



MUSTANGS TWO
BY
JACK PHILLABAUM



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It was 0730 on a cool, foggy Wednesday morning When Darwin and I rolled our Mustang IIs from their hangars for a planned flight to Lakeland, Florida and the Sun-N-Fun Fly In. Twenty feet of fog lay along the ground between the paved runway at Hendersonville and the grass of Johnson Field. After a quick briefing, we were ready to start. As there was a difference in engine size and props on the two aircraft, and Darwin had XM satellite weather on his GPS, it was decided he would lead.

As we taxied to the hard top the fog, knowing we needed a clear runway, departed and the take-off was right on 0800 as planned.



TAXIING FOR TAKEOFF AT 0A7



DARWIN AT 6500' ENROUTE TO AYS



ON THE GROUND AT WAYCROSS, GA

We quickly climbed to 6,500 feet on course for the first stop at Waycross, GA. (AYS). We had a headwind of about five knots but were still able to cruise at a ground speed of 150-155 knots. One point eight hours later we were on the ground for fuel and a free lunch. The fuel was discounted thirty cents but was still \$4.50 per gallon.

One hour and twenty five minutes after departing Waycross we were in the Sun-N-Fun arrival sequence at Lake Parker. Although initially I had aircraft flying at me, at my altitude, we followed the NOTAM procedures and the controller was happy with what we were doing. He even asked our type of aircraft and didn't call us RV's. If you had studied the NOTAM and followed the pictorial directions, the flight to the runway was easy. I landed right on the controller designated colored spot and was given an "atta boy". After a very long taxi to the home built parking area (and 212 degrees on my oil temp gauge) we were met By Hank Balch and Leo Dringoli. The taxi was not difficult as guides were placed at every location where confusion could exist and follow-me vehicles and guides to the parking spot.



BY HANK BALCH



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