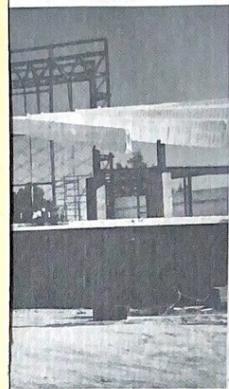


TERMINAL BUILDING 3530

Miscellaneous Correspondence

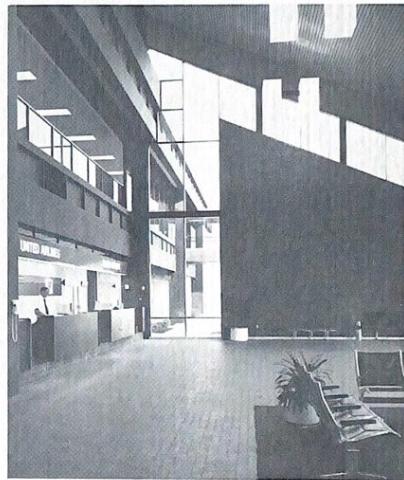


Seventh Day Adventist Church, Lincoln, Nebraska

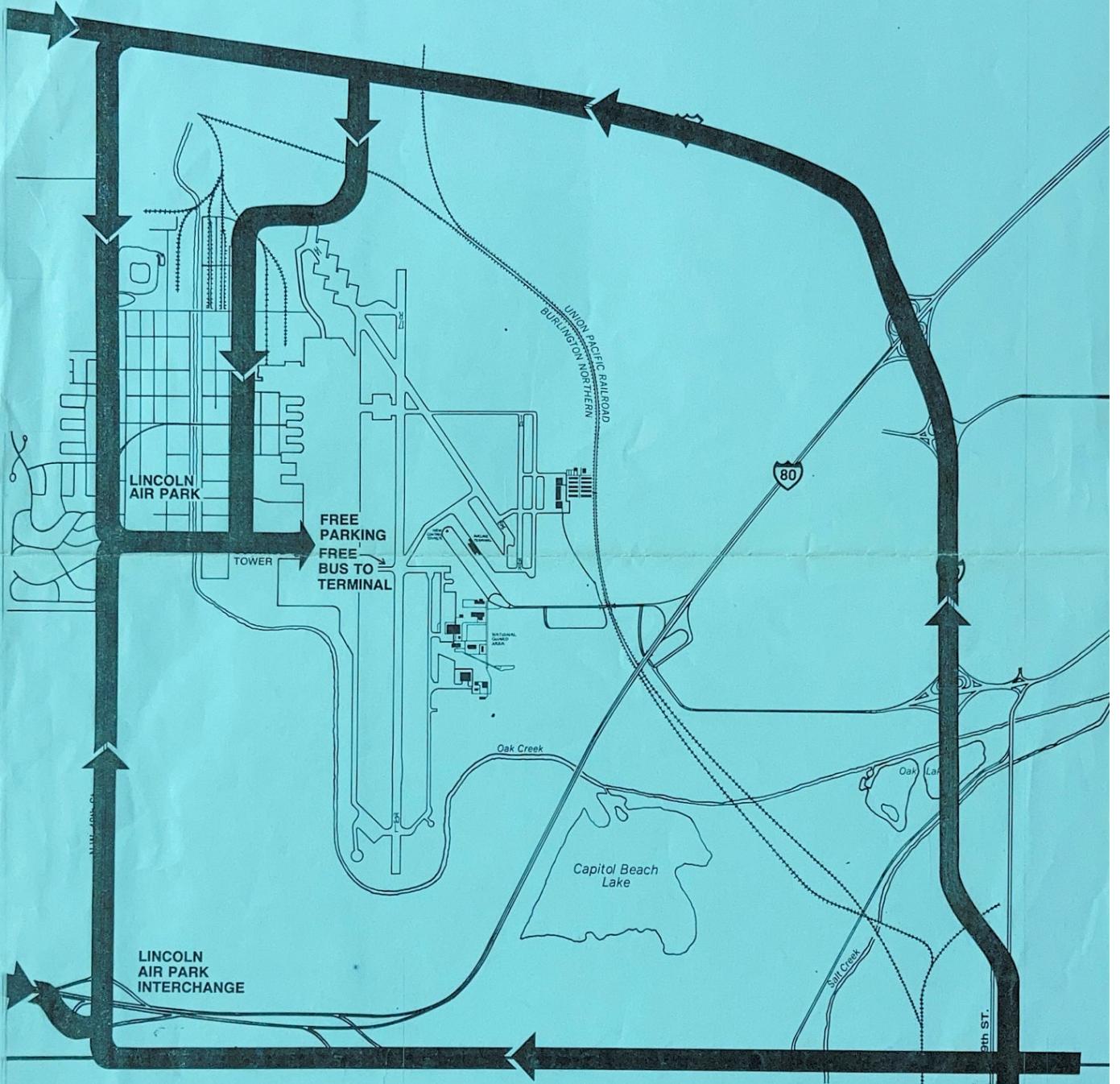
Delivery and erection of the 33 laminated wood beams for the sanctuary of the new College View Church is progressing amidst broad community interest. The beams were fabricated and delivered to the site by Midwest Lumber of Lincoln, and are the longest members the company has supplied. Ranging in length from 84 to 125 feet, each 12 inch by 54 inch beam is hoisted into place by crane and suspended over the platform from an eight foot deep steel space truss. The fan-shaped structure will provide seating for 1600 people.

