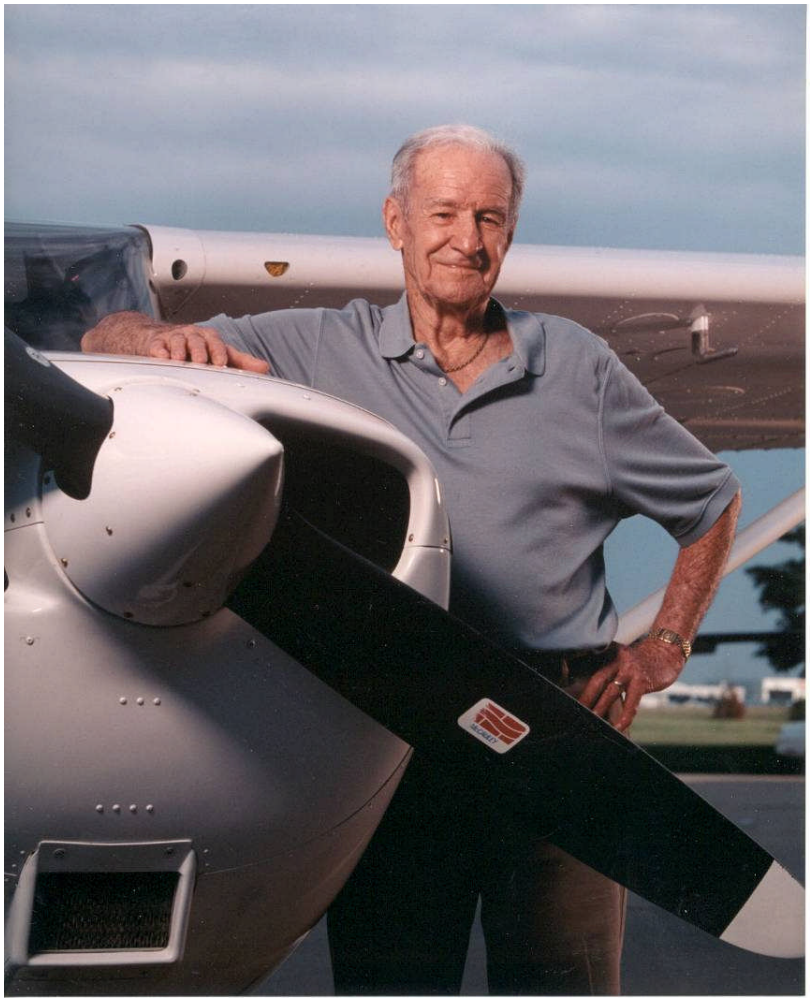
Pistons, Props, & Tail Draggers

(Aviation Excerpts from Mort's Biography)



Courtesy Photo *Paul Bowen Photography Inc.*

By

Mort & Sharon Brown, 2006

TO: All Aviation Enthusiasts

FROM: Mort & Sharon Brown

RE: Morton W. Brown Aviation History

Dear Aviation Enthusiast:

We have created this free presentation for your enjoyment, with the hopes of preserving Mort's aviation history as the (first) retired Chief Pilot of Production Flight Test, Cessna Aircraft Company, from 1937 - 1972. The contents of the documentary contain five parts:

* Excerpts of Mort's aviation history
* Historical photos
* Various Cessna publications from: Cessquire, The Plumbline, and the Cessnan (re-printed with permission from Cessna Aircraft Company)
* Newspaper publications (re-printed with permission)
* Magazine publications (re-printed with permission)

