

# NEWSLETTER OF THE AVIATION PIONEERS ASSOCIATION

# CONTACT

PO BOX 16358, LAUREL CANYON ANNEX, NORTH HOLLYWOOD, CA 91615

APA Officers & Directors: David M. Simmons, Chairman & Director; R. Terry Dickason, President & Director; Ida H. Hermann, Treasurer & Director; Nancy H. Anton, Secretary & Director; Ruby M. Mercer, Director; Leonard Rosen, Director

## JULY 1992 ISSUE

We came, we saw, we conquered! The 1992 annual reunion, held on Saturday, May 2, at the Burbank Airport Hilton Hotel Convention Center, was very successful. Although some who had made reservations were no-shows because of the civil unrest in Los Angeles that week, those who did attend report a good time had by all.

The general atmosphere created by the riots caused us to cancel the "sing-a-long" we had planned, our theme for the reunion being "Singin' in L.A.". Special words and music had been written and taped to the tune of "Singin' in the Rain". Although disappointing after so much effort had been put forth, it was felt the better part of discretion to cancel the sing-a-long because L.A. was certainly not singing that week. (Incidentally, our theme coincided with the 40th anniversary of the movie starring Gene Kelly and Debbie Reynolds).

But you want to hear about the reunion, so here goes. Approximately 200 APAers attended. The room was very festive with flowers and balloons on each table. The live musicians (Jerry Case Quartet, with Jerry on guitar; Vic Feiniello, vocalist and guitar, Eugene Wright on bass, and Roger Lowe, drums) were so wonderful they didn't have to do much coaxing to get people onto the dance floor. Most past reunions have not produced many

dancers; everyone seemed too busy seeing old friends and catching up on the latest news.

A terrific surprise that delighted everyone was having R. B. Hall and wife Millie show up in their old airline uniforms. A real hit, they were called to center stage to parade and receive a rousing hand from the audience. And yes, the uniforms still fit! Probably aren't many who could duplicate that feat! A reporter who attended from the San Fernando Valley "Daily News" photographed them and the picture appeared in a subsequent issue of the paper with a nice article on the reunion. Three cheers for the Halls. And a wonderful idea for future reunions. If the uniform won't work for you, how about wearing the pin from your uniform or hat? Everybody to the attic before next May!

We were very pleased with the door prizes donated this year. Awarded were Coffee Mugs, and General Doolittle's autobiography "I Could Never be so Lucky Again", donated by the Aviation Book Store; "Jane's All the World's Aircraft 1991-92", donated by Robert Baumgarten; from Lockheed "The Final Call" by Stephen Barlay; 2 hotel rooms and 4 Sunday Brunches donated by the Burbank Hilton; a wonderful print of Lindbergh's D-145 Monocoupe donated by George Carroll and artist Robyn Clarke, who generously remarked the print

"Aviation Pioneers Association, May 2, 1992"; a ProMaster Wingman watch donated by the Citizen Watch Co.; a weekend at the Erawan Garden Hotel in Indian Wells donated by Ed and Lynn Hogan; an airplane stein donated by Tailwinds Catalog of the Skies; 2 first-class round-trip tickets to Hawaii and 7 nights accommodations on three islands donated by Hawaiian Airlines (Michael Burke) and Pleasant Hawaiian Holidays (Ed and Lynn Hogan). Russ Kissinger donated two one-hour simulator sessions; The Nostalgic Aviator donated a terrific poster (one for everyone) depicting old airline insignias; and Paul Carlson, creator of Mr. Magoo, did another wonderful cartoon for us of Mr. Magoo flying along in the rain, with an umbrella, in an airplane dubbed "A.P.A. 2". The trailing banner said, "HAPPY A.P.A. REUNION 1992". The cartoon was reproduced so all in attendance could have a color copy. Ruby Mercer donated the floral arrangements and George Batchelor hosted the bar for us again this year, as well as picking up the tab for the musicians. Helping with the ticket drawing and presentation of the door prizes were Tibby Max and Bob Jackson, chosen (to carry on the tradition started last year when Clark Gathercole won the honor) because theirs were the first reservations received for the luncheon. Thanks Tibby and Bob! You were wonderful!