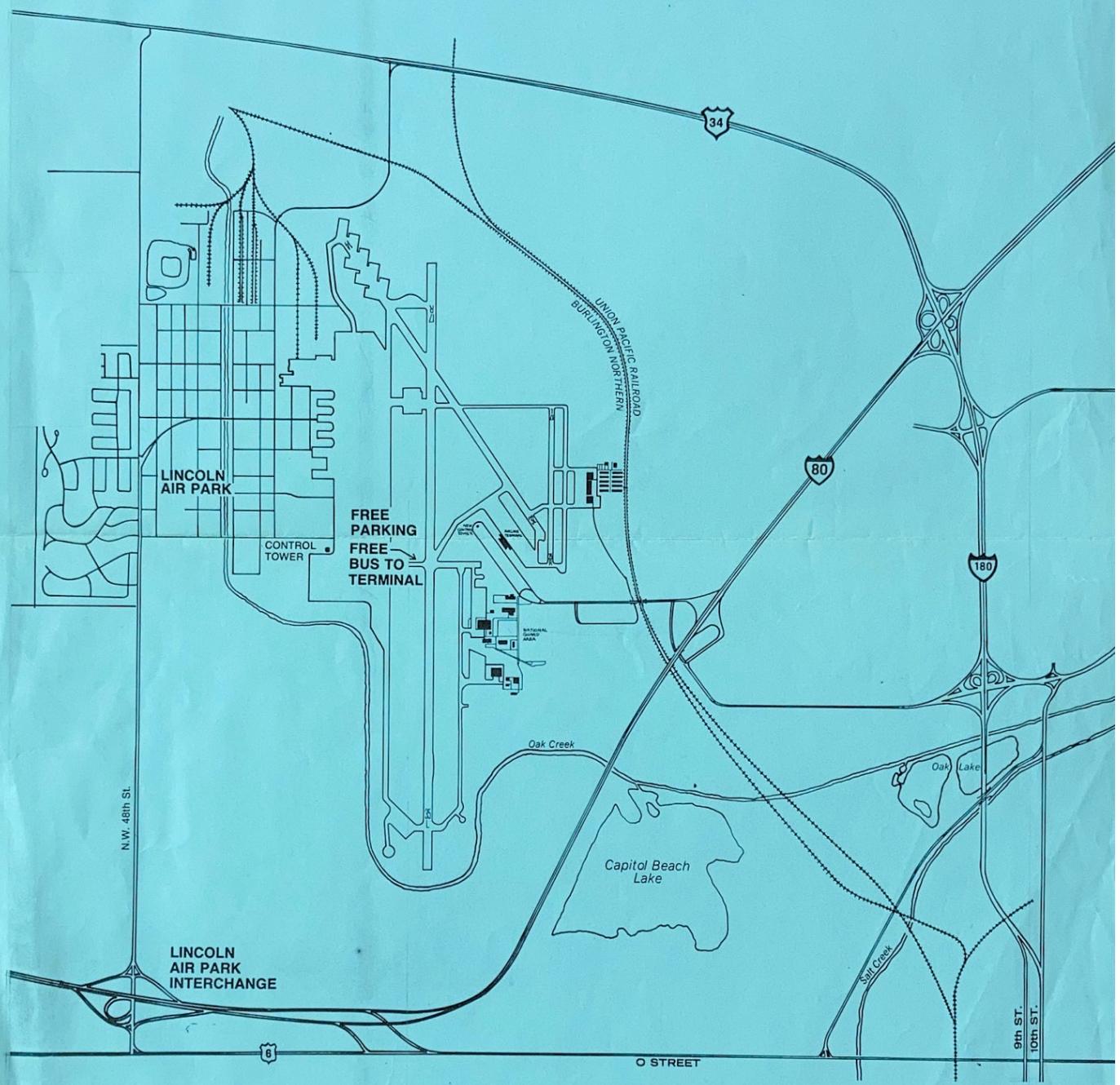
Lincoln Air Terminal Lincoln, Nebraska

At the annual Central States Regional Awards Program of the American Institute of Architects held this October in Omaha, Nebraska, the Lincoln Air Terminal was the recipient of one of seven honor awards given to recognize buildings of exceptional design quality in the surrounding five-state area. Designed by the offices of Clark & Enersen, Hamersky, Schlaebitz, Burroughs & Thomsen and Davis, Fenton, Stange, Darling, the new facility was cited for its "straightforward plan and simple, honest expression of structure and function" which results in a "tasteful and quiet solution" for which the "materials selected are appropriate and the details of the exterior, successful."



Business aircraft facilities at Lincoln, Nebraska Municipal Airport have improved substantially, following a period of difficulty in gaining access to, and parking near, the main terminal building. The Nebraska aeronautics commission said that these difficulties arose after establishment of FAA's security regulations. Under a new arrangement approved by the local FAA security branch, ground control, upon pilot request, will direct pilots to park on the old east-west taxiway located immediately southwest of the main terminal and adjacent to the vehicle parking area. Pilots are not required to remain with their aircraft while parked in this area. From this location, access to the terminal is gained through a newly installed walk-through gate, bridge and sidewalk system.