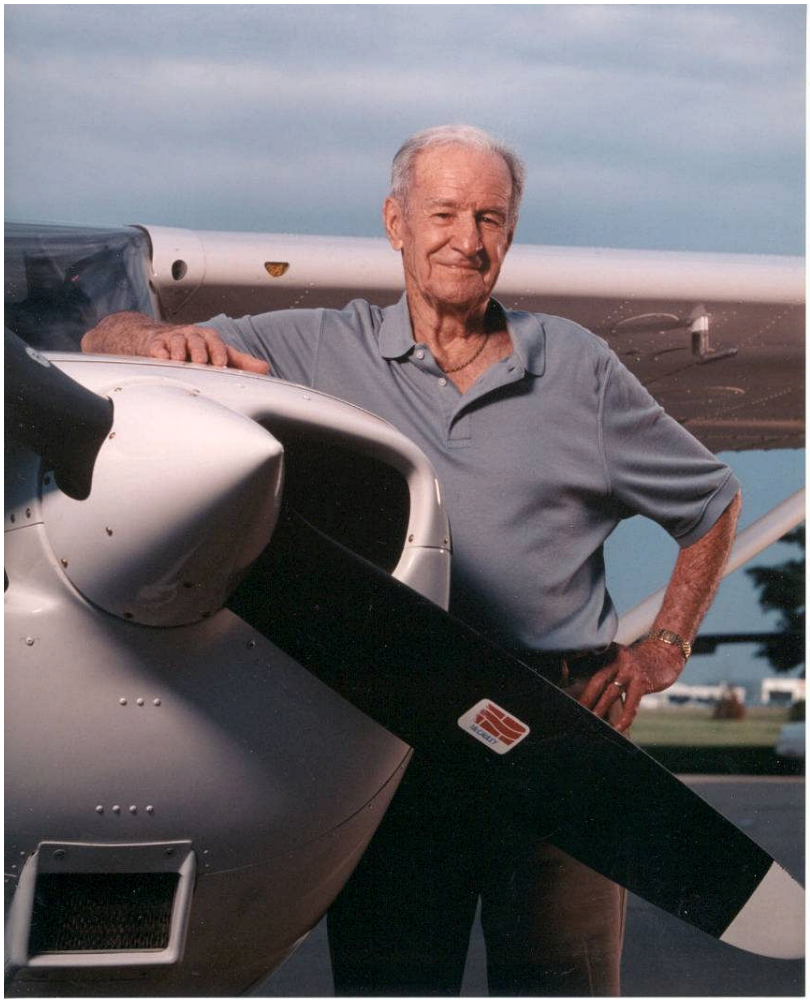
We hope you enjoy this presentation as much as we enjoyed putting it together for you!

Sincerely,

Mort & Sharon Brown

Pistons, Props, & Tail Draggers

(Aviation Excerpts from Mort's Biography)



Courtesy Photo *Paul Bowen Photography Inc.*

By

Mort & Sharon Brown, 2006

TITLE PAGE

TITLE PAGE

Dedication

First, we dedicate our presentation to all the men and women who have served our country, protecting our freedom, rights, and property.

We also dedicate our presentation to Cessna employees – past, present, and future, for all of their efforts to make Cessna Aircraft Company the Best Company in America.

A big 'Thank You' goes out to the family and friends of Cessna employees, for all of their support, love and understanding throughout the years.

Finally, we dedicate our presentation to all Cessna Aircraft Company customers, for their patronage and support over the years.

Mort & Sharon Brown, 2006

Acknowledgements

Mort Brown Photo by Don Wiley

Mort expresses his gratitude and appreciation to
Dwane Wallace, for the opportunity of a lifetime.

Next, we want to express our appreciation to
Cessna Aircraft Company for permission to re-print
articles and photos, for everyone to enjoy.

A special 'Thank you' to
Paul Bowen, aviation photographer
and great friend,
for his permission to re-print
Mort's photograph (cover page).

We also want to extend our appreciation to the following for permission
to re-print photos, newspaper & magazine articles:

D.C. Agle
Air & Space Magazine
AOPA Pilot Magazine
North Hutchinson Newspaper
Mort Brown's Private Collection
OX5 Aviation Pioneers
Plane & Pilot Magazine
The Wichita Eagle & Beacon Newspaper
Tulsa World Newspaper

To quote Dwane, "It's early in the morning, and the sun is shining."
To quote Mort, "Fly low and slow, and keep your nose down in the turns."
Mort & Sharon Brown, 2006

Acknowledgements (continued)

Production Flight Test Group *February 21, 1955*
Ted Hart, Mort Brown, Bill McNeil, Jim Greer, Doyle Worley

Thank you to the following team players for all of your Contributions to Cessna Aircraft Company and Production Flight Test (Pawnee Plant) From 1940 to 1972:

Norman Blake
Prentice Cleaves
Mel Coeur
Henry Dittmer
Faye Edwards
Larry Entzminger
Hubert Feese
Ralph Fehring
Vic Gibson
Hugh Graham
Jim Greer
Ted Hart
Charles Hephner
Richard Hill
Harland Jackson
Ed Johnson
Dean Jones
Jack Mardis
Don Martin
Del Massey
Bill McCoy
Bill McNeil
Jack Melenrich
Ray Murphey
Ralph Primo
Ramsey
Don Richardson
Harold Seitz
Charles Seitz
Haskell Shaw
Ivan Spong
Gail Storck
Herald Thomas
Jack Thompson
Jack Tovani
R.P. Tucker
Jim Woolf
Doyle Worley

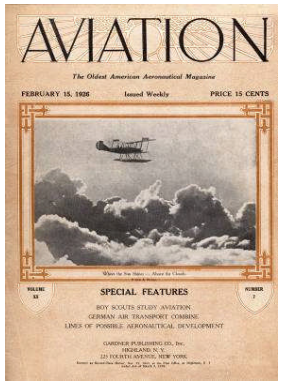
And all of the secretaries!!!!

