

NEWSLETTER OF THE AVIATION PIONEERS ASSOCIATION
CONTACT
PO BOX 1724, STUDIO CITY, CA 91604-0724

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.

JUNE 1995 ISSUE

REUNION REUNION REUNION

Our fourth reunion, held on Saturday, May 20, at the Sportsmen's Lodge in North Hollywood, was a huge success. So many of you took the time to seek out our Board members to let us know how much you enjoyed the get-together. We appreciate that effort and thank you for attending.

For those unable to be there, here is how the day went. Check-in was scheduled to begin at 11:00 a.m., but many were there before Ed and Addie McAndrews and their helpers were able to get the tables set up. Does that tell you how much these events are anticipated? We love it!

George Batchelor hosted the bar for us again this year (THANK YOU, GEORGE!) and libation and attitude adjustment were the order of the day until we adjourned to the festive dining room for lunch.

Terrific musicians played background

music before, during and after lunch and kept the volume down making conversation much more pleasant.

Colorful red, white and blue balloons decorated each table to recognize Armed Forces Day and the many, many members who have served our country in both war and peace time.

Paul (Mr. Magoo) Carlson created another cartoon for us. As in past years, we reproduced the drawing for use as our program cover and each attendee received a color copy of the cartoon.

Lee Weatherhead (former pilot for Great Lakes) led us in the flag salute, Ida Hermann gave the invocation (a beautiful Irish blessing which was also distributed) and Dave Simmons and Terry welcomed the crowd. Dave acted as MC for the event and did his usual outstanding job.

Following lunch, Speaker Don Lykins of The Air Museum, Chino, gave us background information on that

institution. (More on this further on in the newsletter).

Leonard Rosen and Jerry Senft helped Nancy Anton award quite a number of door prizes (winners listed below). We want to sincerely thank all of the generous people who donated the prizes. Your support has added greatly to the festivity of each of our reunions and we are very grateful to all of you.

Joe Kristof closed the program with comments about the Association and its membership.

Door prize winners were:

(The Aviation Book Company donated the first eight prizes).

Lee Case won FLIGHT PLAN FOR TOMORROW - THE DOUGLAS STORY; Joan Rodrigues won FAMOUS AIRLINERS by William F. Mellberg; LOS ANGELES AERONAUTICS by D. D. Hatfield was presented to Jack Shuler and Raleigh Hatch and George Finn each

won a copy of PIONEERS OF AVIATION, also by D. D. Hatfield. Don Morrissey won a copy of AEROPLANE SCRAPBOOK by D. D. Hatfield. Lou LeClerc and Fred Bemis won copies of Helen E. McLaughlin's history of flight attendants entitled FOOTSTEPS IN THE SKY. (Last year Fred won a weeks stay at the Erawan Garden Hotel in Indian Wells, CA, and reported that he had a wonderful time).

Kim Scribner's ADVENTURES IN AVIATION was won by Jack Duffy. Dick Rutan, who was not able to attend the reunion because his daughter was married that day, donated THE EPIC FLIGHT OF THE VOYAGER and an autographed picture of VOYAGER won by Joan Clinton. Margaret Schipp won WORLD & UNITED STATES AVIATION & SPACE RECORDS, also donated and autographed by Dick Rutan; her husband Carl Schipp (how lucky can one family be) won WORLD'S GREAT WARPLANES, an interesting gatefold book. APA President Terry Dickason won his first door prize ever, a second copy of WORLD'S GREAT WARPLANES. Both books were donated by Ida Hermann who also donated MILESTONES OF MANNED FLIGHT by Mike Spick, won by Paul Carlson, and MY WAR, the new best seller by Andy Rooney, won by Gordon Loxton.