Guest speakers for the program were former Lockheed executive Harvey Christen, talking about Amelia Earhart, her last flight and the claim of finding a piece of her aircraft, and noted Lockheed Chief Test Pilot Tony LeVier who is very active in air safety. Dave Simmons, Chairman of our Board, very ably handled the emcee responsibilities.

At the program's close, Ruby Morgan gave a moving toast to all the men and women who were and are the movers and shakers in aviation.

We are reproducing a letter we received last year from Clark Gathercole, which we think says a lot about the feeling we all have for the APA. We have wanted to print this letter in earlier editions of your newsletter, but because of space have not been able to. Here are some excerpts:

Dear Terry: Congratulations to you and all the others who were so instrumental in making the recent reunion of Aviation Pioneers Association the great and heartwarming event that it turned out to be. With each passing year the memories and friendships of those early postwar years become more precious to those of us who were fortunate enough to be participants in an era of aviation which can never be repeated. Each of us had a part, however large or small, in changing the course of air travel, not only here in the United States but worldwide. I am proud of having shared those years with many of the finest men and women ever gathered together in any enterprise.

Enclosed find my check for my annual dues in the association, and a few bucks more to take up a little of the slack in the budget. If my check should be the first

received next year, as it was in 1990, please refrain from honoring me by allowing me to draw the tickets for the door prizes. It was just a bit embarrassing when my good buddy, Jim Daniel, whose friendship even predates our employment with North American Airlines, going back to our Air Corps service together as members of the 7th Ferrying Group during the last years of WWII, admitted I had somehow managed to draw my own ticket!

Incidentally, in the confusion of the drawing I failed to make note of who had donated the several pieces of original art. Please thank them for me. I am not what you'd call a patron of the arts and failed to appreciate just what a fine painting I'd won. When I brought it home to Grace, my child bride of 48+ years, she was delighted with it and delivered a short course in art appreciation. It is due for framing and a place of honor in our home. Again, our thanks to the donor and the association.

For those of us who worked for Red Hart and Jack Lewin during the earliest days of Standard and Viking and the merger into North American Airlines, they were the first "bosses", outside the military, that most of us had known. It wasn't until later years and a sampling of other bosses, that some of us came to know just what outstanding men and leaders they were. I'm thankful that I was able to convey my respect to Red Hart and Jack Lewin at the 1990 reunion and if possible I'd like to write to Stan. Again, my thanks to you and the officers and volunteers who obviously put a lot of time and personal effort into making the reunion the great and happy success that it was.

The good Lord willin' we'll all meet again next year. (Signed)  
Sincerely, Clark Gathercole.

## LAST FLIGHTS

Richard H. Keatinge, a partner in the law firm of Fulbright & Jaworski, passed away on Saturday, July 25, from stomach cancer. Services will be held at All Saints Episcopal Church, 132 N. Euclid Avenue, Pasadena, on Friday, July 31, at 2:30 p.m. Dick was General Counsel to numerous airlines (Great Lakes, Trans America, Flying Tigers etc.) from 1947-65. He was a strong supporter of the APA and very helpful in the formation of our association, services he performed for us at no charge. Goodbye, old friend, we will miss you.

Robin Kessler Wallace has notified us that her father, Norman Kessler, died on Sunday, May 10, 1992, of pneumonia following a series of strokes. Robin writes that up until a week before his death, Norm continued to talk about his good memories and his favorites were all associated with planes, flying, and the airline people that he loved. She asks that we let his old friends know how important they were to him. Private services were held on June 16th, Norm's 79th birthday.

Another daughter, Laurie DeSpensa, writes the following: Dear Sirs, I am the daughter of Ross DeSpensa. My father was murdered by my brother, his son, on 4-14-90. His son was schizophrenic and manic depressive and very violent at unexpected moments.

I regret that it has taken me so long to write you this letter, however, his wife Gladys "Lambie" DeSpensa survived and I helped her through her radiation treatments for a brain tumor. She has since passed away, in May 1991.

Please take my father's

name off your mailing list. I would really appreciate this.

I hope you have a wonderful luncheon and I'm sure Daddy's looking down upon your gathering.

If any members knew my father well, I would like to hear from anyone who would care to drop me a line. My address until June 15, 1992 is 110 Hilltop Way, Scotts Valley, CA 95066. (Signed) Laurie Wood. Telephone: 408/438-1534. (We have written to Laurie asking that she let us know her new address. We will pass it along in a later newsletter).