Mort Brown is the first Chief Pilot of Production Flight Test, Cessna Aircraft Company, from 1937 – 1972. *"Pistons, Props and Tail Draggers"* is a brief overview of Mort Brown's Aviation History, by Mort & Sharon Brown. We have created this non-fiction documentary for your enjoyment, with the hopes of preserving Mort's aviation history for present and future aviation enthusiasts. Please note: Cessna Aircraft Company has not sponsored nor endorsed any part of this presentation.

Mort was born at St. Paul, Minnesota in 1908. At that time, his parents were involved in sheep ranching and the grocery business in Montana. About 1916, Mort's family moved to Estes Park, Colorado.

When Mort was in grade school in Estes Park, a Curtiss Oriole was flown from Denver to Estes Park, which was the first airplane he had ever seen. From then on, it was always Mort's desire to learn to fly.

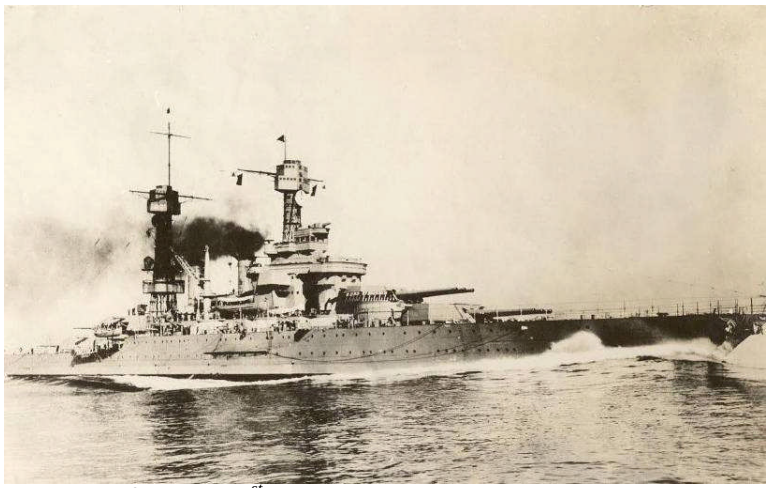
About four years later, the family moved to Denver, Colorado. In junior high, Mort ran across the AVIATION Magazine at a bookstand in the drugstore. It was a weekly magazine, so Mort became quite savvy on airplanes. Mort carried it to school, much to the dismay of the teachers. In Study Hall, he read about the world of aviation. In their spare time, Mort and his brother walked or rode bicycles to the airport, which was about a mile from their house. Some of the airplanes parked at the airport were: Hisso Standards, Curtiss Orioles, J1 Standards, DH4s, Curtiss Jennys, and an Italian military airplane by Ansaldo.



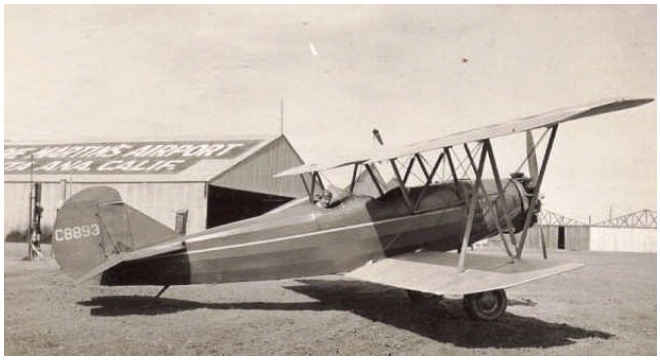
AVIATION Magazine

In 1927, Mort joined the United States Marine Corps with the sole purpose of becoming a pilot. However, the United States Marine Corps had other plans for him. Mort was assigned sea duty on the U.S.S. California, which included being stationed in Nicaragua, to prevent a political coup in the banana republic.


Mort Brown 1929
Aboard U.S.S. California


U.S.S. California (1st commissioned 1921) Ship Photo Gallery

After receiving his honorable discharge in 1931, Mort attended Eddie Martin's School of Aviation at Santa Ana, California. Mort received instruction on: aircraft engines, construction, meteorology, aerodynamics, and air navigation. Mort soloed in a Travelair 4000, which had a one hundred and ten (110) HP, 7 cylinder Warner radial engine.



Mort Brown Solo Flight November 18, 1931

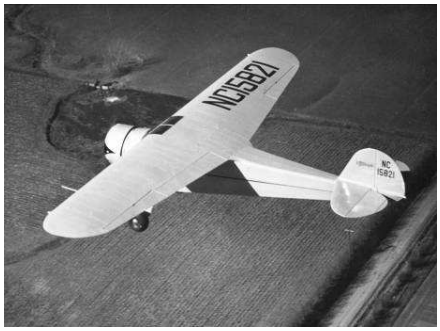
Mort Brown 1933-34

Mort gave student instruction in San Diego after obtaining his transport pilot license in 1933. (At that time, a transport pilot's license was sufficient to train students.) Times were hard for an inexperienced pilot during The Depression, so Mort returned to Denver. Even in Denver pilot jobs were scarce. Mort began passenger hopping from the Denver Municipal Airport for Reavis Air Service in 1935.