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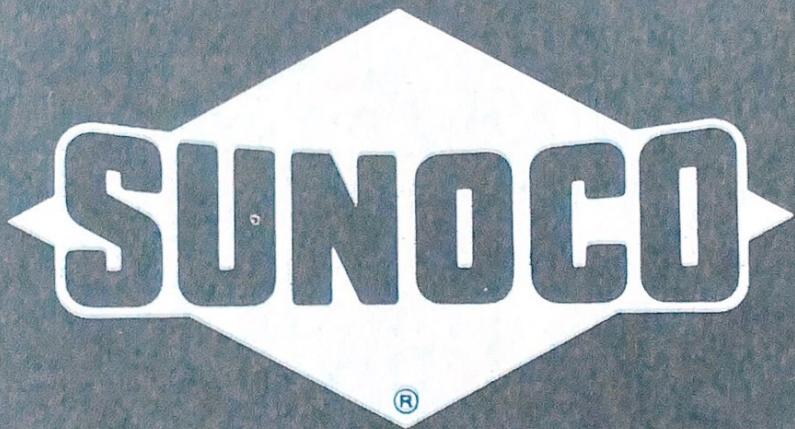
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Aviation Products



—World-Herald Photo.

Carothers prepares for takeoff . . . "Best aerobatic plane the world has ever seen."

Takes Loops, Rolls In Stride

Patients Come Early

Flying Dentist Drills Daily

By Tom Ash

The patients of Dr. Charles Carothers have to pay the price if they want his services. Which doesn't mean he is more expensive than the average Lincoln dentist.

To be first on Chuck Carothers' list, one has to have his cavities filled before breakfast. He sees his first patient at 7 a.m. and gets in his 40 hours a week so he can save as much daylight as possible to pursue his avocation.

The system works for Dr. Carothers. He has a successful business, and he has "National Champion" painted on the side of his hobby — a gleaming red and white biplane that does so many tricks it seems to defy the laws of aerodynamics while stunting over the Eden Sky Ranch east of Lincoln.

Part of the flying dentist's success is attributed to the plane — a Pitts Special, which is built solely for aerobatics (aerial acrobatics) by Aero Tech of Afton, Wyo. The 15-foot, 180 horsepower craft weighs only 750 pounds empty and is "the best aerobatic plane the world has ever seen. It beats the Russians' million dollar planes by far," Dr. Carothers said.

No. 1

But 15 of the 16 contestants in the Americas Aerobatics Com-

petition advanced category were piloting Pitts Specials in Sherman, Tex., earlier this fall. Only one, the winner, had Chuck Carothers of Lincoln, Neb., at the stick.

It didn't come by happenstance. Carothers did his first loop in 1945 and hasn't straightened out and flown right since.

After graduation from Broken Bow High School, Carothers, now 47, enlisted in the Army dental corps, where his interest in flying was nurtured.

Back in Dental College at the University of Nebraska in 1945, he befriended a couple of Air Force pilots at Lincoln Air Force Base who owned a PT19, and they let him do his first loop and roll.

Citabria

"I've been looping and rolling ever since," he said. "I got my license in 1963, and by 1968 I knew I had to have an airplane. I was doing a lot of hunting and fishing, and I wanted a plane for that purpose."

"I bought a Citabria (Air-batic spelled backward) because I could loop and roll with it, too," Dr. Carothers said. He has since done so much looping and rolling that he has seldom hunted or fished.

"I fly every single day, weather permitting," he said. He has gone through two Citabrias and is on his second

Pitts. "But I trade them off when they're still in good shape. For obvious reasons, I believe in keeping a plane in good condition, and, really, it's my only toy, and I like a new one."

Flying his "toy" is not just a leisure-time activity for Dr. Carothers. It is a passion with him. He is committed to being the best at what he does.

He took his last drink of alcohol when he bought his first plane, so his reactions would not be impaired. To keep his senses keen, he is also a physical fitness devotee, minimizing the pressures (up to eight Gs positive and five negative) built up in the 200-mile-per hour maneuvers.

Runner

At 6-feet-2 and 162 pounds, the silver-haired pilot is not naturally slender. He runs two miles on his lunch hour "at least three or four days a week. I'm skinny because I diet," he said.

When he wheels his glass-bottom craft out of the locked hanger at Eden, dons his sneakers and golf glove and inserts his ear plugs, Chuck Carothers is "apprehensive, super-alert. That's nature's way of keeping you around for tomorrow," he said.

"You have to have tremendous respect for the airplane. There are a lot of accidents by people becoming complacent. It's not the airplane's fault."

There is an everpresent danger involved in the sport, but Doris Carothers never worries about her husband, Chuck said. "She knows very well I'm professional about it. I don't fool around."

Daughter Jane, a junior at Nebraska, is a flying enthusiast, too, and has soloed while working toward obtaining a license. Sherry, 11, and John, 10, "get a little tired following me around, but they like flying, too."

"My wife thinks it's a marvelous sport, and she realizes it's necessary for some people to keep busy."

Team Listed

Along with "National Champion" the Pitts Special also bears the names Jake, Marv, Joe, Bob and Steve on its cowling. They are reminders that Carothers doesn't fly alone in his 20-25 air shows and contests nearly every weekend during a 10-month season.

His team includes mechanic Jake Heater, Marvin Helman, an air show announcer and skydiver; Joe Hatchet, aerobatic instructor; Bob Bates, another dentist and chief critic on the ground, and Steve Comer, a pre-dental student and video tape operator.

Yes, aerobatics is that scientific. Of all the inverted stunts and end-over-end tumbling, there is no freelancing. Each maneuver is choreographed.

The video tape has been a breakthrough as a teaching aid, Dr. Carothers said, because "it's really shocking to see what you're doing. It doesn't matter how it feels in the plane. It has to look right from the ground."

"When you think you're going straight up, you're generally off up to 15 degrees. You have to make adjustments," he said.

Judging

In aerobatics competition, the pilot must perform inside an imaginary 3,300-foot box. Observers on the ground judge the routines with eyes and instruments, grading on lines and symmetry and difficulty of maneuvers.

