

## May 18, 2008 - Lumberton NC Air Show

One of the neat things about having an airplane is one's ability to travel long distances over short timeframes. With our 170 m.p.h. single Comanche places like Mackinac Island, Michigan were easily doable from our North Jersey home on long 3 day holiday weekends. Our twin engine version of the same airplane, with a 185 m.p.h. capability would open up a large portion of the northern Bahamas for exploration during similar weekends, when we lived in SC. However, with a 100 m.p.h. two seater, cross country travel expectations have to be considerably scaled back. When the opportunity to make a "flight of two" with another Highlander, to the Mid-Atlantic Fly-In at the Lumberton, NC regional airport arose last weekend, I decided that this 250 mile trip each way was well within our airplane's capabilities.



Alongside Steve's "Bush plane" Highlander

Take-off from the short, downhill Just Aircraft strip in Walhalla, SC was handled by that company's president, Troy Woodland. ([click for movie](#)) I completed the enroute and landing portion of the flight, and we traveled alongside Steve Collin's bush plane version, until we arrived at Lumberton and sequenced ourselves into the queue for landing.



Once on the ground, we positioned our two planes in the **Just Aircraft display area**, and went off to enjoy the air show. There were the normal compliment of aerobatics, **wing walking, war birds**, and an interesting demonstration of a **fire breathing,**

**jet powered truck.** All in all, an enjoyable day in the sun with the opportunity to speak to like minded pilots.

We decided to spend our RON (rendezvous over night) at a motel on the Atlantic Ocean since the NC outer banks were just another half hour of flying away. After a delicious shore seafood buffet, we retired for a restful sleep anticipating the next day's return to the show. However Sunday arrived with a bluster and headwinds that we had not expected, and were not prepared for. And these already 35 m.p.h. winds were expected to grow in intensity over the course of the day. While these wind speeds would not have caused much concern with my previous two mentioned planes, with the Highlanders, the idea of watching cars pull away from us as we traveled 1,000 feet above them presented food for thought. We decided to forgo the second day of the show, and began our 250 mile, 4 hour journey back home. Although somewhat turbulent at times, the straight line distance between our departure and arrival points still made much shorter work of the trip than would have a similar journey by automobile... cutting that road time by almost half. So even with a small, slow airplane it sure beats fighting weekend traffic on the road...and even then, the trip is always worth more than the destination.



Airshow Images