Larry Galluccio passed away in May, 1992. Larry, who looked ageless at the 1990 reunion, was the box lunch king. Kind, generous, courteous and especially helpful to the struggling non-skeds, he loved aviation people and they loved him. Always smiling and cheerful, he will be missed.

Although we don't know any of the particulars, our last newsletter, addressed to Alex Analavage, was returned to us, marked "deceased".

APA PEOPLE IN THE NEWS: The following, reprinted from NEW MIAMI, the Business of South Florida, May 1992 edition, was written by Michael Seemuth. (The Company of the Year award is based on financial performance, local employment and community contributions. The winner is selected by the staff of New Miami and the Miami office of the Deloitte Touche accounting firm. George Batchelor's company was a finalist in the competition.)

#### COMPANY OF THE YEAR

##### FINALIST:

**INTERNATIONAL AIRLEASES**  
Riding out a U.S. recession by working harder overseas

Aircraft leasing has become a tough business in the United States. Just ask George Batchelor, the owner and chief executive of International AirLeases. He says his domestic customer base has wilted: "The U.S. airlines lost approximately \$5 billion last year. That is more money than all U.S. airlines have made in their history."

International AirLeases lost important customers when Eastern, PanAm and Midway went out of business. The shrinkage of the U.S. market is underscored by the growing number of used jets available for sale or lease. "There were 500 used aircraft on the ground in January 1991," Batchelor says. "There were 1,100 on the ground in January 1992."

But Batchelor and his management team have fought back. He says his privately held company, based in Hialeah, managed to boost its revenue from \$207 million in fiscal 1990 to \$250 million in fiscal 1991. (The company's fiscal year ends in March.) The company did so largely by working harder in foreign markets.

Batchelor is no stranger to foreign markets. He built most of his business overseas, in underdeveloped countries, where both risks and rewards are greater than in the U.S.

This year, Batchelor's company has signed new aircraft lease deals in Argentina, Bulgaria, Chile, Czechoslovakia, Iceland and Uruguay, among other foreign countries.

"Historically, George made his money overseas, particularly in Latin America," says Scott Hamilton, editor of Commercial Aviation Report, a Dallas-based trade magazine. "Batchelor's high-risk, high-reward approach has paid off very handsomely for him. He is widely considered to be one of the wealthiest people in the business."

Despite bigger revenues, the bottom line at International AirLeases has been hurt, partly because soft business conditions have depressed aircraft lease rates. Many airplanes are being leased for "approximately half of what we were getting before," Batchelor says. He says his privately held company never has suffered an annual loss, but "we've come close in the last two years. The last two years have been the worst two years."

Nevertheless, employment at International AirLeases has held steady at about 360 for those last two years.

Moreover, Batchelor and his company have continued to make generous philanthropic contributions. Beneficiaries include the East Street Project of the Baptist Hospital Foundation and the cystic fibrosis clinic of the University of Miami pediatrics department. Batchelor's company also is an important supporter of WPBT-Channel 2, where he serves as vice chairman of the board.

In addition, International AirLeases is a major supporter of the Sunny Shores Sea Camp for Children with Cystic Fibrosis, the Miami Museum of Science and Space Transit Planetarium, and the Zoological Society of Florida.

The company also contributes to CAP Inc., Daily Break Food Bank Inc., the Florida Philharmonic Orchestra, Hospice-by-the-Sea, New Hope Foundation, the Hearing & Speech Center of Florida Inc., and USO of Dade County.

Funds for those contributions come from a variety of businesses, not just aircraft leasing. International AirLeases also sells aircraft parts. "We furnish almost all of the (aircraft) parts for Yemen, Morocco, Algeria--weird places where we furnish no aircraft," Batchelor says. An affiliated

company, Arrow Air, was the number one air cargo carrier at Miami International Airport in 1991, based on tonnage.

Batchelor foresees improvement in the leasing business. In preparation, he's buying more aircraft than he's selling. The company has slightly more than 100 airplanes in its fleet.

"We'll see a fair increase in the bottom line of the business in the year starting March 31, 1992," Batchelor says. "And I see the whole industry starting to turn up in the summer and fall--worst case scenario, next spring."

CONGRATULATIONS to George, on the above! And from all in the APA, good wishes and congratulations on his recent marriage.

