



Defrost system. Without an operating engine there is no hot air bled from the engine compressor to keep the canopy and windshield clear. At high altitudes the outside air temperature is -55 C. Canopy plexiglass and windshield glass coldsoaked in the frigid environment of high altitude become efficient condensers. We are already frosting up, slowly but surely. Oh well, I can see forward enough to make it over Lake St. John. By then we will know if the engine will re-start, otherwise we will eject over that area since now Target Monitor has some idea where to conduct search if we abandon ship.

The T-33 glides well in clean configuration. The flight manual claims it will cover 80 miles in an engine-out glide from 40,000 feet. We seem to be losing altitude quite rapidly, but we seem to be making good progress on the Lake. We have estimated our planned track about 35 miles to the west of Lake St. John. We are already out of 30,000 feet, but the Lake definitely seems to be moving closer. I think I see something familiar in the distance, a dark length in the snow contrast, a landing strip? "Dave, does the map show an airfield near the south shore of Lake St. John?" The map crinkles in the unnatural silence, "Can't find it! I'm looking!"

And he never did find it, but it was becoming unmistakable as we glided downward and closer, some kind of strip, and it was in the sunline! Golly, do we dare try for it? I would not know its length, surface condition, wind direction, nor even the field elevation.

Minutes go by even though time seems suspended. Down to 20,000 feet. Try for an airstart! Fuel pumps on, increase RPM of the windmilling turbine by battery assist, ignition switch ON, starting fuel switch ON, nothing, no fuel pressure, no combustion rumble, still high, don't give up hope. Boy! Visibility out of the cockpit is really shutting in. Try airstart again, now we are really below 18,000 feet- really legal.

Steps repeated but in vain. We are over our strip at 15,000 feet. What kind of airplanes fly up in this neck of the woods? But it must be an airfield! I try still another start attempt as I turn the T-33 to a westerly heading. The airstrip is on an east-west axis. The wind must be similar to that at Bagotville.

We are back over the strip at 12,000 feet on westerly heading. The ground seems to be rising noticeably. One more 360° turn to setup an overhead landing pattern (I have practiced simulated flameout patterns fairly often, using idle throttle and dive brakes extended). This one is for real. Wow! I am tense. Another airstart attempt, nothing, nothing at all!

If you'd like a copy of this entire story
please write us at requestpci@pilotsforchrist.org
"Mention Millington Story"

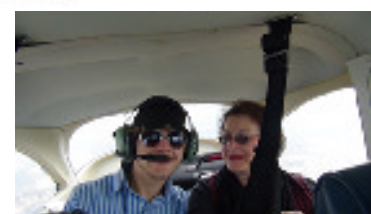
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Northeast Ohio Chapter
Tim Stahl-President
419-306-2699



It has been a busy year for Pilots for Christ Northeast Ohio. In March, Shane Bell helped out Camp Patmos on Kelleys, Island, by flying the Director of Camp Patmos to the camp to do some maintenance work to make sure the camp is ready for 2013. On April 5th, Shane Bell and Tim Stahl flew to Latrobe, Pennsylvania to pick up Ethel and her son Ethan. Tim and Shane flew them to the OSU airport in Columbus, Ohio to be flown by a Corporate Flight Department in a Falcon 2000 to the Philly Northeast Airport (KPNE). Ethel and her son got to ride with the CEO of this company and his wife, and this was just a huge blessing to them and to Pilots for Christ NEO. What an amazing experience for all of us! From there Ethel would be taken to the Cancer Treatment Center of America in Philadelphia for follow-up treatments and doctor's appointments. In return, on April 15th, Eric Milnar and Scott flew back to Philly in a Beech Bonanza to pick up Ethel and Ethan for a return trip back to Latrobe, Pennsylvania. What a great round trip overall, and Ethel and Ethan were just amazed of the generosity and grace shown to them, but that is why Pilots for Christ is here, to show others compassion and love as Christ shows to all of us each and every day. From here, Pilots for Christ Northeast Ohio will be taking part in the National Day of Prayer and teaming up with Prayer Flight in Lima, Ohio (KAOH) on May 2nd to pray over our Country and State. Then, this summer we will be taking part in helping Skyview Ranch Camp with their Aviation Camp, and helping Camp Patmos with Family Camps and doing flights around the Island. God is Good!



JT Rice-North Dakota Chapter

Pat Tracy-President

701-438-2148

North Dakota Pilots for Christ members attend senate and house hearings at the state capitol

Bill SCR 4005 passed with unanimous support in the 2013 North Dakota House and Senate but what does that mean to Pilots for Christ?

North Dakota Senator Jerry Klein introduced SCR 4005 into the senate to honor the namesake of our ND Chapter of PFC, Timothy John Rice and to congratulate the North Dakota Chapter of Pilots for Christ on its formation and commissioning. A contingent of PFC members and supporters, all sporting blue T-shirts with PFC logo, stood before the senate hearing in February. We spoke not only of the extraordinary life of J. T. Rice but the mission and purpose of PFC - giving us a platform to spread the word about our organization. We had opportunity to again testify before the House committee in March. The reception from legislators and listeners was so encouraging. It went to the full congressional with unanimous recommendation and now stands as an official part of our North Dakota legislative record.

The exposure and opportunity to honor our chapter and its namesake will reverberate for future action of Pilots for Christ in North Dakota.

COLORADO CHAPTER

ERNIE MILLER-PRESIDENT

(512) 656-9241

EAA hosted a "Learn to Fly Day" in Greeley, Colorado on Saturday, May 18th. The organizers graciously invited us to set up a table for Pilots for Christ. Six members of the Colorado chapter participated: Ernie Miller; Brady Thomson; Les and Kim Gilmer, and Bret and Dawn Lowell. Bret and Dawn flew to the event in their Mooney, which was on static display for the event. We had quite a few people stop by the table, and inquire about the organization. Several of the people we had conversation with showed quite a bit of interest; we hope to hear back from them in the near future. All in all, it was a good day. We will be searching out and attending more events such as this in the future as we continue to get the word out. We're hoping to see our new chapter grow a lot this coming year..



New Members 2013 October 2012 to May 2013

Jeanene McConnell-OR	David Poland-MO	Wanda Lineman-WY
Reg Herman-ND	Mary Glasser-WY	John Morris-TX
Arlyn Keith-ND	Darin Gibbs-VA	Francis Barry III-PA
Kelly Christensen-WY	James Bigelow-WY	Kate Johnson-ND
Bradley Johnson-ND	Mark Buck-WA	Kyle Searcy-AL
Rickie Johnson-FL	John Boswell-FL	Gary Layne-FL
Walter Talbot-IN	Larry Taborsky-ND	Joshua Brown-TN
Cheryl Cappuccinni-PA	Thy Cappuccinni-PA	Scott Kriesler-OH
Frank Mahkovic-PA	Kathleen Oksendahl-MN	John Barnish-VA
Janice Ricotta-CA	Dean Winegardner-TN	Karla McKinven-ND
Joseph Marshall-TN		

If you've been away.
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New Life Members

Steve Barbour-WY	Bill Pabne-WY
Brooks Johnson-WY	Justin Strub-WY

PCL Statistics 2013

Missions Requested YTD :150	Sun-n-Fun, Oshkosh: \$3650
Missions Reported Flown YTD: 39	Chapters: 18
Operating Budget: \$13,805	Membership Total: 387
New Members: 31	Pilots: 262