The Nostalgic Aviator donated a \$50

gift certificate, won by Paul Kistler and Bob Jackson was awarded a beautiful model of the PT17, donated by George Carroll. George also donated a framed print of the AERONKA which was won by Monique Jones. Charles Graffey won a \$30 Gift Certificate from the Sportsmen's Lodge for either dinner or brunch and John Glagola won one night's lodging for two, with welcome cocktails and full breakfast, donated by the Sportsmen's Lodge Hotel.

Ed and Lynn Hogan, Pleasant Hawaiian Holidays, donated two round-trip tickets to either Honolulu or Maui, won by Joan Lebel.

This reporter has never won a thing but just being able to be there was a prize in itself.

Al Oliver had the distinction of traveling the longest distance to attend -- he came from Austria and France and reported that he had a wonderful time. Al (TAA, NAA, Tigers) now flies 707s to Africa as flight engineer for Seagreen Airlines.

Bob and Marilyn (Mousey) Jackson (GLA) provided some information on their son Douglas who was given a flying legacy by being named after one of the new Douglas DC6s purchased by Great Lakes Airlines in the 1950s. Doug, president of J & R Investments, an aircraft sales and brokerage company, now spends a lot of his time flying in air shows. This summer, 50 years after V-E and V-J Days, brings to a close nearly five

years of WWII remembrances as he flies in 17 scheduled appearances. He flies a Tora 101, which is a North American T-6 Texan, a WWII trainer modified to closely resemble the famous Mitsubishi Zeros that Japan launched against Pearl Harbor on December 7, 1941. The plane was originally altered for a starring role in the Hollywood movie "Tora! Tora! Tora!" but was afterward neglected and reconfigured to resemble neither the Zero nor the Texan. Doug bought the plane about three years ago, worked to make it as historically accurate as possible so the plane could earn its keep on the air-show circuit. Helping out has been the Confederate Air Force, a national organization devoted to the preservation of aircraft flown in WWII. Doug belongs to the Jayhawk Wing of the CAF, based at Westport Airfield in Kansas.

For added air-show drama, Tora 101 is usually paired in an aerial dog-fight with "Gun-fighter", a veteran P-51 Mustang owned and flown by Regis Urschler, a retired Air Force brigadier general from Bellevue, Nebraska. The two planes twist and turn and zoom low across the ground with mock propane-loaded machine guns firing as the planes exchange bursts.

Doug's parents, Bob and Marilyn, were scheduled to leave shortly after the reunion to follow the airshow circuit with him. For anyone interested, Doug's itinerary included Aerospace America in Oklahoma

City, June 17-18, the annual open house at McConnell AFB June 24-25 and Seattle's annual Airfest, June 30-July 2. The last show of the season for the Tora 101 is October 21-22 when the Confederate Air Force holds Wings over Houston. If you happen to be anywhere near, look them up at the shows.

Don Lykins, our reunion speaker, has a long and varied background in aviation. He started flying in 1949 at San Fernando (CA) Airport and retired from airline flying in 1993. During those years, he worked as a junior mechanic for Mercer, Great Lakes, California Hawaiian and Slick and later flew for Fleetways, SSW, Transocean, Mountain, Norman Larson Co., Western and Delta. He joined The Air Museum, Chino in 1958 and is now the museum's Chairman of the Board. Lykins has been head of all flight test programs for 20 years and has just completed the test program on the Northrop Flying Wing. His accomplishments are too numerous to mention here but include such things as being captain, co-pilot, flight engineer, FE instructor, instructor pilot, check pilot. He owned and operated an FAA certified aircraft and engine overhaul facility, has done research, flight test work, accident reconstruction, has given expert testimony, authored training manuals, etc., etc., etc. He has been President/Chief Executive Officer of By-Air Corporation, a worldwide aviation consulting firm since 1964. He has worked in accident

investigation and prevention and operated in the South Pacific, Asia, Arctic, USA, Canada, Central and South America, Europe and the Atlantic. He holds 16 aeronautical ratings including single-engine and multi-engine land and sea, helicopters, gliders and hot air balloons. He is a qualified parachutist.