#### THE WHATEVER HAPPENED TO ...? CORNER.

Many of you know ROBERT "DUKE" HEDMAN and many of you may know of him. For those in the dark, here is a bit of history: 3rd Squadron pilot Hedman was the A.V.G.'s first Ace. Hedman was the only flyer who made ace in one day by shooting down four bombers and one fighter on Christmas Day, 1941. On that day, his own ship was under repair, so he tore across the field and stole another, while its rightful pilot threatened him with a pistol. He nearly crashed into two Brewsters in his haste to get to the runway. He was the first man into combat and the last to leave, after shooting down five planes and becoming an ace in a single battle. To get his fifth, he flew nearly to Thailand, more or less inside a formation of enemy bombers, explaining later it was safer there because the Japanese gunners were afraid they would hit one another if they fired at him. He landed at an emergency field with

five gallons left in his tank and not a bullet left in his guns.

DAVID W. BERGER: '47-62 Intercontinental Airways, Perron Flight School, Hacienda Hotels, Slick, Trans International, Paramount, flight engineer for various foreign airlines. Retired FAA air carrier inspector, currently private consultant commercial aviation maintenance and airworthiness.

GEORGE CARROLL: Flying Tigers, Seaboard & Western, USOA, AAXICO, Saturn, TIA, TransAmerica. Retired but having a great time running, biking, motorcycling, skiing, etc.

TED CLARK: Flight Instructor CPT at Monrovia, CA and primary FI at Visalia-Dinuba School of Aeronautics for Army Air Corp '41. Cal-Aero Flight Academy at Chino for Army '42-44; TWA '44-45; operated Pomona Airport '45-48. Pacific Overseas, delivering C-46 to Chiang Kai-shek in Shanghai '48. FTL '48-52; USOA, Air America affiliate in Japan, Mercer, Loftleidir in Iceland, Air California. Now retired.

RICHARD L. CLAYTON: Army Air Corp '40-46. Slick '46-78. Retired, plays tennis, travels, raises pistachios on a ranch in Colorado and is building a 4-place airplane.

RON (R.E.G.) DAVIES: British Ministry of Civil Aviation '46-49; British European Airways '49-56; Bristol Aeroplane Co. '56-59; de Havilland/Hawker Siddeley Aviation '59-68; Douglas '68-71. Since 1981 has been with the National Air and Space Museum (Smithsonian Institution). Exhibits, collections, research, lectures on airlines and airline history, writes aviation books (Aeroflot, U.S. Commuter Airlines, Airlines of Asia, Fallacies and

Fantasies of Air Transport History). President of Paladwr Press, hopes to publish a book on Ralph Lewis of Transocean.

GILBERT MOSE: President Global '58-60; Nevada Airmotive '61-68; Fowler Aeronautical Service '62-92. Semi-retired, but in '89-90, operated several aircraft in Honduras, air dropping food and supplies to Nicaraguan Freedom Fighters, known as the "Contras". This was an overt operation under contract to the U.S. State Department.

LANCE PARRISH: St. Louis Flying Service '54-58; Skycoach, Central Air '58-62. Presently Director of Sales for Western Bagel Baking Corp., Van Nuys. (Thanks, Lance, for sending the bagels and cream cheese to APA board members at the meeting just prior to the reunion on May 2, when we prepared all the envelopes to be distributed to those who attended the reunion. They were DELICIOUS!).

RICHARD "DICK" POLLARD: Writes that he met Stan Weiss a few months after graduating from twin engine flight school in 1944. He led a flight of 3 C46s from the U.S. to India and Dick was a fresh new 2nd Lt. trying to learn and stay alive. Destination was the Assam Valley HUMP base of Chabua. A few months later, was checked out by Stan on the C46 and he went on to complete 99 crossings (one China bail-out with a long walk back). Upon leaving the service, Stan gave him his first nonsked pilot job with Standard Airlines out of Long Beach. There he met a great bunch of fellows including Capt. Bill Butler. Recalled into service for Berlin Airlift and stayed to fly the DC4 Japan/Korea police action. Returning to Burbank, Capt. Jack Pedesky gave him a job with Captain Hermann's Great Lakes