On March 14, 1935, Reavis had to go out of town, so he asked Mort to fly with the students. Mort and a student went to fly the Velie Monoprep, which was used for student instruction. It was one of those flights that ended up in disaster, and they crashed. Mort spent 6 weeks in the hospital trying to heal a compound fractured femur in his right leg. Mort still wanted to fly after getting out of the plaster cast. He became acquainted with a man by the name of Ray Wilson, who operated a flying service at the Park Hill Airport in Denver. Mort worked in the shop doing odd jobs. He resumed flying, and qualified again for his pilot's rating in Ray's Curtiss Fledgling. At the same time, he qualified for an instructor's rating.

Mort's accident March 14, 1935
(Velie Monoprep)

Ray Wilson acquired a Cessna dealership; and became a distributor for Dwane Wallace, President of Cessna Aircraft Company. At that time, Cessna was producing the C-34, powered by a one hundred and forty-five (145) HP Warner engine. The C-34 was known as the world's most efficient airplane.



Cessna C-34

The C-34 won the Detroit News Trophy three times in the Miami and Cleveland air races. The C-34 won its weight category, could carry 4 people over the most miles, with the least amount of fuel, at the greatest speed. (The C-34 offered hand crank wing flaps, which had to be cranked down with the left hand over the pilot's left shoulder to get the flaps down. Once a person learned to fly the C-34, one of the fine flight characteristics was the ability to land the airplane almost as short with the flaps up, at a safe gliding speed to control the airplane to get on the ground.)

Detroit News Trophies
National Air Races, 1935

Amelia Earhart Trophy

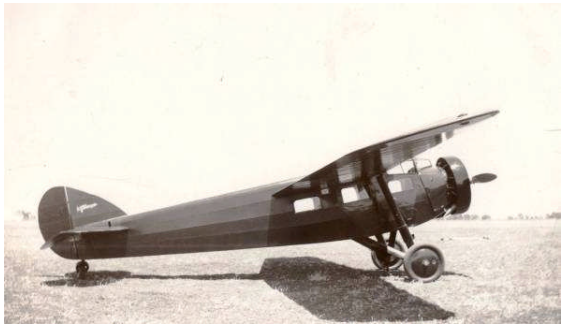
At this time, Dwane Wallace was flying out west, demonstrating a new Cessna airplane, the C-37. The C-37 had a modified spun engine cowl, electric flaps, a wider cabin at the shoulders, and an auxiliary fuel tank (which was also offered on the C-34) to extend range from 34 gallons to 52.5. (Fuel consumption was less than 9 GPH.)

Cessna C-37 *The Original*

Cessna C-37 on floats *New York City*

Dwane came to Denver for an air show at the Denver Municipal Airport. As repayment for referring some customers to Dwane, Mort was allowed to demonstrate his ability by flying the C-37 in the air race. A Beechcraft with a four hundred and fifty (450) HP engine took first place. Mort took second place, because he did not use full power all the way around. Dwane said Mort could have used full throttle, but Mort was afraid of over-stressing the engine. Dwane just laughed, and said that Mort could not damage the engine.

It was the fall of 1937. As time went on, Mort kept looking for more Cessna customers. Mort did not come up with many. Ray Wilson had a Curtiss Robin that was used as a passenger carrying airplane. Ray also acquired a Cessna DC-6, one of the earlier Cessna airplanes, which was excellent for high altitude work. Ray became involved in aerial survey work, so Mort was eventually checked out in the DC-6.



Cessna DC-6. 1930s Denver, Co

Later in 1937, Mort received a call from Dwane Wallace, asking him if he would like to work for Cessna Aircraft Company. Dwane wanted someone to do the flying, so of course Mort jumped at the opportunity. Mort went to work for Cessna on December 26, 1937 as Sales Manager and Test Pilot. The company was preparing to introduce the C-38, known as the Airmaster. The Airmaster incorporated a wider landing gear and a wider cabin than previous models; with a metal propeller as optional equipment. The C-38 was an excellent product coming out of The Depression years. Cessna only produced 13 C-38s the first year, which was rather lean, but it was a smooth production run.

