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FROM THE PRESIDENT

jeff edwards



Happy Independence Day! By the time you read this the 4th of July celebration will be history and AirVenture 2013 at Oshkosh, WI will

be peeking over the horizon. LOBO is looking forward to seeing all of you there, especially at the LOBO Banquet.

Speaking of Airventure, have you spent your flying time wisely this year brushing up on the skills necessary for flying into the busiest airspace in the world come July 27? I hear some of you saying, "Skills? What skills?" Judging by the number of arrival accidents, it's clear Oshkosh demands precision flying for those so inclined to brave flying into the show. Among the accidents: In 2008 a Lancair Legacy with two fatal, a Glasair III in 2001 with one fatal and a Premier jet with two seriously injured several years ago. These are but a few of the many that have crashed on or near the approach runway at Wittman Field during AirVenture.

So let's review some of the hazards (things that bite you in the rear end) and some of the risk mitigation strategies that you can employ to ensure a safe arrival and departure.

AIRVENTURE NOTAM

A good place to start is a review of the Oshkosh AirVenture NOTAM. [Click here](#) to download a copy. I recommend you print the appropriate section for

your flight. Review the NOTAM before departure and again before arrival and keep it as a procedural reference—especially radio frequencies—at your fingertips.

Here are some of the listed changes from last year's NOTAM:

- Sequence of VFR arrival pages
- Taxiways at Appleton (ATW)
- IFR arrival and departure routings
- FISKE intersection moved in 02 MAY 13 data base
- On-site FSS services are not expected to be available at Wittman Field during AirVenture; alternative on-site briefing options may be available

RISK MANAGEMENT

Is your airplane ready to fly to Oshkosh? Have you finished Phase 1 testing? If not, fly to Oshkosh commercial, or better yet, hook a ride with a Lancair buddy. If your airplane is not ready or legal – leave it at home. Oshkosh during AirVenture is most emphatically not a good location for Phase 1 testing. Too



many pilots have come to grief flying a just-completed experimental amateur-built aircraft to AirVenture only to experience problems on the way there or on the way back. Remember, part of the purpose of Phase 1 is to establish the reliability and safety of the aircraft.

Are you ready to fly your new Lancair to Oshkosh? Have you had any type-specific training, or do you just have a few hours in that brand new Lancair? Low time in type coupled with a high-pressure flying environment is a recipe for disaster. Almost 50% of all Lancair accident pilots had less than 100 hours in make and model. Make sure you have all the necessary flying skills to safely fly your aircraft. If you have just completed your Lancair, a transition flight training course from one of a number of excellent instructors is in order. [Click here](#) to find one in your area.



THIS LEGACY STALLED TURNING BASE AT AIRVENTURE 2008

SAFETY CONSIDERATIONS

Here are a few things to think about when planning your flight into Wittman Field during AirVenture.

WEIGHT & BALANCE

Make certain you operate your Lancair within the weight and balance limits specified. Don't overload the aircraft with passengers, camping equipment, coolers, camp chairs, etc. Again, too many pilots have already demonstrated what happens on a hot day with an overloaded aircraft. This is doubly true when you throw in high altitude—like a stop at South Valley Regional Airport (used to be Salt Lake #2) near Salt Lake City, UT, or Rock Springs-Sweetwater County Airport in Rock Springs, WY. With a field elevation of more than 6,700 feet, the density altitude can easily exceed 10,000 feet in Rock Springs when the temperature gets into the 90s. The old pilot knows the limits and stays well within them. FedEx can ship most anything to Oshkosh. Or you can pick it up there and FedEx can ship it home.

WEATHER

Make sure you check the weather! There are lots of afternoon thunder-

storms in the Midwest this year—even as we march into July. Get up and fly early before the boomers build. Take XM weather along for the ride. Give the boomers a wide berth.

