C" channel, then told him I would be flying to Leyte with them.

The personnel in the C-47 were crowded at the windows, so I decided to put on a little show for them. I cleaned up the gear and flaps, did some slow rolls and split-esses and ran circles around the C-47 as it was flying along. I then feathered one engine, lowered gear and flaps again and flew formation with it.

I finally pulled away and then noticed that I was getting low on gas in the main tanks, so I switched to outer wing tanks-and both engines quit! I returned to main tanks and the engines fired up, but it was a little hairy when this happened. Well, I was now in deep doo-doo, being out over the Sulu Sea at a point of no return. I didn't know if I had enough gas to go back to Palawan or to go on to Leyte. I called the co-pilot again and told him I was low on gas so couldn't wait for him and

had to go on alone. I also told him that if I had to ditch, bail out or crash-land on a beach, I would call him on the emergency channel to give him my approximate position.

continued inside

Why Mid-Continent?

Operators and pilots asked why they prefer doing business with Mid-Continent Aircraft Corp. responded with the following:

1. 60+ years of experience in the Ag business operating in many places in the U.S. and Canada.

2. 1000's of hours flying experience in Ag; now operating (4) Turbine Thrushes.

3. Great Service Attitude.

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6. Bi-lingual Internationals on staff.

7. FAA Repair Station and technical know how in all phases of maintenance and spray patterns.

8. Reliability and integrity - financial and physical.

9. Credit capability.

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.

I recalled the throttle, mixture control and rpm setting for achieving maximum range for the P-38 that were attributed to Lindbergh. Anyway, there I was, flying over water, heading 71 degrees, at reduced speed, watching my cylinder-head temperature and the falling needle on my main gas tank gauge.

I had a map, and pretty soon I spotted an island or two I could identify. I finally had to switch to reserve tanks, not knowing how much fuel they contained. I then saw Leyte in the distance but it was socked in and I had to fly around it to get to the north side. I called the tower requesting a straight-in approach, as I was very low on gas. You had to come into our airstrip from the north over a large bay, and the strip extended from the shore of the bay toward some palm trees. I was really sweating now on my approach, as I was too low to bail out, I was expecting the engines to quit any second, and if they did my only choice would be to ditch.

I breathed a big sigh of relief as I crossed the threshold and landed. I asked the crew chief to check the tanks to see how much gas I had left, and he said "None." I said, "Use a stick," and the answer was the same.

Needless to say, all the CO ever knew was that I brought his plane back, and I was embarrassed at my dumb mistake to look up the crew of the C-47.

I have had many "what ifs" while flying, and on this occasion the Man Above had once again been sitting on my shoulder, acting as co-pilot.

LOAD HAWG

We have been getting a lot of interest from Thrush rice operators around the world for the Load Hawg.

Time saved affects the lower cost meaning more efficiency and safety, not to speak of the reliabil-

ity of always having the availability of the Load Hawg to better utilize their full hopper space. Just another example of Mid-Continent trying to assist operators to increase net.

COMPANY STARS

Dennis Davis, Asst. Parts Mgr.

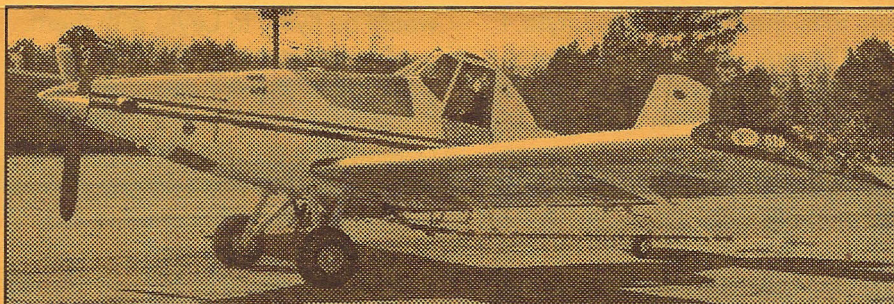


Dennis started working in the parts department in August 1995.

His favorite parts of the job are meeting people from all over the world and never knowing where the next phone call will be from Little Rock, Austin, or Australia.

Dennis has a wife, one daughter, three sons, two grandkids and 2 more on the way.

His hobbies include hunting, woodworking, & aquariums.



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10	11	12	13	14 Flag Day	15	16
17 Father's Day	18	19	20	21	22	23
24	25	26	27	28	29	30