Cessna C-37, 38 Paint Shop

Cessna C-38, Airmaster

Cessna C-38 with wide landing gear & belly flap

The following year Cessna came out with the C-145 Airmaster, with the Warner one hundred and forty five (145) HP engine. The 145 had wider landing gear and hydraulic brakes. The 145 had a hydraulic belly flap that was extended between the landing gear struts, and had to be pumped hydraulically by hand. Later, the 145 was modified with mid-cord wing flaps, which gave it better performance landing on short fields. Warner also came up with a modified engine that was rated at one hundred and sixty five (165) HP, which gave better take off, climb, and cruising performance. Cessna produced the

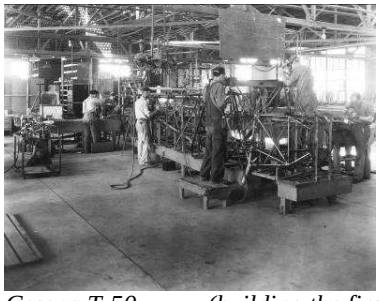
C-145 and C-165 Airmasters until the outbreak of war. The Civil Aeronautics Administration or the (CAA), was also known as the Department of Commerce (now the FAA), wanted two Airmasters built, which were tested and released. (Please note: this is a photo of a C-165.)

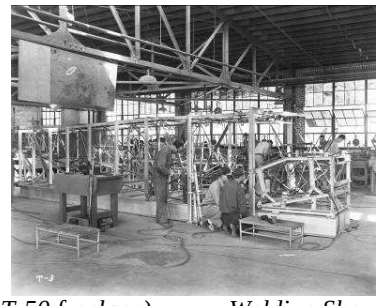
Airmaster Wood Shop

Airmaster Sub-assembly

Cessna C-165 Mort flying

Mort was promoted to Chief Pilot of Production Flight Test with the design and development of the T-50. The T-50 was first experimentally flown by Dwane Wallace in mid-1939. Cessna had built about 30 civilian T-50 airplanes when World War II was declared. The Canadian government was looking for trainers for the Royal Canadian Air Force, so Dwane and Don Flower, Sales Manager, went to Canada. Dwane secured a contract for 150 airplanes, which was later expanded to about 700. A third contract was secured with Canada for 1600 airplanes. The Canadian versions were known as the Cessna Cranes I & II, which were delivered to training schools in Canada.



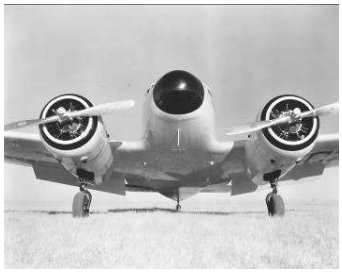


Cessna T-50 (building the first T-50 fuselage) Welding Shop

Cessna T-50 1st Flight Dwane Wallace
Bill Snook, co-pilot
Mort Brown, photographer

Cessna T-50, NX20784
The Original
Dwane Wallace in cockpit

Cessna T-50 NX20784
The Original

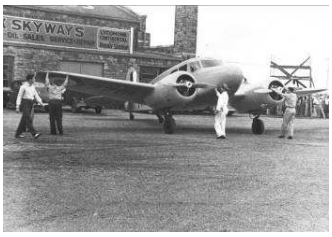


Cessna T-50 NX20784
(Re-painted)

Cessna Cranes
Royal Canadian Air Force

Cessna Cranes

May 30, 1941
(Ferry to Canada)



Sioux Falls, South Dakota

The Cessna Cranes were painted yellow with the Canadian roundel on the fuselage. The Canadian numbers were about 3 feet tall on each side of the fuselage, with red, white, and blue vertical stripes on the vertical fin. After the war was declared, the Canadians took the stripes off, putting stars and bars on the fuselage. Many United States citizens went to Canada to join the Royal Canadian Air Force, in order to go abroad and fight in the war. **(1)**

1) **General Bradley's book, <u>A Soldier's Story</u>, included a story of when General Bradley taxied up in a UC-78, to an overseas base flight line full of sophisticated bombers. No one had ever seen a UC-78. It made Mort really proud to know one of Cessna's airplanes made it overseas, and recalled in such a great book**.

As time went on, the war situation became worse. The Army Air Corps became interested in the T-50 as a trainer. The Army Air Corps had previously purchased 30 AT-8s, which was a version of the T-50, but equipped with two hundred and ninety (290) HP Lycoming engines. The AT-8 was also equipped with a hydraulic auto pilot for advanced training.

About 5500 airplanes of the T-50 series were produced between 1941 and 1944. (Included in the 5500 were 50 T-50s built for Pan American World Airways, for ferry pilot twin engine training.)

Cessna AT-17A, 1942 Mort flying

Cessna T-50 Mort flying
(Built for the CAA)

Cessna AT-8 December, 1941

Cessna AT-17 line-up

Some of the early T-50s were bought by the CAA for regional headquarters such as: Kansas City, Chicago, Los Angeles, etc., for airway patrol and checking equipment. While Mort was developing flight test procedures for the T-50, he ran the airplane up to the VNE speed, or the never exceed speed. The airplane developed a shake in the empennage, which could destroy an airplane at certain altitudes. He tried it a few more times, and brought it to the attention of management at Cessna. Mort spent 6 weeks or 2 months trying to resolve the problem through aerodynamics, such as: wool tufts, trailing tapes, sealed up elevator stabilizer gaps, etc. Finally, Dwane and Tom Salter, the Chief Engineer, decided it was on the inside of the airplane. Cessna resolved the problem with what they called the weighted walking beam in the elevator control system, where they put a 2 inch tube filled with lead, welded onto the drop arm which connected the elevator push pull rod. The balanced walking beam was installed in all of this model's production for the CAA, as well as the Canadians and civilian customers. The CAA had about 7 - 10, which was later followed up by another contract with the Canadian government. The next contract from the Army Air Corps was the AT-17. The Army Air Corps contract modified the elevators from a straight hinge line to a balanced overhang.