TRAFFIC

Be vigilant in the arrival – there are a lot of airplanes out there and midair collisions are a distinct possibility! Keep your eyes out of the cockpit and your head on a swivel. Many of you know if you listen to 123.45 that the numbers of airplanes per cubic mile increases exponentially northeast of Madison. Use all of the tools. TCAD, scan, listen, and get your passengers involved. Do not be "heads down." Are you going to use the Ripon arrival, do the Warbird arrival for very high performance aircraft or fly to an alternate airport like Appleton or Fond du Lac?

STALL/SPIN AVOIDANCE

Practice slow flight—avoid the stall. What is your personal low speed limit? Know your aircraft's low speed limit and do not deviate from it. Know your aircraft's slow flight handling qualities. You should endeavor to acquire the skill to fly a selected airspeed +/- 5 knots in the pattern and on the arrival. Do not allow your airspeed to go below 1.3 VSO



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THIS 172 CRASHED ON FINAL DOING 65 DEGREE-BANK S-TURNS

come to grief attempting S-turns on final at Oshkosh. While you are at the show, look around for one of the new angle of attack systems. They are real life savers and give great warnings to prevent the stall.

Never use more than 30 degrees angle of bank while in the pattern. NEVER! Why? Because a steeper bank angle requires a steeper angle of attack to maintain altitude which, in turn, increases load factor. You may recall from your primary flight training that stall speed rises dramatically as load factor increases. The surest way to avoid increasing load factor is to limit your bank angle to 30 degrees or less. If you find yourself in a situation requiring more than 30 degrees of bank to make the assigned runway it's time to go around! Speaking of go-arounds, what's your plan? You should know before you ever start the approach where you're

while in the pattern, and practice putting it down on "the dot." Accuracy landings depend on accurate airspeed control.

Speaking of slow flight—if you are instructed to do S-turns on final I would recommend you decline the instruction, perform a go around and come back in for another try. Too many pilots have



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going and at what altitude if you have to go around.

DISTRACTIONS

Many Loss of Control (LOC) accidents (usually stalls) involve distractions. Stay focused while keeping in mind that controllers, other traffic, the show, your passengers, etc. will all contribute to

distractions in the cockpit. Avoid extraneous conversation with passengers or wingman; it should be all business near Oshkosh while on the arrival. Stay focused!

Be heads up on the ground. After landing make an expeditious exit of the runway in accordance with the controller's instructions. Pay attention

to the plane in front of you. You may likely be instructed to follow them. Now is not the time to relax. Know ahead of time the likely taxi route. If you land on runway 27 you may have a long taxi in the grass. Listen up for runway exit instructions. Pay attention to the ground handler signals, but do not let the ground handlers taxi you into a ditch. Do not assume the guy behind you in a monster truck or TBM Avenger sees you and stops in time. When in doubt ask or get out of the way.

MAINTENANCE

If you have a mechanical problem with the airplane on the way up let us know and let's get it fixed before you depart. EAA has a team of volunteer mechanics at AirVenture to help people with aircraft problems. Lancair and LOBO likewise have folks that can help. Do not be a statistic trying to get home with a problem.

AirVenture can be a lot of fun, but not if you get hurt or break something. Avoid the latter by knowing the hazards, mitigating the risks, practicing the necessary skills and bringing your game

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5



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LOBO FORUM AT AIRVENTURE

This year the Lancair LOBO forum is Monday 7/29 at 1300-1415 at Forum #2 (GAMA).