Dr. Carothers, for instance, is one of only three pilots in the country who include an inverted flat spin in their repertoire.

Disorientation is a major problem, but it disappears with practice.

"When you're flying around inverted (upside down), you want to turn south when you're supposed to turn north. Everything is backward. You have to learn to fly all over again," he said.

Dr. Carothers has revived the aerial circus business in the Midlands after the Federal Aviation Agency "clamped down because of the safety factor several years ago," he said. Aerial shows were practically nonexistent in the 1950s, but there was no decline in interest. It's great family entertainment."

For Shows

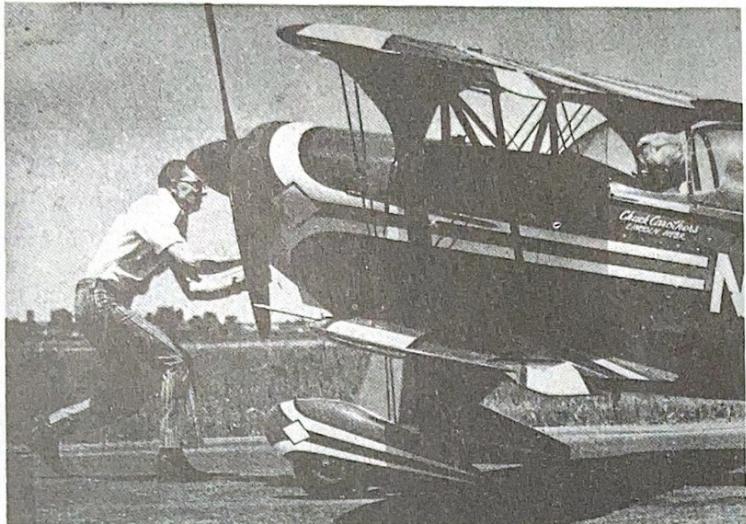
The Carothers show, with the Pitts Special the main attraction on a program that includes skydiving, high school bands, stunts by another plane and a comedy routine, is granted special permission by the FAA for each performance.

He makes enough money with his shows to break even with the expenses of competitive flying, he said.

He flies the Pitts to aerobatics meets throughout the country, although he is limited by daylight and good weather because his craft has no electrical

system and limited instrumentation.

The biggest problem on the long trips is boredom.



Dr. Charles Carothers, Lincoln dentist, divides his time between filling and flying. A

EDITORS NOTE

The Pitts S-2 is the best aerobatic trainer but the lighter faster S-1 single place has much more performance and is the choice of most serious competition aerobatic pilots.

At 203 mph (327 km/h) in an open cockpit biplane, the slipstream is like no hurricane nature has ever seen. As we plunged almost vertically towards the peaceful Buckinghamshire countryside, it wasn't only the bracing wires of the little Pitts S-2A that were screaming. A stomach-wrenching pull-up on the threshold of black-out until the long nose was sparring vertically into the sky, and then hard left stick pivoted the Pitts around once, twice into a couple of sizzling upward rolls.

As our forward momentum slowed despite the 200 hp Lycoming bellowing away up front at full power, the Pitts, still rolling furiously, began to tail slide. With the stick snatched over to the other side of the cockpit to reverse the ailerons, however, we continued rolling to the left, incredibly, while descending vertically in an unchanged nose-high attitude. There was no room for doubt about our flying backwards. As instructed by The Voice in the front cockpit, I had flicked the smoke switch on beneath the rear panel as we started our dive, and here we were in a rolling tail-slide totally enveloped in a chocking white cloud.

"That was a torque roll" remarked The Voice as we finally flipped over, briefly, into level flight. "And this is a snap roll." The nose reared up as though a shell had exploded beneath it. Then it was just as if someone had instantly sawn off both wings on one side. The horizon did indeed snap round and under so fast that my eyeballs were still trying to catch up when we suddenly slammed into straight and level flight again.

An introduction to the Pitts — surely the world's most aerobatic aeroplane — this was appropriate enough. Multiply it by four, however, and you have "Manx" Kelly's Rothmans Aerobic Team — just about the greatest show off earth.

Come to Wycombe Air Park, said the invitation, and meet the team. Fly with them, too, if you wish. As the proud owner of the only Bücker Jungmann aerobatic biplane on the British RC, etc., I did not need asking twice. Everyone, of course, has heard about the Rothmans team in the four years or more since this first full-time civilian aerobatic group was formed with veteran Stampe SV-4s, under the leadership of "Manx" Kelly, and getting on for millions of people have now seen their spectacular shows throughout Europe.

Flying with the team, however, is something else again. It adds a new dimension to any aviator's experience, even without the Pitts. But then the Pitts itself is unlikely to remotely resemble anything encountered in the average pilot's previous experience. Having started life in 1944 as a design for amateur construction with an 85 hp Continental engine, the tiny Pitts now has 200 hp from its Lycoming IO-360 fuel-injected powerplant driving a Hartzell constant-speed propeller. Fuel injection ensures uninterrupted power output regardless of attitude or g-load, while oil supply for up to a couple of minutes when inverted is guaranteed by the Christen modifications incorporated into the Pitts' Lycoming engine.

So one's first impression of the Pitts is power — smooth, continuous and instantaneous with every movement of the big throttle projecting from the port cockpit wall. In contrast, the propeller pitch control takes some finding at first, but finally identifies itself as a curious little tag on the end of a thin rod above the throttle. The tag can be rotated to select the required rpm, which are normally left at about 2,500 for most aerobatics. Hence the characteristic red-blooded howl of the Pitts during a typical work-out.

