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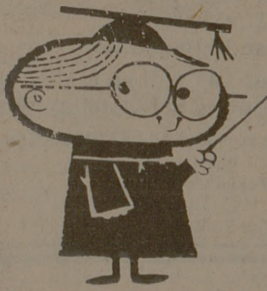
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- Russian Agression in Afganistan
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**Airplane  
graveyard**

Dallas company  
stores crash debris

Associated Press

LANCASTER — Heaps of mangled metal and boxes of charred debris are spread across eight acres, tombstones to tragedy lined up neatly in rows.

They all have stories to tell, Paul Camp will tell you, tales of human error or human fate. The grounds are filled with carcasses of aviation disasters past, like the one that killed singer Ricky Nelson on New Year's Eve.

Camp's Air Salvage of Dallas Inc. is the graveyard for wreckage from most airplane crashes in the Southwest, a cemetery complete with workshops, conference rooms and a hangar for federal investigators, lawyers and air safety experts.

While lawsuits creep through the courts, Camp collects storage fees for the wrecks.

Last year, the worst year for aviation disasters in the United States, was the company's best ever. Camp and his crews cleaned up 111 crashes — nearly double the 63 of 1984.

Row 7 is home to the compacted remains of the Cessna 210 that crashed in 1982 with evangelist Lester Roloff and four others on board. Tattered, dirty gray reprints of a Roloff sermon titled "S.O.S." are still scattered about the tail section.

Row 9 contains seven boxes of scraps, a pile of sheet metal, a tail section, two badly burned engines and a charred fire extinguisher — all that remains of the DC-3 that caught fire and crashed with Nelson and six others on board.

Between the two is the grave of a small plane in which a family of four died in San Antonio. Among the twisted metal and deflated wheels is a tattered toilet kit.

"It's all here," Camp said as he scanned his museum to tragedy.

White flight maps with singed edges blow across the grass. In his hangar, one wall is covered to the ceiling with engines involved in court cases. And inside, a wall calendar shows when investigators will be by to examine wreckage.

Photo albums and framed pictures of air disasters line his office walls, testimonials to some of the toughest salvage jobs he's undertaken, like moving the tail section of the Delta Air Lines L-1011 that crashed in a thunderstorm last August, killing 137 people, or pulling a Cessna out of a Louisiana canal the pilot mistook for a concrete runway.

A couple of landscape-minded sheep tend the field where 89 wrecks lie much as they did when they crashed. Insurance companies and investigators insist nothing be changed. Most stay about three years, although one has been in the yard seven years, and Camp won't say what he is paid for storage.

"Twelve years ago business was not as good because no one was quite as sue-happy," Camp said. "Now they always sue, and the courts say we have to keep it."

A 52-year-old former flight instructor and airport manager who decided in 1974 he could make more money in aircraft salvage, Camp has handled 665 crashes.

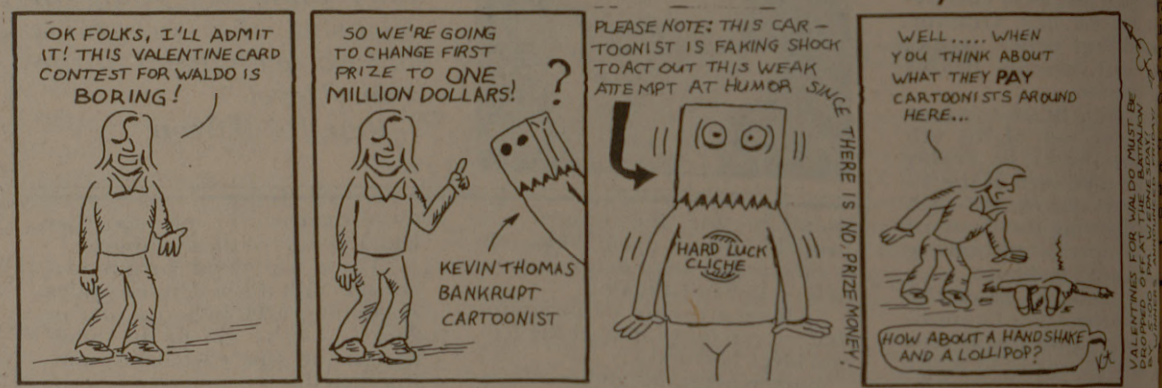
He can walk past each heap and recite an epitaph: "This guy had a carburetor problem and ended up upside down in a wheat field" or "this fellow mistook a street for a runway."