TRAINING ISSUES

jeff edwards

NATIONAIR STATEMENT

"It has come to our attention that pilots who are receiving their initial or annual recurrent training with a LOBO approved instructor may not be doing the actual

LOBO approved training syllabus. Your insurance company requires you to complete the LOBO syllabus with a LOBO approved instructor. When you successfully complete this you will receive a completion certificate signed by Jeff Edwards. If you are not receiving this certificate then you have not completed the LOBO training as required and your insurance policy could be affected by this. The policy is a contract between you and the insurance company and they require that you do this training. If you have a claim the first thing the insurance company will do is make sure there is coverage. One item they look at is making sure the pilot is current and completed all training as required. You may have the CFI initials in your logbook but if Jeff Edwards has not signed a training completion certificate you have not done as the insurance company has requested. Make sure you are receiving these certificates and send them to your insurance broker once received. You are paying for the insurance coverage; make

sure to keep it valid by having the training properly documented." (Jenny Estes)

I recently had a conversation with Nationair, our LOBO insurance partner. In the course of the conversation we realized that some of our members are training but may not be getting all of the required training and documentation.

There are only a handful of insurance companies that insure the IVP and Evolution. All of them require either LOBO or HPAT training from an authorized instructor.

We drafted the FITS-approved LOBO training program in 2009, when insurance companies were cancelling policies after a bad year for accidents in Lancairs. The syllabi we designed—which were reviewed and approved by the insurance industry—are very thorough. Some believe them too lengthy, but there are no shortcuts taken in this training, and it was this attitude that helped convince underwriters in the industry that Lancair owners who participated in the training were worth the risk to cover.

Believe me, this was not an easy task.

Unfortunately it has come to our attention that a few individuals have told their insurance company they have completed the training when in fact they have not. If you take LOBO training and complete all of the training you will be issued a LOBO training certificate that you can forward to your insurance company as proof of training.

How do you know if you're getting all the required training? If you are instrument rated it includes the instrument portions of the syllabus. Does the insurance company care if you complete this? Yes. They presume that if you have an instrument rating you will use it. What happens if you cannot successfully complete the IPC? That is a good question for the insurance underwriters. For the IVP and Evo crowd you must have an instrument



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AEROSTAR LOSS OF CONTROL AFTER TAKEOFF SUGAR GROVE, ILLINOIS JANUARY 23, 2010, N222AQ

rating to get coverage. The wise pilot would seek the services of a training professional and complete an IPC.

PROFICIENCY & CURRENCY

Let me address instrument proficiency and currency while we are on the subject of training. I am seeing a lot of serious accidents in the last five years that involve instrument rated pilots flying in instrument conditions and losing control of the aircraft.

Many of these accidents occur when the pilot is attempting to transition from the enroute, autopilot-flown GPSS mode to approach mode. Some have occurred shortly after takeoff into instrument conditions (see above).

Simply stated, these accident pilots could not hand fly the airplane in instrument conditions. Instrument proficiency is a perishable skill that needs constant practice and refresher. If you do not practice instrument flying skills regularly you may end up in a situation where you cannot hand-fly the aircraft in instrument conditions. This could be potentially deadly.

According to AOPA survey data, the average pilot is flying 60 hours a year. This amount of flying is likely not enough to maintain your instrument skills, particularly if you are using the autopilot for a majority of that flight time. Currency and proficiency are

critical to maintaining a pilot's skills – especially instrument flying skills.

14 CFR 61.57 addresses currency requirements to maintain the legal minima to fly IFR. Six approaches, holding and radial tracking performed and logged within the last six months. If you have passed the six month point without performing the necessary procedures but have not exceeded twelve months, you can regain currency by completing the required approaches, holding and tracking in simulated conditions with a safety pilot

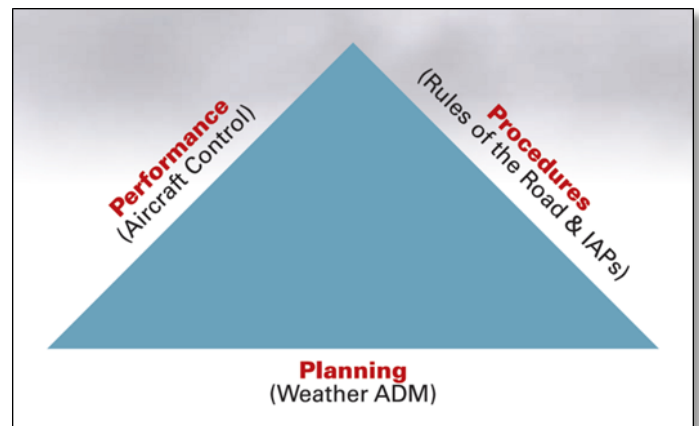
(there are simulator and PCATD alternatives as well), and then logging that experience in your pilot logbook. In the mean-time you are prohibited from filing and flying IFR.