Lykins has over 32,000 hours in over 300 different aircraft and has done extensive flight testing and research. He is an author and lecturer and has done motion picture flying.

With that background, it's no wonder he is a very interesting speaker and he has our thanks for sharing his time and experiences with us at the reunion.

The Planes of Fame Flying Museum, 7000 Merrill Avenue, Box 17, Chino, CA (714/597-3722), established on January 12, 1957, was the very first aviation museum of its type west of the Rocky Mountains - a pioneer in the "flying museum" concept. The facility strives to restore as many aircraft as possible to flying condition in order to display them in their natural element -- the sky. Of the more than 110 aircraft currently in the collection, over two dozen are flyable and new projects are always in progress.

Projects nearing completion at the museum include the restoration to flying condition of a British Supermarine Spitfire Mk.XIX, an

original Japanese Aichi D3A "Val" dive bomber, the last surviving Northrop N9M-B Flying Wing, the Bell YP-59-A Airacomet, the first American jet.

A number of the aircraft in the museum are the last surviving examples of their types left in the world. Included in that category are the museum's Ryan FR-1 Fireball, Japanese Mitsubishi J2M3 Raiden interceptor, the Horton Ho.IV flying wing glider and the Japanese Mitsubishi J8M-1 Shusui rocket-powered interceptor. The Japanese Mitsubishi A6M5 Zero fighter, Seversky 2PA/AT-12A Guardsman, Boeing P-12E/FHB-3 pursuit and Boeing P-26A "Peashooter" are the only authentic flyable examples of their types.

Chino Airport, located on the old Cal Aero Flight Academy of WWII site, is historic in itself.

The museum, which operates both a traditional warbird museum and a separate fighter jets museum, is open to the public every day except Thanksgiving and Christmas from 9 A.M. until 5 P.M. Admission to either collection is \$4.95 for adults, \$1.95 for juniors under 12 and free for those under 5 when accompanied by adults. Combination tickets to both museums are available for \$7.95 for adults and \$1.95 for juniors.

The Air Museum hosts monthly special events, many of which involve flying activities, generally scheduled

for the first Saturday of each month. Information about the special events can be obtained by calling 714/597-3722. A brochure listing the aircraft on display at The Air Museum "Planes of Fame" can be obtained by contacting them at the address above.

The Air Museum is a non-profit, educational institution and needs help in its efforts to discover, restore and display the artifacts of aviation history and to keep as many of the warbirds in the collection flyable for the benefit of both present and future generations. All donations are tax deductible. Qualified volunteer workers are also very much in demand. Your help in this worthy effort would be appreciated.

NEXT YEAR - THE BIG BANG

Get ready -- big plans are in the works! 1996 will be the fifth anniversary of the founding of our Aviation Pioneers Association and we want to make it the mother of all reunions. Start saving your money and plan on attending. If you don't, you'll be sorrrrrreeeeey. **SO FASTEN YOUR SEAT BELTS -- MORE ON THIS LATER!!!!!!**

PRESIDENT'S MESSAGE

It is very heartwarming for me to see so many of you at the reunions and I am pleased that you have a good time meeting friends and renewing old acquaintances. I know I do.

Everything went very well this year

(no riots, floods, fires to get in the way) and I want to thank our Board of Directors for their hard work. A lot of effort goes into these reunions and we are lucky that we have the dedication from this group that we do.

We are already making plans for our fifth reunion next year. As a hint, it may be held out of the Los Angeles area and be more than a one-day event. Please join me in my excitement and anticipation of what will be an extra-special occasion, no matter where it is held.

Please be sure to pay attention to the membership message below. Without your support, we won't exist and that is too terrible to contemplate.

The rest of my message is the GEM OF THE DAY at the end of this newsletter. It is the Irish Blessing given at the reunion and is my wish for all of us. See you next year!