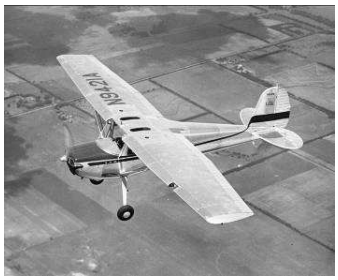
After the war and peacetime was restored, the first development was a 2 place airplane known as the model series C-120 and C-140. This is a C-120 on skis. The C-140 had manual trailing edge flaps, an electrical system, and a rear window; while the C-120 did not. Over 3500 combined models were sold in the first production year. Mort made the first 140 production flight test on June 28, 1945, NC 41682, for 25 minutes, which went on for approval for flight testing. The first production of the 140 began on March 8, 1946. The first production 120, XB-DIR, was on June 11, 1946, which went to Mexico. Cessna also produced the C140A, which was all metal.

Cessna C-120 on skis

Cessna C-120

Cessna C-140, 1945 The Original

Cessna C-140, 1947 (Mort flying)



Cessna C-140A All Metal

While production was going on for the 140 and 120, the model series C-190 & 195 were being developed. The prototype was developed in 1945. Mort flew the first 195 production flight on July 28, 1947, NC 4399N. On October 29, 1947, Mort flew the first production 190 flight, NC 4368N. The 190 series was scheduled for 3300 pounds gross weight. The 190s were equipped with two hundred and forty (240) HP Continental engines, while the 195s were equipped with either two hundred and seventy five or three hundred (275 or 300) HP Jacobs engines. The 190 & 195 production ran from about 1946 - 1955, with about 1100 in the series, of which Mort flew out about 850. (Please note: the 195 is Mort's favorite airplane.) Included in the 195 series was the contract for the United States Air Force, known as the LC126A.

Cessna C-190 Mort flying

Cessna 195 & Mort 1950

Cessna LC126A Mort flying (Military C-195)

Mort flew the first C-310 production airplane about 1951, which was the first light twin after the war. The 310 was equipped with 2 – two hundred and forty (240) HP Continental engines, with the very latest radio equipment. The 310 was designed to cruise at 200 MPH, with 220 MPH as top speed. The 310 was produced from 1954 – 1960. The Cessna Pawnee plant built over 1300 of the 310 series A, B, C and D. 32 were built in 1954, 262 in 1955, and 226 model 310C. In 1960, 310 production was

moved to the Wallace plant. Several modifications were made on the 310D, which included a swept vertical fin and rudder. The airplane proved to be very popular nationwide. The Army Air Corps bought two separate contracts, for a total of 240 airplanes. The Army Air Corps originally named the airplane the L27A; changing it later to the U3. The Army Air Corps used the U3 for liaison purposes and personnel transportation.

Cessna C-310 First Flight
Hank Waring flying

Cessna U3A Mort flying
(Military C-310)

The next airplane to come off the production line in 1956 was the C-336. The 336 was a push pull airplane, with an engine in front, and one in back of the cabin, with twin booms, fixed tricycle gear. The 336 was not very fast, so it went out of production after building 197. The 336 led to the development of the C-337, which was a retractable gear airplane with a better engine, cooling system, and design in the engine compartments. The 337 had an angle of attack that was changed about 2 degrees for better nose down characteristics. It had better visibility over the nose, and a good performer. However, difficulties were encountered in production. Engineering had to resolve the problem before Production Flight Test would release any airplanes. Several 337s were sold commercially up to its termination in 1975. The 336, 337 models were also known as the Skymaster.

Cessna C-336 Mort flying in front

Cessna C-337, Camouflaged Mort flying
(Military export)

As the war in Viet Nam was proceeding, the United States Air Force decided to have C-337s for air controllers. Cessna came up with a design that suited the United States Air Force, known as the O2A and the O2B. The B model was a propaganda spreading airplane, whereas the O2A was a combat observation airplane. The O2A was also equipped with sophisticated radio systems, rockets, and wing mounted machine guns.