If you pass the twelve month point then you must obtain an instrument proficiency check (IPC) with a CFI in order to regain your instrument privileges. The IPC is supposed to be a comprehensive review of all of the Practical Test Standard tasks from the instrument rating PTS.

Ms. Susan Parsons discussed currency and proficiency in the FAA's

September/October 2010 Safety Briefing publication, stating that being legally instrument current does not necessarily mean a pilot is proficient or safe to fly in instrument conditions. (FAA Safety Briefing September/October 2010 pg. 17)

Ms. Parsons continued by explaining that instrument proficiency encompasses three areas in what she calls the "proficiency triangle." These three areas are performance (or aircraft control), procedures (or rules of the road and IAPs) and planning (weather and



aeronautical decision making).

Maintaining instrument flying proficiency requires regular practice. Make sure you are getting plenty of instrument flying practice as part of your recurrent training program.

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buddies, including Dr. Alberto Behar, who will tell us a great story about his experience as a member of the Mars Rover/Curiosity Team. This year's venue is the brand new Best Western Premiere, which promises a wonderful meal and a new, bigger room for a

Lancair crowd that seems to grow larger every year.

As always, our host requires an attendance guarantee, so reservations are a must.

Make your reservations NOW!

[Click here](#) to make your reservation via email. Please include your name, the names of your guest(s) and your aircraft type and "N" number. Cost is \$38.00 for LOBO members (current dues as of 2013);

\$44.00 for non-members.

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Place: Best Western Premiere
Date: August 1, 2013
Time: No Host Bar opens 5:00pm
Dinner starts 6:15pm
Speaker: NASA Scientist
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² A certified ADS-B "Out" solution is required to ensure complete traffic coverage with correlated ground station uplink.

In addition, let us know if you'll need a

Additionally, let us know if you need a ride to the Best Western (in your reservation email). We plan to have a designated, convenient pick up location on the field for anyone needing a ride to/from the banquet, but we need to know in advance how many will need a ride.

LOBO-LANCAIR LANDING 2013

Greenville, SC—KGMU—October 4-6

It's getting closer – and the excitement is building! We have a great line-up of exhibitors/sponsors as well as a full schedule of activities. The Hilton Greenville is our home base for eats, entertainment and education, and it's only 2.3 miles—just four minutes—from the airport. The fantastic room rate of \$105.00 per night—good from Oct 1-9—includes WiFi and parking. Call to make your reservations at the Hilton (ask for

the "Lancair" rate) or [click here](#) to reserve your room online. The Hilton is holding a block of rooms for us, but only until September 17th, so make your reservations as soon as you can.

You'll have only a few weeks after this newsletter hits the presses (until August 4) to get the early registration rate. After that, you'll have to pay the regular—higher—registration rates ([click here](#) for more details). Your paid reservation entitles you to full access to all exhibits in the main exhibit hall, all forums and lunch both days. The forums end each day at 3:00 so you can get to the airport for the important stuff—hangar flying and airplane gazing! In addition to all that, Friday night's cocktail party (no-host bar) and Saturday night's banquet are also included. Best of all... Saturday night's banquet speaker is our own Bill

Harrelson, who will tell us exciting tales about building a special purpose Lancair IV and long distance flights—past and future—across large bodies of water.

GROUND SCHOOL TOO!