Airlines and he stayed until the arrival of the DC6's. Flew for California Hawaiian where Rush Hughes found a place for him on the Connies Col. and Edna Sherman obtained from Eastern. Later with Admiral until end of '63. Flew Connies in Peru (full of tourists). Returned to service for 3rd time in '64 and graduated from helicopter school, then on to Viet Nam for a year of unforgettable UH-1B Huey slick 117th aviation company tour. During that very scary period he wrote to Bill Butler, Chief Pilot of Trans International, telling him he had made a major mistake and requested future employment. In '67, Butler put him on as a first officer and he completed a 40 year career by retiring from Transamerica as a 747 captain. But for the luck of the draw "I would never have met and flown with Mr. Stan Weiss, a real aviation pioneer, and made the subsequent friendships that shaped my aviation career to a very pleasant retirement in Palm Springs. It is wonderful just to smell the roses".

TAKE NOTE: The L.A. Times newspaper, Business Section, carries a column "Personal Finance/Kathy M. Kristof". Kathy is the daughter of Joe Kristof (for many years a stalwart in Skycoach-BUR passenger sales department and subsequently Western Sales Manager for Globus Gateway/Cosmos Tours). Kathy is also a niece of Ed Kristof (Skycoach/SFO and later World Airways). Kathy's column is very informative with a variety of subjects, written in a succinct, informal manner--almost conversational. Your reporter is one of her fans. She has style and substance. Joe earned a Journalism degree from USC, but did not pursue a career therein, since he also loved the airline

industry. He is an admired and respected individual, very proud of his daughter's accomplishments.

As reported by Suzy in "W", here's your chance to step-down your living quarters for the "something more manageable" that you've been considering: Allan Paulson recently stepped down as head of all those Gulfstream airplanes and a younger corporate hotshot took over, but there'll always be an Al Paulson. He and his wife are very much on the scene, with houses in Beverly Hills and Palm Springs and even Savannah. However, the word is the Savannah place is up for sale for \$8 million, and they don't mean Confederate money. If that seems like a lot of money, try to remember that the house has a hydraulic lift for boats and you never know when you're going to need one of those on the double. Am I right?

If you're not in the market for a house, how about this from the L.A. Times: Entrepreneurs in the former Soviet Union have figured out a way to cash in on the country's space program--selling used spacecraft.

Cold War buffs and space enthusiasts bid for the re-entry module of an authentic Soviet spacecraft at an auction held in Paris in April. "This is the first ever public sale of a piece of space equipment," said auctioneer.

Only the very rich need apply, however. Bidding starts at \$70,000. The module, being sold by a Russian company that has not revealed its identity, still bears scorch marks from a 1985 voyage to conduct scientific tests.

HAVE A CUP OF TEA AND SOME SYMPATHY FOR A BAD TRIP: We have learned that the American Society of Travel Agents made a trip to Washington D.C. in May. It

was not the group's dream vacation. First, they scheduled a big event--but arrived late. Then they found another group had taken their meeting room. Then they discovered why: "They didn't have our room reservation".

#### GORDIE, SAY IT ISN'T GO

Gordon Cooper Jr., one of the seven original Mercury astronauts, now runs a Van Nuys, CA company-Galaxy Group Inc., which is developing plans to retrofit commercial aircraft and to build his own cargo plane.

A split production plant may be built in Van Nuys and Shawnee, Oklahoma, where Gordon was born and raised. "California is very complex and discouraging and offers little in the way of incentives compared to the many other proposals we have received." Galaxy's main goals--to replace piston driven engines with turboprops in small general aviation planes; install more modern fuel-efficient engines on corporate jets, and to build a cargo plane for shorter runways.

A recently published book, "The Cannibal Queen", by Stephen Coonts (Pocket Books, \$22) is the story of an aerial odyssey across America by the author in his beautiful 46-year-old Stearman biplane and his 1991 barnstorming trip around the United States. His anecdotes and observations replicate many adventures of earlier pioneers; the book is a fascinating memoir, and confirms America's love affair with flying as he meets the flying buffs and airport bums who make up so much of general aviation--characterizing the old fashioned neighborliness of our country. You will enjoy his nostalgic meetings with these wonderful people.

AIRPORT NEWS: Burbank Airport

is the first in California to install a high-tech security system to keep any and all unauthorized persons (including airline and airport personnel) from runways and other restricted areas. The security upgrade is part of an FAA mandate outlined in the Aviation Security Improvement Act passed by Congress in Nov. 1990.