Cessna O2A *Mort flying*

Cessna O2B *Mort flying*

In the meantime, the market demanded a lower priced airplane, which resulted in the development of the C-170 fabric covered series. The 170A came next, which was all metal, straight hinge trailing edge flaps, equipped with the Continental one hundred forty five (145) HP engine. The 170B was designed with a little bit more dihedral angle with full trailing edge flaps, which reduced the landing speed quite considerably. This is a photo of Mort with the 10,000th airplane produced since the end of the war, which was also a 170.

Cessna C-170 on floats

Cessna C-170 & Mort

#10,000 Since the end of the war

Cessna C-170
Experimental
Hank Waring flying

The war in Korea demanded a light observation airplane, which resulted in the development of the C-305, which was a great airplane. The United States Army gave it the model number L-19A. The difference between the 170B and the L-19 was being a place airplane with a more powerful engine, and a modified fuselage for such purposes that the military required. 3100 L-19s were built. 3000 were built at the Pawnee plant, and 100 at the Wallace plant. The L-19s were equipped with a two hundred and thirteen (213) HP Continental engine. There were several variations of the L-19. The TL-19D had a complete set of flight instruments for the rear seat occupant, with constant speed propeller and control. 25 of the model, known as the OE-2, were built for the United States Marine Corps.

Cessna L-19 Mort flying

Cessna L-19 on floats (Experimental)

As time progressed, the need became apparent for tricycle landing gears, so the C-172 series was designed. There were several models of the 172. Mort flew the first production flight test on October 6, 1955. The last model of the 172 that Mort flew before retiring was the 172L. Mort had the pleasure of flying out the 50,000th airplane. Several were sold to the United States Air Force as trainers at the United States Air Force Academy. Some upgraded versions were used for advanced utility transport work for the United States Army, designated the T-41B, or Mescalero.

Cessna T41B Mescalero Mort flying

The next series was the C-180, which was a good old-fashioned tail dragger type. The model 180 went into production in 1954. The 180 was a 4 place cabin, a two hundred and ten (210) HP engine, in the $12,000 price range, with cruising speeds of 150 MPH. The airplane was popular due to its increased performance.

Cessna C-180 Mort flying

The 182 series was developed due to the need for a faster airplane. The 182 series was a tricycle gear airplane, which proved to be a very popular airplane, just as it is today. Several thousand were built. Mort flew the first production flight test on January 20, 1956. Mort also had the pleasure of flying out the 100,000th airplane on May 19, 1972.

Cessna C-182 *Mort flying*

The next series was the Cardinal series, which came out with fixed landing gear, Lycoming engine, with full cantilever wings instead of full strut, like the C-172. In 1971, Cessna came out with the C-177RG Cardinal, which had a retractable landing gear, and considerable improved performance.

Cessna 177RG *Mort flying*

The following series was the C-185, which was basically a 180, with a higher HP engine, higher load capabilities, with good all around characteristics of a high wing airplane. The 185 was exported, and had several adaptabilities, including a pot bolted to the fuselage. The military version, known as the U-17, was used in Korea and South Viet Nam.

Cessna U17 *Mort flying*
(Military C-185)

The next series was the C-188 Agwagon, which was a crop duster. It was an interesting airplane, and had several characteristics.

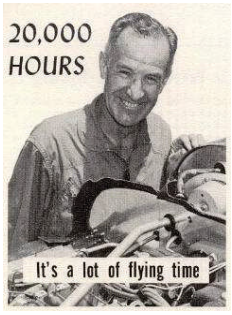
The following series was the C-205, which was a larger airplane with a 6 place cabin, and a more powerful engine. The 206 series, was a 205 with a large cargo door on the right and higher gross weight. The 207, which had a larger passenger capacity, up to a 7 place cabin. The 208 series was built over at the Wallace plant.

Another important model was the C-210 series. The 210 was a very wonderful airplane, of which many were sold. The model 210 was originally approved in 1956, but did not go into production until 1960. The outstanding features of the 210 were retractable gear and a two hundred sixty (260) HP engine. In the earlier versions, the airplane was adapted as the fixed gear, 206 series. The 210 picked up the name Centurian, because it was the 100th series airplane. It was a strut braced airplane to start with, and then it went to cantilever brace in the H and J models. Mort said he thought they went to a larger engine, the Continental 520, with two hundred and eighty five (285) HP and higher gross weight. The last model being produced was the 210L when he retired in 1972. It was a really clean, nice, fast airplane, and stayed in production through the 1980s or early 1990s. The 210 helped to establish Cessna's reputation of producing very fine airplanes.

Cessna C-210
Robert Crawshaw flying

In 1954, Mort logged his 10,000th hour, pictured here with Dwane Wallace. In 1971, Mort logged his 20,000th hour of actual flying time.