Come early for the 3-Track Ground School on Thursday, October 3. This year LOBO President Jeff Edwards is coordinating an all-day ground school, including a new, dual track training format to meet the needs of two distinct groups. Track one is for pilots already flying their Lancair, and track two, presented by Bob Pastusek, is for those seeking guidance on prepping their Lancair for its very first flight. The two groups will join after lunch to cover topics of interest to both. And for those spouses interested in learning more about flying, Sue Harrelson will offer a ½-day "Partners in Command" course.

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In it, your significant other will learn how to help you with less critical cockpit tasks so you can concentrate on the more critical ones. Sue's students are encouraged to join the main group after lunch.

[Click here](#) for more information about this year's ground school and to register for 2013 LOBO/Lancair Landing. Payment is via PayPal or with a check to LOBO. Don't miss this rare opportunity to learn from these experts!

EXTRACURRICULAR ACTIVITIES

Judy Pastusek has a day-long adventure planned for Friday, October 4. It starts with a chartered bus taking those who sign up on a 1.5 hour drive to Asheville, NC, where they'll tour the famous Biltmore Estate! If our group is 20+ we will have a private lunch; otherwise, lunch can be purchased at the café in the Estate. [Click here](#) for all the details and to register online. You may pay via PayPal or with a check to LOBO. Judy is also planning another Ladies adventure in clothing for Saturday morning. And don't forget Greenville itself—it's full of wonderful opportunities. Those who come early or stay late can take in some of the downtown adventures or just



enjoy the beautiful countryside of the Appalachian Foothills.

A NEW TAKE ON PRIZES

Although everyone loves to be a winner, last year several people won door prizes they couldn't use (the item was for the wrong model aircraft or it was something the winner already had, etc). Naturally, winners of such prizes sold them. Unfortunately, this didn't sit too well with at least one of our generous donors who had to deal with an unanticipated headache. An individual purchased one of our donated door prizes, but it wasn't suited for their particular aircraft—a problem that could've been avoided if the item had been purchased from the vendor instead of from our prize winner, who sold the item at a discount. As you might imagine, this isn't exactly

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encouragement to continue donating items to support our annual LOBO/Lancair Landing.

So instead of door prizes this year, we're holding a silent auction. This will ensure everyone has an opportunity to win something they really want and can use (it's up to you to determine if a particular item is suitable for your purposes), and have we got some fabulous items for you this year! You must be a registered Landing attendee and be at the Saturday night banquet to bid. Come prepared to pay for your item and take it with you Saturday evening after the banquet. We will not have a secure connection to allow payments via credit card, and PayPal is the only method of card payment to LOBO. Therefore please bring cash or checks to pay for your bid item.

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GUEST SUBMISSION

This issue's guest submission is from Jim Cavanaugh of Aircraft Specialties Lubricants, purveyors of CamGuard.

GUAM TO JACKSONVILLE!

Long, long ago there was a Henry Fonda movie called *Sometimes a Great Notion*. The movie was about a logging man, but the title—indeed, the concept—that great ideas can occur to anyone, is about as romantic a thought as we can find.

Aviation has more than its share of romantic notions, from flying to Alaska to island hopping in the Bahamas, to flying the back country or bush. An airplane can be not just a vehicle, but a sort of physical manifestation of a dream, promising possibility and adventure to the romantic that dwells within most of us.

Nine years ago, Bill Harrelson had such a notion. A Captain for American Airlines, he had built a Lancair 320, and along with his wife, Sue, also an airline pilot, had flown to Europe for an adventure. With this jaunt behind him, Bill began to develop his personal "great notion." His thirst for adventure took root, and grew into a goal to set a long distance record for class C1d: That is (C) Landplane, (1) internal combustion engine(s) (any number, not necessarily single engine) and (d) weight between 1,750 kg and 3,000 kg.

In May of 2013, Bill accomplished the first leg of his ultimate goal by flying an airplane he built non-stop from Guam to Jacksonville, FL. This thirty-eight hour and twenty-nine minute flight took him 7,051 nautical miles without a burger, a bathroom, or a nap. Surrounded by fuel, with Power Bars and Gatorade within reach, Harrelson throttled the big continental engine back to achieve his target airspeed of 180 mph and headed east across more ocean than most of us see in a lifetime.