The power margin of the 1,575-lb (715-kg) gross Pitts thus overcame one of the main problems of the 1,700-lb (770 kg), 145 hp Stampe, in which, according to "Manx" "it was

member of his ground crew, Jake Heater, is turning the prop over to start the engine.

By Nancy Newhouse

Why would a 46-year-old dentist take to the skies each evening after supper? According to Dr. Charles Carothers, a local dentist who can't seem to keep himself on the ground, because "you get hooked."

Carothers, who began aerobatic (stunt) flying in 1963, says he has never found anything more challenging or rewarding. And he is careful to warn those about to embark on the adventure that the feelings of freedom and satisfaction they will feel soaring through the air may be habit-forming.

constant struggle to gain and hold altitude." It was also evident that despite continuous innovative refinement of technique, development of the team's presentation was being limited by the Stampfle's capabilities. Another major advantage of the Pitts is that it is now fitted with a symmetrical section wing, so that it flies just as well either way up, while it combines infinite controllability with the necessary airframe strength to withstand repeated demonstrations of the most advanced manuevers.

Why the two-seater S-2A for Rothmans rather than the even more agile single-seat S-1? "Being quite a bit longer, the S-2A is easier to see and more enjoyable to watch at air shows" says "Manx". "It is also more useful for ferrying between displays and for taking up photographers, film cameramen, journalists and other passengers on practice and demonstration flights." And since the main object of the team is unashamedly to obtain the maximum publicity for Rothmans, this is quite a consideration. It also explains how I came to find myself being strapped into the rear seat of one of the blue, white and gold Pitts at Wycombe Air Park, and being fitted with the bone dome, oxygen mask with built-in microphone, and goggles worn as standard by the team. The Rothmans Pitts have been fitted with a superb (and expensive) five-point aerobatic harness by RFID/GO, plus a back-up lap strap for the rear seat. The Voice from the front, which belonged to team pilot Mike Findlay — ex-RAF like his three fellow-members, and erstwhile Queen's Flight — commented rather pointedly that since he had no back-up harness, prolonged negative manuevers were out. He also pointed out that as the front cockpit (normally faired over in team displays) had only basic instruments and controls, I would be responsible for several of the vital actions involved in the flight. Before aerobatics, for example, the alternator has to be switched off as the battery does not take kindly to being charged while inverted.

Unlike some open cockpit biplanes, there is no shortage of space in the Pitts S-2A and the big moulded windscreens afford plenty of protection from the slipstream. On the ground, view directly forwards is completely obliterated by the long nose, but the usual zig-zag taxi technique presents no problems with the help of the steerable tailwheel and powerful toe-brakes. One of the few disadvantages of the Pitts, which shows up immediately on uneven grass, is the lack of damping on its rather hard bungee-sprung main undercarriage. This results in a somewhat rough ride and a tendency to bucket, particularly on landing. Take-off is less of a problem since you are not on the ground long enough, as I discovered on opening up when instructed by The Voice. It seems that almost by the time the throttle lever has reached the end of its travel, the Pitts has rocketed into the air, after a quick prod to get the tail up and a smart heave to avoid touching the prop on the ground.

The team normally starts and finishes with a stream take-off and landing conducted — like all its manuevers, organisation, planning and operations — apparently very much on RAF lines. That the team's HQ at Wycombe has the same casual camaraderie as most RAF squadrons is hardly surprising in view of the fact that the four pilots currently comprise two ex-Squadrons Leaders — "Manx" and Iain Weston — and two former Flight Lieutenants — Mike Findlay and Derek "Tim" Mills. The RAF's informal but highly effective flight discipline is equally evident in the air, where formation changes are co-ordinated both by hand signals and R/T instructions. Since re-equipping with the Pitts last year, the team has extended its full programme to include loops in diamond and vic formation, the rarely-seen double mirror in which two aircraft fly inverted in formation immediately above the remaining two Pitts and

"I could say it's a challenge," he says musing over the fascination of flying. "But that's not true," he continues. "It becomes a way of life."

Carothers flies a gaily striped Pitts Special, a tiny biplane designed solely for aerobatic flying. Once behind the wheel, the airplane becomes an extension of himself. "It's alive. It's got a personality," he says.

Carothers has competed in 15-20 contests and over 100 sky shows since he began stunt flying. He says his airplane "pays its own way" in that payment at air shows covers the costs of owning and operating it.

Last week Carothers took second place in the Rebel Regional Aerobatic Contest in Memphis, Tenn. Several times in the past few years Carothers has taken first place in national competitions.

Carothers explains simply what appears to be an impossible schedule combining dentistry with flying. "I get out of bed in the morning. When everyone else is sleeping... I'm drinking tea."

Dr. Carothers will be featured in an aerobatic show at 12-1 p.m. at Arrow Airport, north of 48th and Superior Sts.

Also on the program will be a demonstration of skydiving by the Lincoln Sky Nights. This noon entertainment is a special feature of the Air Radio Control Model Airplane contest being held today. All events are free to the public.

Among the most spectacular of events on Carothers's program is the double lomcevak, in which the tail of the airplane tumbles over the prop in an end over end tumble. Appropriately enough, lomcevak translated from Czech means headache.

In what could be "the last act of the show" in more ways than one, Carothers will demonstrate what he calls an inverted flat spin. In this event Carothers intentionally causes the plane to spin half a dozen revolutions, in a flat position and upside down, before recovering to normal flight.

Carothers insists there is no danger involved. However, he said he doubts it too many spectators would volunteer as passengers, even if the tiny plane had room for them.