Mort Brown & Dwane Wallace
October 5, 1954

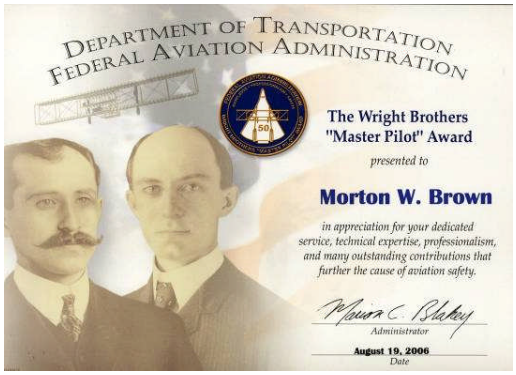


Cessquire
June, 1971

During Mort's 34, almost 35 years with Cessna, it has been calculated that Mort was responsible for releasing over 85,000 airplanes through Production Flight Test, of which Mort personally logged over 14,000 first flights. Mort has accumulated over 20,760 actual flight hours on various airplanes. Mort has also been inducted to the Legion of Honor and the Hall of Fame for the OX5 Aviation Pioneers, for his contributions to the aviation industry. In August, 2006, Mort was awarded the FAA Wright Brothers Master Pilot Award.

OX-5 Legion of Honor

OX-5 Hall of Fame



FAA – The Wright Brothers "Master Pilot Award"

We hope you have enjoyed "Pistons, Props & Tail Draggers" as much as we enjoyed creating it for you. To quote Mort, "Fly low and slow, and keep your nose down in the turns."

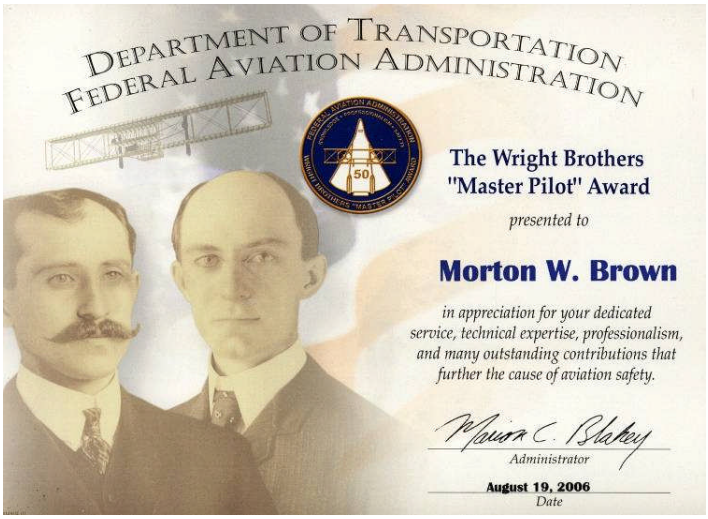
Mort & Sharon Brown

Early Airplanes Flown by Mort

Airplane	Engine	HP
Douglas M2	Liberty (12 cylinder)	400
Travel Air 2000	Curtiss OX5	90
Waco F	Kinner B5	125
Kinner Sportster	Kinner K5	100
Ryan B5	Wright J6–9	300
Travel Air C-4000	Curtiss Challenger	185
Curtiss Robin	Wright J6-5	175
Stinson Jr.	Lycoming	215
Curtiss Fledgling	Curtiss Challenger	185
Travel Air 4D	Wright J6-7	250
Cessna C-34	Warner	145
Cessna C-37		

Cessna Airplanes Flown by Mort (Partial List)

Cessna Airmasters: C-38, C-145, C-165
T-50 (AT-17, UC-78, AT-8)
Cessna Canadian Cranes I & II
C-120, C-140, C-140A
C-150, C-155
C-170 A & B
C-172, C-175, T41B (Mescalero)
C-177, 177RG
C-180
C-182
C-185
C-188 Agwagon
C-190, C-195
C-205, C-206, C-207
C-210
C-310 A, B, C, D & U3A & B
C-336, C-337 & O2A & B
C-303, C-305, L-19A, TL19D
C-310, OE1 & 2



Mort was awarded the FAA Wright Brothers Master Pilot Award on August 29, 2006, in front of his friends and aviation peers.

"Success in testing airplanes is like success in any other activity. It depends on a person doing their job. The FAA Wright Brothers Master Pilot Award represents every assembler, rivitor, mechanic, inspector, engineer and others unnamed for successfully doing their jobs, to produce air worthy airplanes."

"I was doing my job as the test pilot. After I acquired the base knowledge and skills of flying, I had to continue to learn and grow with the aviation industry, just like the rest of the team. No one was allowed to rest on their laurels. We have achieved man on the moon by building on the series of failures and successes throughout aviation history."

"I am humbled before my aviation peers, friends and family for all of their efforts put forth on my behalf to present me with the FAA Wright Brothers Master Pilot Award. Thank you, and kudos to everyone in the aviation industry for their dedication and support over the years, for the milestones we achieved together as a team."

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We wish each and every one of you, a holiday season filled with
love, peace, joy, good health and happiness. May God be with you,
now and always.

Mort & Sharon Brown
Christmas, 2006