BEGINNINGS

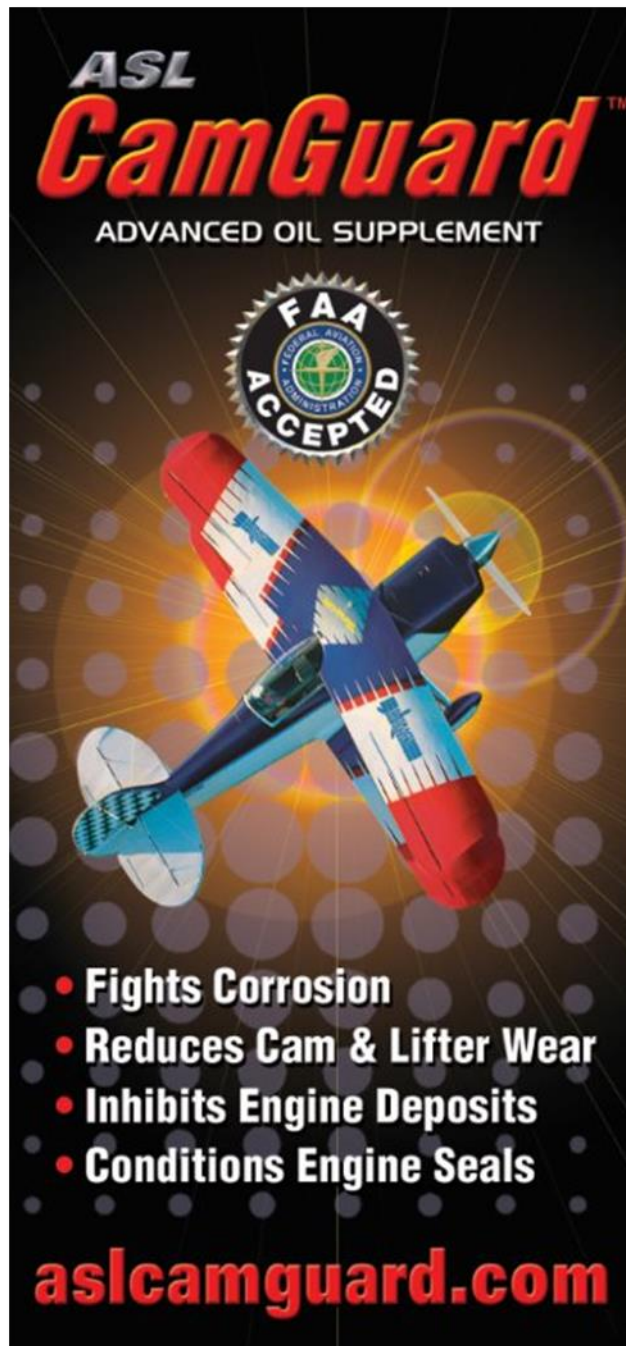
Some say that Bill's flight started in Indiana, where he took off for San Francisco, then to Hawaii, then to Guam. These are daunting tasks, indeed, but, not really the essence of the flight. Rather, you can say the flight started over nine years ago, when he first conceived "the notion." One of the first items on his record setting flight check-list was ordering a Lancair IV kit, which he would build with the intent of pursuing the record.

Bill knew the Lancair IV was the only aircraft capable of making this flight. It is sleek, fast, and roomy. It is also a homebuilt, ergo could be built to conform to his personal specifications, with respect and regard to structural integrity. Having built a Lancair 320, Bill knew that the airplane was, if anything, over-built. Structurally, it could handle the loads, and aerodynamically, it afforded a broad CG range providing flexibility in loading a lot of heavy fuel.

