



CONTACT

APA Officers and Directors: David M. Simmons, Chairman & Director; R. Terry Dickason, President & Director; Ida H. Hermann, Treasurer & Director; Nancy H. Anton, Secretary & Director; Roland Ginsburg, Director; Joseph Kristof, Director; Edward McAndrews, Director; Ruby Mercer, Director; Leonard Rosen, Director; Carol Chambers, Editor.

APRIL 1994 ISSUE

REUNION SCHEDULED FOR JUNE 18

Due to difficulties caused by the recent earthquake here, our reunion has been unavoidably "delayed" from its originally scheduled April date. But as any true Aviation Pioneer can tell you, you just can't keep a good crew grounded for long. So.....mark the following information on your calendars:

APA REUNION LUNCHEON
SATURDAY, JUNE 18
11 a.m. to 4 p.m.
SPORTSMAN'S LODGE
STUDIO CITY

As in years past, this will be a GREAT PARTY! With good food, dancing and door prizes, wonderful stories and familiar faces, how can it miss?

Please return your reservation form (at the back of this newsletter) by June 1. Also, for those coming from out-of-town, Sportsman's Lodge advises us that you must make your room reservations by June 1 to be guaranteed accommodations at special rates. (Seems someone scheduled the soccer World Cup competition at the same time as our reunion and space is at a premium.) Room rates -- single or double -- are \$77, and should be made by phone. From within California call (800) 821-1625. From all other states call

(800) 821-8511. Identify yourself as an Aviation Pioneer with arrival dates of June 17, 18. Don't delay!

And still more for you out-of-towners...last year's reunion eve warm-up was such a smash that a Hospitality Room has again been scheduled, in the bar at the Sportsman's Lodge on Friday, June 17, from 6:00 to 8:30 p.m. If you plan to arrive early and can join us, please indicate your interest on the enclosed reservation form.

WHERE WERE YOU IN '44?

On June 6, 1944, American and Allied forces concentrated in southern England invaded Europe on a 60-mile line along the coast of Normandy. The spearhead assault by a force of 176,000 troops was made with 4,000 invasion craft supported by 600 warships and an air cover of 11,000 planes. The entire action, under the unified command of Gen. Dwight D. Eisenhower, was the largest amphibious operation ever staged.

As we mark the 50th anniversary of that monumental battle -- giving thanks all the while to those who have fought to keep us free -- we would like to call upon all APA members who are D-Day veterans to lead us in the salute to our flag at our June 18 reunion. Please let us hear from you.

"MAJOR BROWN, YOU TAKE GOOD PICTURES!"

We are pleased and honored to have Buddy Brown as our reunion guest speaker and APA member -- a good friend.

An LADC staff engineer on the NASA SR-71 program, he is a retired USAF pilot who flew U-2s from 1957 to 1965. Included were reconnaissance sorties over Cuba in 1962 and over North Vietnam during the war.

He flew SR-71s from 1966 until 1971. In the early 1950s he was a combat pilot in Korea.

More than three decades ago at Homestead Air Force Base, Florida, President John F. Kennedy complimented a young U-2 pilot who was briefing the nation's chief executive on high-flying reconnaissance aircraft and the equipment they carried.

"Major Brown, you take good pictures," the president said.

Shot from a Skunk Works aircraft the previous month during the Cuban Missile Crisis, the photos clearly showed sites in Cuba for Soviet medium-range ballistic missiles that could destroy Washington D.C. and other major centers in the United States, and trigger global nuclear war.

Buddy retired from the Air Force as a colonel in 1983 after 32 years of service that included high level assignments with Strategic Air Command in Omaha and in West Germany. He joined the Lockheed Skunk Works nine years ago.

NEW ADDRESS FOR APA

We've moved our mailbox. Please note that our new address is:

Aviation Pioneers Association
P.O. BOX 1724
Studio City, CA 91604-0724

LAS IS GREAT, BUT BUR IS HOME

Thanks to all those who let us know their thoughts on moving the reunion to Las Vegas. There is interest there, but not enough to make us believe it would fly. Seems a lot of people think our roots run too deep in the Burbank Airport area and we should stay there for old time's sake.

PRESIDENT'S MESSAGE

I am very pleased to let you know that Ed McAndrews and Joe Kristof have agreed to serve on our Board of Directors and they are most welcome.

Ed was born in Plymouth, Mass., married a dancer (Addie), had five kids, left TWA, joined the non-skeds, and is now retired.

Fifty-one years ago, Ed was a crew member on one of three DC-3s (C-54s) that flew President Franklin D. Roosevelt to meet with British Prime Minister Winston Churchill a wartime conference in Casablanca.

The President's entourage left Washington D.C. for Casablanca two days before the meeting, in a group of three DC-4s (C-54s). The first DC-4 carried the President, Harry Hopkins, Sir John Dill (British Liaison), etc. The second carried Admiral King (Chief of Staff), and other assorted admirals, generals, etc. The third plane carried secret service, reporters, photographers and was used as spare flying parts. Ed was part of the crew on the second plane.

It is a little known fact that the President took a light cruiser from somewhere on the East Coast to the Azores. His plane picked him up there, then went on to Casablanca -- the idea being they wanted to limit his time over water.

Joe Kristof worked Skycoach reservations for years. He is a graduate of USC, with a degree in Journalism. His wife, Fran, is a teacher. They have two daughters, Moira and Kathy. Kathy writes a financial column for the Los Angeles Times. Joe is now with Globus.