BUR expects to receive an FAA grant for \$2.88 million to speed takeoffs and complete the soundproofing of a middle school near the airport. Proposed is an aircraft holding pad, a paved area adjacent to the taxiway for the north-south runway. The pad would allow planes that have received takeoff permission to pass those planes still awaiting approval. Presently, planes ready for takeoff and behind those waiting for approval must taxi onto the runway and then make a U-turn. This procedure is not preferable for safety reasons and slows takeoffs.

#### TRAVELING? CHECK THIS OUT:

Airport Art Museums--worth a trip. The L.A. Daily News reports that you can visit airports from Miami to Seattle at any time of the day or night to view impressive art collections. The work is displayed throughout terminals, even in baggage-claim areas and garages. Financing for these projects comes from airlines, food concessionaires, airport advertisers and private individuals.

At LAX you can view a permanent sculpture, "The Floating Lady" in Terminal 1. Ontario Airport features a stained-glass window in the departure area. LAX has also had rotating exhibits including a photo display, an aerial view of L.A. at night and a display of fishing paraphernalia--the history of fishing. In NY at JFK Int. Arrivals Building, more than 200 pieces greet

travelers, including work by Miro, Picasso, Calder and Salvador Dali.

So when you are at Seattle-Tacoma, O'Hare, Miami Int., Albuquerque Int., Tucson Int., Sky Harbor Int. in Phoenix, or SFO airports, check out the art.

Although neither Washington's National nor Dulles Int. has art on view, you can compensate by visiting some of the great dining spots that are part of the free museums that line the National Mall, such as the Flight Line cafeteria in the Air & Space Museum (fast food emporium featuring everything from pizza to hot sandwiches and salads) or The Wright Place, a little more refined, on the upstairs balcony, where table service is offered in a comfortable atmosphere. The food is quite good and inexpensive (charred salmon, still pink on the inside, served with broccoli and French fries for \$10.95, or Brunswick stew, a specialty in nearby Brunswick County, VA and hearty enough for two. Served with tasty corn muffins for a mere \$8.25). Dining in D.C. doesn't have to resemble the National Debt. Others you might like to try are the Concourse Buffet on the lower level of the East Building of the National Gallery of Art; The Cascade Espresso Bar, near the entrance to the buffet, offers tea sandwiches and pastries along with espresso and cappuccino for about \$5 per person. The Garden Cafe, at the center of the gallery's West Building in a fountain court, serves salads and sandwiches for \$6-\$9.

A favorite is the Corcoran Cafe in the Corcoran Gallery, approx. a block east of the White House, where a late afternoon visit for cappuccino (\$2.75) and killer carrot cake (\$3.50) might be just what's needed to keep body and soul

together. It's those little things, such as loose tea in pots rather than tea bags, and a slice of lemon served with a tiny clove and a sprig of fresh mint that make life worth living.

If you are so inclined, you might prefer afternoon tea at The Carlton, a Washington landmark hotel built in 1926, and a short walk from the White House. There, for \$12.50, you can relax in the ornate lobby, listen to the lilting music of a harp and enjoy tea, sandwiches, scones, Devonshire cream and pastries. READ MY LIPS -- What a life!

#### NEW KIDS ON THE BLOCK?

More for plugs than slugs, and calling it "Malice in Dallas", two aviation execs arm-wrestled for the rights to the ad slogan "Just Plane Smart", which Dallas based Southwest began using last year. Kurt Herwald, who runs Stevens Aviation Inc. had been using "Plane Smart" and challenged Southwest's chairman Herb Kelleher to arm wrestle for the rights to the slogan. Kelleher, known for wacky promotions, rented a seedy auditorium, gave employees the morning off, dressed some as cheerleaders, brought in pro wrestlers and staged a 30-minute pep rally before the showdown.

But Kelleher, 61, knew he was no match for Herwald, who is 38 and lifts weights. He offered excuses even before the match began. "I think I overtrained when I walked up the steps". He won the first round by sending in a ringer who had won the Texas arm-wrestling championship in 1986 at age 57. But Herwald's ringer, employee Annett Coats, evened the score by beating Kelleher. Then Herwald beat Kelleher in the final round.

Kelleher claimed that if it hadn't been for a hairline wrist fracture, a

cold and athlete's feet, he would have won.