As the manufacturer, Bill selected 4,800 lbs. as the maximum gross weight for the airplane. This number allows, on an average day, enough performance to get off the ground in 7,000 feet with a total fuel capacity of 361 gallons. Considering Guam's longest runway is 10,000 feet, departing with full fuel tanks (which cost \$13/gallon to ship to

Guam) on the record attempt was a no brainer.

Bill purchased a Continental IO-550 from engine from Performance Engines, in California. Receiving the engine, he pickled it and set it aside. During the airframe building process, he began to hear rumors that the engine builder might be suspect, and with a lot of H₂O to overfly, he decided to send the engine out for an overhaul. He



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chose Barrett Performance Engines, in Tulsa, right next door to Aircraft Specialties Services and Aircraft Specialties Lubricants. Alan got to work right away with the overhaul. Bill chose to upgrade to 10:1 pistons and selected GAMjectors in anticipation of Lean of Peak engine operation. In addition to the stock alternator, Bill opted for two more. The B&C alternators, a twenty amp unit, and an eight amp unit, are

part of Bill's personally designed electrical system featuring an "essential bus" to power critical electrical components. Each of the three alternators can power the essential bus independently of one another, giving Bill a great deal of redundancy. Other electrical system features include a glass panel and LED lighting, keeping amperage requirements low. He also opted for Jim Yonkin's TruTrak

Autopilot to handle the long, monotonous over-water stretches.

Bill attended the 2012 LOBO/Lancair Fly-in at Sedona, AZ last year where he heard Randy Bibb speak about CamGuard. Bill was impressed with the information and did some checking on his own. Ultimately, he decided to use CamGuard in his engine, not based solely on its advertised design features, but these, along with anecdotes he picked up from shops and users suggested even if it didn't work as advertised it certainly couldn't hurt. Hey, the kind of personality that takes on this kind of flight suggests a certain intuitive feel for survival! We didn't know that Bill had used CamGuard until meeting him at Sun 'n Fun, after the flight.

A TEAM EFFORT

The record flight had been planned for years, and not necessarily from Guam. Bill and Sue had studied winds for a decade, extrapolating the average directions and speeds, and determined that Guam would be a good starting point. English is the official language, the dollar rules, and politically it was USA all the way.

Sue is the team's scribe and coordinator, handling all the paperwork and arranging all of the landing and takeoff permits. If everything had gone as she planned, the record flight would have been a non-event. But as is the way of Mother Nature, when it comes to golf tournaments, outdoor concerts and world record-breaking flights, the weather sometimes doesn't cooperate. The tailwinds Bill and Sue had expected—after a decade of research!—failed to materialize.

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GPS, etc.—to aid in developing a plan of action. He established go/no-go fuel quantities at three hours, two hours and one hour from landing at JAX. Any quantity less than planned at a checkpoint would mean a landing short of JAX—and giving up the record. As the GPS ticked past the three hours—remaining checkpoint Bill had exactly the minimum he needed to continue, nothing extra. The same thing happened at two hours remaining, and at one hour remaining—exactly the minimum required, with nothing extra.

When Bill landed at JAX he still had six gallons in his twelve-gallon header tank—exactly as planned.

If six gallons sounds low consider that the aircraft was very light at this point. Power settings required to maintain his target airspeed of 180 kts were

considerably higher at the start of the flight—when heavy. Before landing Bill was using a power setting of 35 – 40 percent, yielding a fuel burn of nine gallons per hour. If you do the math you'll find that six gallons meant a 40 minute reserve.

For some aircraft, determining six gallons remaining would be difficult, but remember, Bill designed this plane as a record breaker from the start. He installed his header tank between the instrument panel and the firewall, and included a sight gage...a very carefully calibrated sight gauge. Bill's sight gage is so well calibrated, in fact, he can accurately determine fuel remaining in the header tank to the nearest quart!