We wish Bob Hanley a speedy recovery. He has undergone several surgeries of late, but knowing Bob, he will bounce back and be around for a long time to come. Best to you. Your friend Terry.

FOLDED WINGS

Hugh Allyn Monroe, aviator extraordinaire, died quietly at his Van Nuys home March 10, 1994. Captain Monroe is survived by his wife, Mary Lou, and his two children, Robin Monroe-Levitt of Granada Hills and Scott Monroe of Reno, Nevada.

Captain Monroe's aviation career

spanned more than 40 years of safe flying. His distinguished military career included a full tour of duty comprising 65 attack bombing missions in A-20s and A-26s the European Theater, for which he received five Silver Stars, the Air Medal, and the Distinguished Flying Cross.

As a pioneer of the commercial aviation industry and long-time employee of Great Lakes Airlines, Hugh flew DC-3s, DC-6s, and DC-7s on intercontinental flights and helped inaugurate commercial aviation to Hawaii. Later in his career he became #1 Captain for Aero Spacelines, Inc., flying the Guppy line of aircraft which included the Super Guppy, the world's largest airplane.

It is a testament to the skill and competence of this fine aviator that after flying in excess of 25,000 hours in the air, his life would end quietly at home.

Mary Heakin Halperin, of Sherman Oaks, died December 11, 1993 at Queen of Angels/Hollywood Presbyterian Hospital.

She was born in Canonsburg, Pennsylvania, a daughter of the late Samuel and Mary Heakin. Mary is survived by her beloved son David R. Halperin of Hong Kong; sisters Ida (Irving, deceased) Hermann, Marjorie (Matthew) Wilson, Nancy (George) Anton, and Eileen (Lowell) Chambers; eight nieces and nephews and 10 great-nieces and nephews.

A trans-Atlantic flight nurse for the 1408th Army Air Force Unit in WWII, she was decorated for service to her country in the European theater of war and Africa/Middle East campaigns.

Upon discharge, she and her husband, TWA Captain David Halperin (deceased), lived in Shawnee, Kansas, and Woodland Hills.

Committal with full military honors will be at Arlington National Cemetery, Virginia, on April 8, 1994.

Ronald H. Grellman, formerly of Chicago, died last summer at the Veterans Hospital, Tampa, Florida. Born in 1933, he was an Army Veteran and a Member of DeMolay. He was employed by Midway Airlines, USOA, Great Lakes Airlines, Chicago & Southern Commuter and McCulloch Int'l.

Roberta Stout, wife of APA member Cliff Stout, died during the Christmas holidays. Cliff, who was chief pilot for Douglas, flew for all the independent airlines.

MR. STEWART WENT TO WASHINGTON

If you recall, at the last reunion we gathered messages from members to send to actor James Stewart who was celebrating his 85th birthday. Reminiscent of his classic film, "Mr. Smith Goes to Washington", fans from around the world were asked to inundate him with birthday wishes to be delivered on the floor of the U.S. Senate.

Our message, along with a sterling silver Air Force bracelet engraved for him from us and donated by Ida Hermann, was among the deluge sent in appreciation for giving so much joy to so many for such a long time.

We received the following letter from his secretary, Sharon Margulies.

"Mr. Stewart is still recovering from his recent illness and has not yet resumed his full schedule. Mr. Stewart asked me to thank you for the lovely bracelet the Aviation Pioneers Association gave him for his birthday.

"Mr. Stewart thanks you for thinking of him and he sends you his best wishes."

IF LIFE GAVE HIM LEMONS.....

When the summer heat was upon us, Irv Hermann could be found on the floor of Great Lakes Hangar III, LAT/BUR, doing his thing again. Large stainless steel pots, quantities of lemon, ice and sugar -- much tasting to get it just right -- "LEMONADE TIME" -- the best you ever drank, and all you wanted.

This was an annual rite of passage. Irv loved to make his maintenance crews lemonade, and they loved to drink it. Al Senko -- at last reunion -- said, with a tear in his eye, that he would never forget it. None who watched it made and drank it would either.

And then, there was the June patio party at Sportsman's Lodge for his helpmate's birthday -- mostly children and a few parents. In those days, there was a fishing shack and a man to bait and clean. Kids were allowed to catch all the fish to each limit -- maybe 15 or 20 -- and keep them. Next was food and all the cake and ice cream you could eat. The cake was at least two feet long, three layers -- enough for 80 people -- and THICK icing. All arranged by our Irv -- a big-hearted man who may not have had all the free fish, cake and ice cream he wanted when a growing lad. Oh, those were the days, dear friends. Those were the days.

AFFIRMATION OF FAITHFUL FLYERS

I would like to share this poem with you. Don't know the author, but I hope you appreciate it as much as I do.

"I believe in God Almighty, who sets life before us like a course to be flown, and gives us bodies and minds with which to fly it;

"I believe in Jesus Christ, His only Son, who has shown us what it is to fly with commitment, and has revealed in his resurrection, the reward to those who finish the course;

"I believe in the Holy Spirit, who breathes into us strength to fly long distances, the wisdom to pace ourselves, and the love to respect all other flyers;

"I believe in the Church Universal, that gives us a sense of fellowship as we fly, and the feeling that if anything happened on the course, we would be supported by those who care;

"I believe in life everlasting, where the course we have flown in this life gives way to a course finer than any we have ever flown, and where our spirits shall fly with a grace and beauty we have not yet experienced;

"I believe.....and because I believe, I fly better!"

Over and out. Love and peace be with you. Terry

UNTIL NEXT TIME.....