"Just to show sympathy for the elderly and that there're no hard feelings, we've decided to allow Southwest Airlines to continue using our slogan," Herwald said afterward.

Not only did the companies save a costly court battle that would have taken years, they gained free publicity and also made donations to charities.

#### A REAL GRATITUDE ATTITUDE:

Captain Everard Bierer spent 30 years as a pilot for Pan American World Airways. "Pan Am was my life," said the 84-year-old former captain who, at his retirement in 1966, was Chief of Pan Am's operations in Brazil.

Captain Bierer recently made the gesture superb--he wrote a check for \$400,000, payable to the troubled carrier and tried to get other fellow retirees to chip in. No luck. He conceded it might be too little, too late--maybe useless. T.G. Plaskett, Pan Am Chairman stated, "We are touched by Captain Bierer's affection for Pan Am and overwhelmed by his generosity."

The money is to be used to purchase computers for the airline pilot training facility in Miami. Captain Bierer said he began to invest modestly in the stock market and good luck and judgement produced his fortune. What a guy!!

COLLECTOR'S ITEMS: Stamps? coins? baseball cards? antique airplanes? How about AIRSICKNESS BAGS? Nick Vermeulen, aka Flying Dutchman--world's largest collector of airsickness bags, boasts of 1,313 different bags, from 313 airlines. The smallest, from Garuda-Indonesian Airways and the largest from National Airlines (he calls it

family size), the oldest from KLM-1934, his favorite is from Tellair, a Swiss airline, that offers a connect-the-dots drawing of William Tell. An early hammer-and-sickle model from Aeroflot seems to suggest historical value.

Beginning his collection in 1980, with a desire to be in the Guinness Book of World Records, he has been offered \$30,000 for the whole collection.

Vermeulen claims that competition is fierce among the approximately 20 airsickness bag collectors. Yuki!

(From the L.A. Times)--Heard recently over coffee: "It's not that I'm afraid of dying, it's just that I'd like to use all my frequent flyer miles first."

The Official Politically Correct Dictionary and Handbook, by Christopher Cerf, with Henry Beard, culled terms from newspapers, magazines and educational journals. These may let you know if you are "in the know". For instance, do you still refer to diminutive people as "short" rather than "vertically challenged?" Or "stupid" rather than "cerebrally challenged?" Or "old" rather than "chronologically gifted?" Or "poor" rather than "economically marginalized?" Or "lazy" rather than "motivationally dispossessed?" Or are you a "fat person" rather than a "person of substance?" Or a "car washer" rather than a "vehicle-appearance specialist?" Well for heaven's sake, GET A LIFE!

AROUND THE WORLD IN 20 DAYS: In the 7/5/92 issue of the Metro/Valley section of the L.A. Times, there was an interesting article written by Tracy Kaplan. It tells of a caravan of small planes,

"The First Annual Around the World Air Rally", which embarked from Santa Monica Airport on Saturday, July 4, 1992. This rally is scheduled to take 20 days and honors another aviation feat: the five months and 22 days it took the four Donald Douglas World Cruiser biplanes that left Santa Monica on April 6, 1924. Only two of the four planes made it back. The other two were forced down, one in Alaska, the other over the North Atlantic, but the pilots survived.

One of the current entrants, a 55-year-old Calabasas, CA attorney said it all, "Obviously, it's not as risky because we have better equipment and maps; but whether you go around the world in a small plane in 1924 or in 1992, the spirit remains the same. To circle the world in your own plane--it can't get much better than that!"

There are 15 pilots from five countries taking part in the rally which was organized by Eric Vercesi, Studio City, CA resident and owner of a local aviation export company. "The purpose", he said, is to fulfill an aviator's dream of flying around the world and to improve communications with Russia. The planes carry letters from school children in Europe and the United States to youngsters in the former Soviet Union.

Flight plan is to fly about 8 hours daily with seventeen stops, covering a 17,000 mile route through 5 countries in the Northern Hemisphere. Dr. Howard Wisner, an orthopedic surgeon from Dallas who owns 12 planes, has flown around the world three times. He said his biggest obstacle is officious airport personnel; he therefore chose to wear a light blue shirt with epaulets and captain's bars to resemble those worn by commercial pilots, rather than the tan flight suits worn by many of the others. "I'll do anything it takes to be up there in my plane watching

the entire world unfold", he said. "It's just an incredible view". There's a doc who knows "What's up"! Some others of the aviators are Sulley Sullens, Don Temple and Bob Leavelle.