DETAILS

Aside from the winds/fuel thing, Bill told us that the only real glitch on the flight was a malfunction with the autopilot display. With no display telling him the selected mode and no user manual, Bill had to operate the unit from memory. He considered turning back, but combining what he remembered about the unit with a little bit of trial and error kept him on course. The first few hours of the flight were flown by hand anyway, as the weight and the CG were beyond the autopilot's capabilities.

To keep up his energy, Bill ate power bars, fruit, nuts, and drank Gatorade. His doctors had recommended a number of short naps rather than trying to sleep, but the first few times he settled in for some winks, a bump in the

air or a subtle cough from the engine was enough to rouse him, so he gave up on sleep. Even though he had put much thought into managing them, there were still many risks involved in such an endeavor, so it was only natural for Bill to experience a heightened awareness of, and sensitivity to, his surroundings, and maybe a bit of trepidation facing that vast empty windscreen just inches in front of him.

Asked if he had any epiphanies on the trip, any thoughts or concepts that surprised him, he told us, "Yeah. I thought 'I'll never, ever do this again.'"

The high point of the flight, notwithstanding the successful completion, was spotting the US coast and being able to turn off the HF radios he had been using. The constant barrage of static and unintelligible talk was close to torture... but you gotta listen! His ground crew was in touch all the way, talking numbers and keeping Bill occupied and informed of weather forecasts.

The closest land Bill came to between Guam and the US mainland was a couple of hundred miles south of Wake Island...at night...with no sign of lights. He also passed about 700 miles North of Hawaii, flying a great circle route. If you are surprised at this latter, don't be. Most of us don't have a true concept of the Pacific Ocean and its teeny dots of humanity. Guam is just 13 degrees north of the Equator, and let's just say, way the hell west.

POSTSCRIPT

Bill is surprised at the amount of attention his adventure has gotten. He says he didn't do it for notoriety or fame, or even to make money. He simply wanted to set a record. Getting into the books with the likes of Charles Lindberg and Max Conrad is a deeply personal and satisfying thing for a pilot. But one record is apparently not enough for Bill—he had plans to set another very soon after landing at JAX.


Alas, his second record attempt—a polar circumnavigation of the globe—was thwarted by unusually harsh and unseasonable weather. He departed from Bangor, Maine with plans to fly to Punta Arenas, Chile, over the South Pole, to Christchurch, NZ, on to Hawaii and then Alaska. Report after report of icing conditions, however, kept him grounded in Chile. As much as he wanted the second record, Bill knew there was no way he could stay aloft at maximum gross in icing conditions. This record flight, whenever Bill decides to next attempt it, will be for time, not distance, though individual point-to-point distance records may be involved.

When I interviewed Bill he was working on his plane, reconfiguring it from "expedition" to normal. He says he hasn't any other real hobbies, he just loves flying his Lancairs. The record flights give him something to look forward to and something to talk about, and he is one of those guys who, without planning it, has turned his 39 hour adventure into the infamous "fifteen minutes of fame". But his fifteen minutes, unlike most of us, will be recorded in the record books.


It is men like Bill Harrelson, dreamers and adventurers, who keep the

romance in aviation. As flying turns from sport and personal to corporate and business, little currents and eddies of romance and adventure meander throughout the greater pool. If indeed our generation is the last generation to enjoy flying as a sport or recreation—or a way of life—at least we can follow Bill's lead and do all that we can to make it all it can be. We can only do that by getting up and going.

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For your next adventure, why not have a "Great Notion" of your own? Hop in your plane and make a hop to Oshkosh this summer. Bill Harrelson will be there, and Aircraft Specialties will be celebrating our 35th Anniversary,

hopefully with a party and food (more than Gatorade and power bars!). If you can't make it there, how about going to the 2013 LOBO/Lancair Landing in Greenville, SC this October? We'll be there too!

If Bill flies in from Timbuktu, or Nairobi or somewhere, don't be surprised. We plan on giving him a CamGuard T-shirt. It is the least we can do...and we try to always do the very least we can do!

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