"After all, not everyone likes hanging upside down several hundred feet above the ground. Even having a tooth pulled would be more pleasant than that."

Another striking thing about the Pitts, compared with most biplanes of the average pilot's acquaintance, is the scaling-up of airspeeds encountered as a function of the big and beefy Lycoming. A typical cross-country speed of 125-130 mph (201-209 km/h) results from a conservative power setting of about 18-19 in Hg and 2,500 rpm, whereas most vintage biplanes such as the Jungmann, Stampe or Tiger are pushed to reach more than about 90 mph (145 km/h). Similarly, for aerobatics the speeds are extraordinarily high by most biplane standards — around 150 mph (241 km/h) for a loop or stall turn, 115 mph (185 km/h) for a flick roll, 90 mph (145 km/h) for an outside flick and 203 mph (327 km/h) — red-line or never-exceed speed — for a torque roll.

It says a great deal for the Pitts controls that they remain so magnificently harmonised and pleasant throughout the increased range of airspeeds conferred by the 200 hp engine, and yet are still effective down to and below the stall. Although by any lightplane standards the Pitts is a really hot ship, its low-speed handling is classically innocuous. With power off, a gentle breakaway at about 60 mph (96.5 km/h) comes without any warning buffet, although sometimes preceded by a gentle wing rock. Not only is the stall quite straight, but the very light ailerons remain effective throughout. And as The Voice demonstrated, the Pitts has so much power that it is possible to accelerate out of the stall simply by opening up to full throttle, without any change of attitude at all.

As a prelude to some solo aerobatics, we broke formation for a highly exhilarating tail chase, which also forms part of the team's programme. This is a great limbering-up exercise, especially with a skilled and imaginative leader in a lightplane

with virtually no airframe or engine limitations. The Pitts is nominally cleared for +6g and -3g, but I remember seeing some startlingly higher figures on the three-needle accelerometers of some of the S-1s flown by the winning US team at the World Aerobatic Championships at Salon-de-Provence in 1972. Among the manuevers then performed in a Pitts S-2A was a completely flat inverted six-turn spin at low altitude.

As it happened, we were unable to explore the more extreme corners of the Pitts very wide flight envelope because of the back-up harness restrictions, and after a stall turn or two — (don't leave it too long in a vertical climb recommends The Voice, otherwise it will start a torque roll) — we took a look at getting the mighty midget back on the ground. Because of the Pitts infinite controllability, the main problem remaining when landing is seeing where you are going. A long-ish straight-in approach is therefore suggested, with the controls crossed for a gentle sideslip. Initial approach is flown at about 100 mph (161 km/h), reducing to about 70 (113) on kicking straight over the hedge, and the Pitts three-points sweetly enough on its unforgiving undercarriage. It is advisable to stay on the rudder, however, to minimise the risk of a dirty dart until the aircraft has slowed right down.

So although the Pitts is a delight to fly, even a brief trip with the Rothmans team is enough to show how much skill, hard work and sheer professionalism goes into their apparently effortless displays. "Manx" Kelly now has a second team of Pitts operating in Canada under the sponsorship of Carling Breweries and must be credited with the development of new standards of lightplane flying, as well as a highly effective means of advertising. □

I May Be Wrong

By Virgil Parker
Journal Sports Editor

When Chuck Carothers was in college, he was called 'Stick'. Now people call him 'Doctor'. Although some call him crazy.

The nickname 'Stick' came from his tall, slender frame. It would be doubly appropriate today. Not only is he still at his college weight (160), but the Lincoln dentist is regarded as one of the nation's top aerobatic pilots.



Chuck Carothers

That's where the 'Crazy' comes in. Carothers, prematurely silver-haired at age 46, is the only stunt flyer in the world who puts his plane in an inverted (upside down) flat spin. He did it Saturday and Sunday during an air show in Lincoln. There used to be another pilot who included the maneuver in his act. But no more — although that's a subject Carothers won't discuss.

Karsten Egge of the Federal Aviation Administration, who was on hand to witness both air shows over the weekend, explains that "if you were a pilot you'd know why not too many guys want to try it. Once you're in a spin like that, it's hard to come out of it."

Egge explained his presence at the air shows. "We (the FAA) have to give a waiver to allow the show. Altitude minimums are one thing we waive. Then we have to see that proper equipment — fire engine, ambulance and such are on hand."

Crowd Protection

"Chuck knows what his dangers are," Egge continues, "but the people on the ground don't. We have to make sure the show is conducted beyond an area where the people are. A novice pilot would have to stay up at least 1,500 feet. But Chuck has demonstrated his abilities. He can come all the way down to the ground if he wants."

Carothers supports the safety precautions. "Back in the '30s, barnstorming pilots performed over crowds until one of them plowed into a grandstand full of people."

The Capital City pilot, who performs at an air show or in an aerobatic contest nearly every weekend, is not only concerned with crowd safety. He wants to do his 'thing' without unnecessary risk.

"I took a model plane and worked on all the problems connected with an inverted flat spin for nine months (from October 1972 until June 1973) before I tried it in the air," Chuck remembers.

"In performing various aerobatic maneuvers I had found myself in a flat spin accidentally a couple of times. It's nice to know how to recover from one."

Why?

Carothers, a Broken Bow native who loved to perform in rodeos through his college days ("I quit that when I started practicing dentistry in '54"), didn't get a pilot's license until 1963 and started aerobatic work in '68.

Except for the challenge it presents and the fact that "it gets in your blood," Chuck can't explain the attraction to tumbling his plane through the air end-over-end. In fact, tail over engine. (That's called a Lomcevak, and he's also the only guy around who does that trick.)