The Santa Monica Museum of Flying (Bob Convey, Manager of Operations) has one of the two original historic planes on display.

THE SPRUCE GOOSE WILL MIGRATE TO OREGON: The L.A. Daily News reported in mid July that Howard Hughes' Spruce Goose flying boat, floundering as a Southern California tourist attraction, will be relocated to an aviation museum in Oregon, owners of the wooden giant have decided.

The Aero Club of Southern California's board of directors selected a proposal by Evergreen International Aviation to build a museum for the airplane at McMinville in Oregon's Willamette Valley. Estimates of the cost of moving the Spruce Goose range from \$1.5 million to \$10 million. Wings and tail assemblies probably will be removed and the plane shipped by a barge up the coast.

UP FOR A MOTTO? It has been proposed that our newsletter adopt a motto. Here are some suggestions to get your juices flowing. If you come up with anything, send it along.

"FASTER HORSES; STRONGER WHISKEY; YOUNGER WOMEN"  
"WE ARE NOT EMBARRASSED"  
"CARPE DIEM" (Seize the day)  
"CARPE DIEM, QUAM MINIMUM CREDULA POSTERO" (Enjoy today, trust little to tomorrow)  
"TOURJOURS AUDACE" (Always audacity)  
"TAKE NO PRISONERS"  
"TO OURSELVES BE TRUE"  
"DUTY/HONOR/COUNTRY"  
"SEMPER EADEM" (Always the same)

"SPEAK SOFTLY, CARRY A BIG STICK"

"SEMPER PARATUS" (Always ready)

"SEMPER FIDELIS". As mentioned, it's a suggestion. Let us know what you think.

MEMBERS/MEMBERS/MEMBER SHIP:

It's time to renew your Aviation Pioneers Association membership for 1992-1993. Some of you have already sent your fees for this year and we are very grateful. The membership year runs from May to the following May (reunion month). Dues again will be \$15.00 per family and we are pleased that we are now able to issue a beautiful Membership Certificate to each member in good standing (which means those who send in their dues). Special thanks are due those members who have been supportive during the past year and a half. Their dues and contributions have allowed the association to develop Membership Certificates, a logo, have stationery and envelopes printed, and send the newsletters. We still hope to create a very special APA membership pin. So won't you please take a minute to fill out the enclosed membership form and return it, with your check, as soon as possible. Thank you very much.

PRESIDENT'S MESSAGE FROM

TERRY DICKASON: Boy! It was like a breath of fresh air seeing all our old friends together again at the reunion! Looking across the room you would see someone headed toward you, a great smile on the face, gray hair (if he was lucky) on the head, some wrinkles, who would grab your hand and say, "IT'S GREAT TO SEE YOU AGAIN!" This while both are trying to inconspicuously glance at the name tag on the other's lapel to make sure it was who we thought it was. But I couldn't understand why

they still didn't recognize me, even after reading the name tag.

I have a confession to make -- I sold the list of all attendees to the IRS and DOT. If you were wondering why the hotel was full of police and surrounded by barbed wire it was because they have been trying to trap us all together for years!

I feel we are making great strides in our organization, thanks to our officers, directors and contributors. They have put many hours of their time to make it a go, and we all owe them a vote of thanks for a job well done. Membership is growing and will perpetuate our part in aviation history.

We are working on next year's reunion, aiming for the middle of May, and should be able to let you know in the next newsletter.

A very special welcome to new members--astronaut Gordon Cooper, Voyager captain Richard "Dick" Rutan, and Robert Hood, President, Douglas Aircraft Co. Glad to have you aboard!

I love you all. Take care -- if you get in trouble call me and I'll jump in with you. Signed: Terry

ODE TO OTHER KINDS OF "FLYERS"

Once upon a time,  
A handsome honeybee  
Fell in love with a butterfly  
He met in a tulip tree.  
Said he, "I love you madly,  
And want to share your life.  
Let's fly away together,  
Will you be my wife?"  
She shook her head quite sadly,  
"Oh, no, no, no", cried she.  
For I am a monarch's daughter,  
And you're just a son of a bee"  
Moral: Careful where you land!

UNTIL NEXT TIME.....