Despite some graveyard humor and the company's cartoon logo of a plane planted in the ground nose-

**Warped**



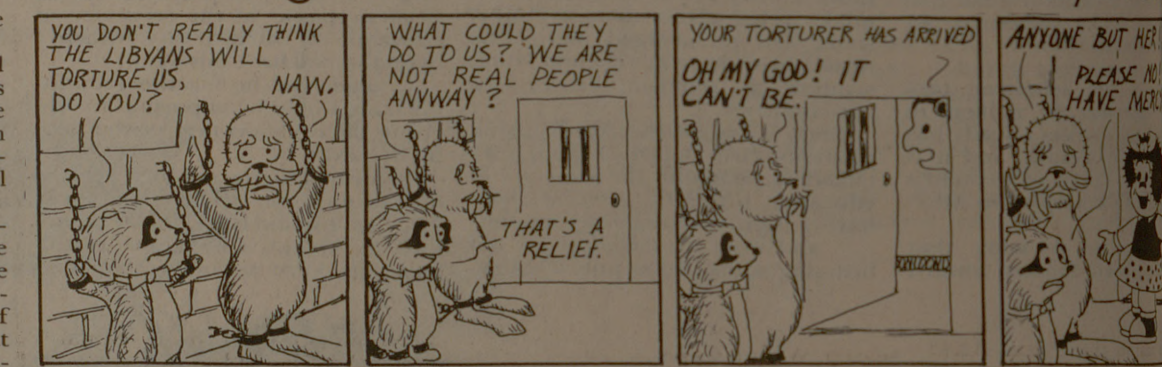
**Waldo**



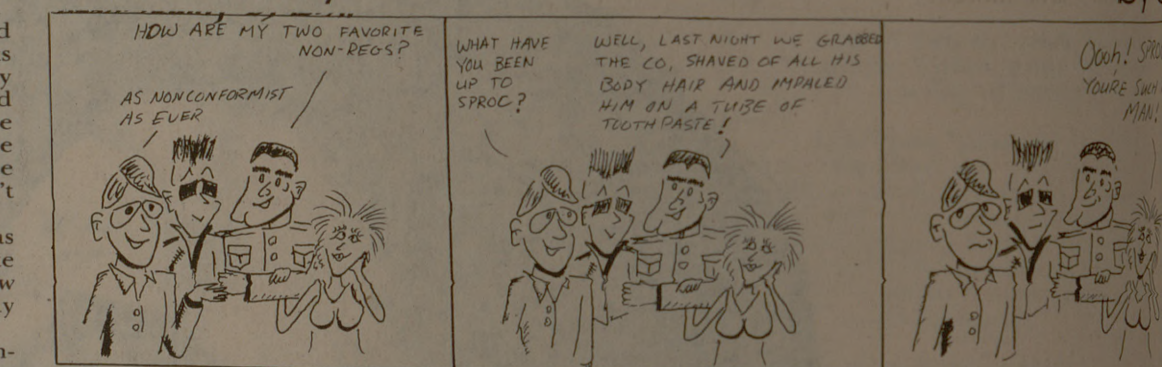
**SHOE**



**Coon's Kingdom**



**Harsh Reality**



first, flying is serious business to Camp. He invites flight school classes to visit his salvage yard to see what happens when something goes wrong.

"The instructors try to impress upon them that if they don't do the little things, this is what happens," he said.

Camp keeps only smaller planes on his lot south of Dallas. The tail

section of Delta's jumbo jet and 14 truck-sized containers filled with crash debris were moved to a rural salvage yard, where a barn was built over the wreckage for its passage through litigation.

Not all clean-ups go as smoothly. Camp said his crews sometimes come across body parts in the wreckage. Once workers recovered a plane that had been missing for several

months; a clothed skeleton had buckled into the pilot's seat.

"If it ever starts eating at the bone, there was only one thing that bothered me. A few years ago, my daughter and her daughters were in a lake. He had been in the weather was too bad to see, and my daughter was 6 years old at the time. He had no right to kill those

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