He insists the silver hair has not come from worry. "This is no business for a sweater," he says. "There's really no danger unless you hit the ground, and I never figure I'm going to hit the ground."

Carothers practices (at higher altitudes) about 20 minutes every day. "It's a hobby or sport in which you have to stay particularly alert," he admits, "one in which you have to be consciously careful. After a series of snap rolls or in a spin, orientation can be a problem."

Want to catch his act? "You'll want to see the show in Grand Island on Aug. 5," he says. "The Blue Angels will be there." Then he modestly named three top aerobatic pilots (but not himself) who will also perform. But Lincoln's Chuck Carothers will also be on hand. He'll be the one doing the inverted flat spin and the Lomcevak.

Professional Airshow Pilots Association

CHUCK CARTHERS

1530 SOUTH STREET
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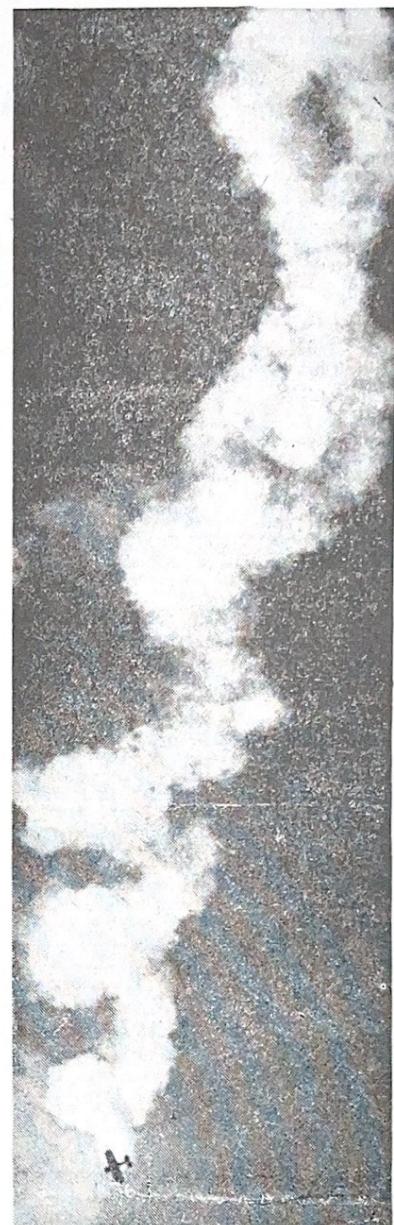
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The thousands of Pilots that learned to fly in a J-3 all love the little yellow bird.



Difficult Feat of Flight

That was Lincoln dentist Dr. Charles Carothers up there at the Beatrice Air Show Sunday in a difficult maneuver, an inverted flat spin.

Carothers said he spent eight months proving to himself with models that recovery from a flat spin was possible before he tried it at Red Cloud in June. He's so busy in a maneuver like this that he doesn't count, but observers say he's made as many as 14 spins, starting at an altitude of 4,000 feet, initiating his recovery at 2,200 feet and coming out of the spin at 1,200.

He flies a high performance aerobatic biplane, a single place Pitts Special. It's a light and powerful plane, 15 feet long with a 17-foot wing span. Dr. Carothers has been flying since 1962 and doing aerobatics since 1968.

Lincoln Dentist Is Top Aerobat

World-Herald Lincoln Bureau,
Room 2, Executive Building.

On his sixth try, Lincoln dentist Charles Carothers finally came home as a champion in aerial aerobatics competition involving flyers from across North America.

Dr. Carothers, whose best previous finish was third, won the advanced category in the five-day Americas Aerobatics Competition which ended Sunday in Sherman, Tex. The divisions are sportsman, intermediate, advanced and unlimited.

Dr. Carothers flew a Pitts Special, a 180-horsepower biplane, which is only 15 feet long and 750 pounds.



Carothers with stunt plane . . . a Pitt Special.

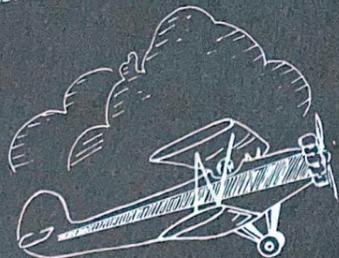
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AEROBATIC CHAMPIONSHIPS

GRAYSON COUNTY AIRPORT

SHERMAN, TEXAS

Black Cats Throw Pilot for Loop

By Frank Santiago

Charles Carothers sends his biplane diving toward the earth or spins it wildly through the air at speeds exceeding 180 mph, but the stunt pilot has only one real fear: cats.

Black cats, that is.

"Whenever I see one cross my path," says the 46-year-old Lincoln dentist whose flying is a hobby, "it scares the hell out of me."

Superstition follows Carothers

around, he admits, but he's not paying a \$1.50 donation to cover overcome by it. He has never canceled any of the dozens of performances because of a cat. Council Bluffs, Gov. Robert Ray is expected to appear briefly at 12:30 p.m. today.

Carothers will perform in an aerial show and aerobatics competition today and Sunday at the Council Bluffs airport. Precision

flying maneuvers will start at 8 a.m. today. The air show begins at 1 p.m. Sunday.

Free for children with adult

Stunt flying, said Carothers, has "an element of danger." But, for the most part, it's safe.

"There's a lot of preparation that goes into it. You learn to trust yourself and to trust the airplane."

His maneuvers include an "inverted flat spin" in which the plane tumbles toward the earth somewhat like a leaf falling. He also does the "Lomevac" (which means headache in Czech) where the plane climbs steeply, then tumbles into a spiral end over end.

The constant motion of dives, turns, spins and tumbles doesn't bring on air sickness, he said. Carothers eats a normal meal before a performance. But when he takes passengers aloft for lesser maneuvers, they sometimes exit with wobbly leg and stomachs.

Stunt flying is luring scores of enthusiasts, he said, and competition "has become pretty strong."

"It's an exciting and rewarding thing," Carothers says about his hobby. "It's a real challenge and when you do things right it's rewarding."

So far, Carothers has done most of it right. He said in his six years of stunt flying, he has never put a scratch on his plane.

Carothers wins national title

Broken Bow native Dr. Chuck Carothers of Lincoln won the advanced championship in national aerobatic competition Sunday in Sherman, Tex.

The contest was Carothers' sixth appearance in national competition. He defeated 15 other participants from the United States, Canada and South America to win the national title.

During the past year, he also has won regional meets at Ft. Worth, Tex., and Council Bluffs, Iowa, and placed second in regional meets at Memphis, Tenn., and Fond Du Lac, Wis.

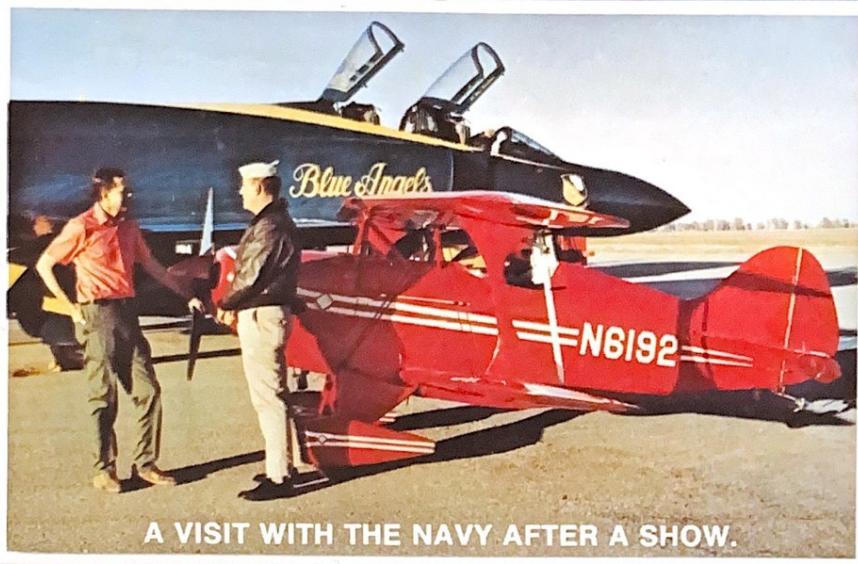
Carothers, son of Mrs. Elsie Carothers of Broken Bow, will perform in Broken Bow during the One-Box Pheasant Hunt in November.



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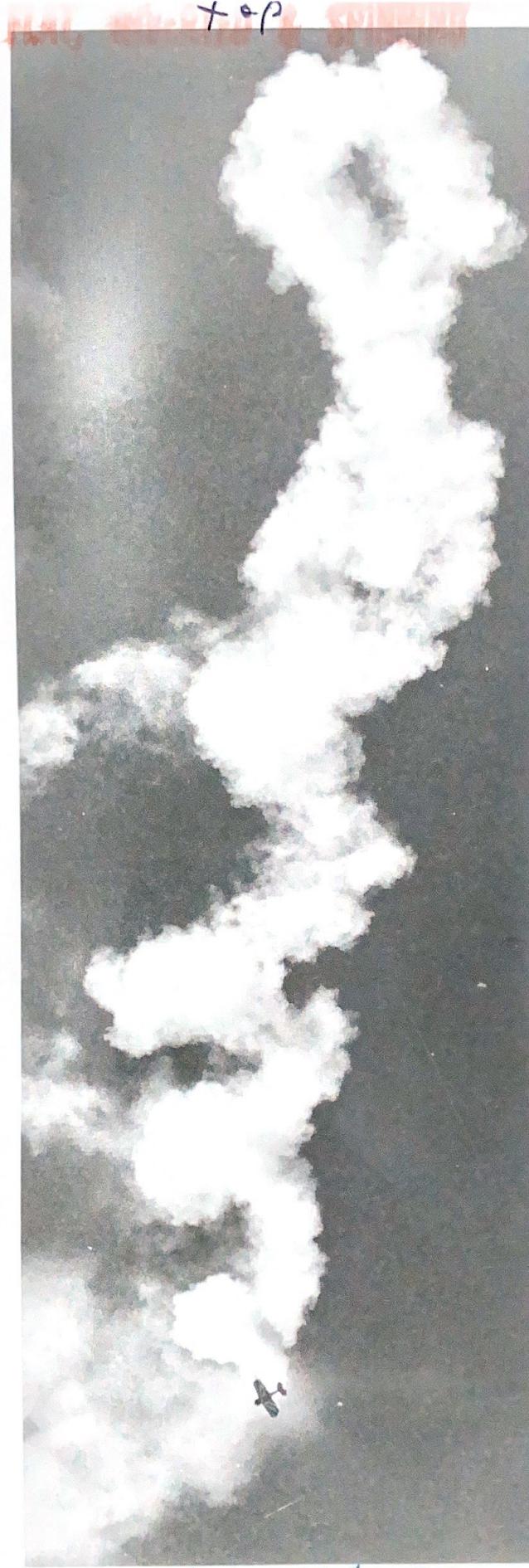
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