Love to all - Terry

MEMBERSHIP

It's time to renew your membership for the 1995-1996 year. (Our membership year runs from reunion time to reunion time). To those of you who have already re-upped this year, our thanks. To others, the official Membership Form is enclosed and we would be grateful if you would return it with your annual dues by September 1. We need your continued support.

Be sure to note the section on the form for ordering your APA lapel pin. Cost is only \$7.00 per pin and is only available to dues paying members. It is a handsome replica of our logo and we wear it with great pride.

OBITUARIES

Lee Lewin, beloved wife of Jack Lewin (NAA) died April 19, 1995. She was born in Iowa but lived most of her life in California. She leaves Jack, her husband of 55 years, two sons and two grandchildren. After her death, Jack found this lovely poem which she requested be her memorial. He adhered to her wishes.

MISS ME BUT LET ME GO

When I come to the end of the road
And the sun has set for me,
I want no rites in a gloom filled room
Why cry for a soul set free?
Miss me a little, but not too long
And not with your head bowed low.
Remember the love that we once shared.
Miss me but let me go!
For this is a journey we must all take,
And each must go alone!
It's all a part of the "Master's" plan,
A step on the road to home.
When you are lonely and sick of heart,
Go the friends we know,
And bury your sorrows in doing good deeds.
Miss me, but let me go.

Lee was a lovely, kind wife, mother

and friend. She is sadly missed.

We have been notified that Duke Hedman has died. Duke was a 3rd Squadron pilot and A.V.G.'s first Ace. He became an Ace in one single battle after shooting down five planes.

Roland Harper, former navigator for United and Trans Ocean (among others) committed suicide on May 18. His wife died a year or so ago and he had no children or other family.

Robert Hanley died in his sleep on Monday, May 15th at the Mercy Hospital Hospice wing. He was a native of Miami, born in 1909. He was the son of Italian immigrant parents, and as a hard-hat diver and later as a tug boat Captain, helped to construct what became the original port of Miami. He went on to become an aviation pioneer, whose career spanned over seven decades. His first airplane was based at Viking Field, located on the west end of what is now the Venetian Causeway islands. He became a Rum-Runner for the Al Capone gang, eventually sending himself through the University of Miami with the proceeds.

Pre-war, he captained flying boats for a young Pan American Airlines, and then moved on to Eastern Air Transport, a predecessor to Eastern Airlines.

During the war, as an MIT graduate he flew as an engineering test pilot

for companies such as Seversky (later Republic) and Sikorsky, as well as Vultee and Chance-Vought. He was on loan to Australia in the later war years, and developed their Air-Sea Rescue program. After the war, he flew as a corporate pilot for Howard Hughes, MACCO Corporation, Morrison-Knudson, Coast Grain Co., Don Lee Broadcasting Co. and before retiring to Jamaica in the 70s, he flew for Rex Rand, then owner of WINZ radio station. He flew as Captain for Trans-International Airlines, World Airways and Universal Airlines, for which he flew the Boeing 314 "Clipper Ship". Eventually he founded his own seaplane airline to Catalina Island, off the California coast. During this time, he flew a recorded 44,700+ accident free crossings to the island, and rescued 17 lives in the course of some twenty-odd years. He continued test flying during those years, flying production test on the Douglas DC-8 and DC-9 series aircraft, as well as the recertification of the original Tri-motored Ford.

On his retirement, he spent ten years on the island of Jamaica, and inspired many young Jamaicans on to successful aviation careers. He spent his last years as one of Miami's houseboat residents and was active in the Anciente Order of Quiet Birdmen, was a member of the Experimental Test Pilots Association, and the Motion Picture Guild. He passed away after a difficult fought with cancer, at the age of 86. Captain Bob is survived by his sons

Peter and Stuart, a daughter Ann Lampl and their families.

Hanley's remains were cremated and put into small film canisters and distributed to all of his pilot friends who plan to scatter his ashes from aircraft in countries all over the world. Since Bob had flown in so many places he could not choose one favorite place to rest. A fitting finale.

LET US KNOW BEFORE YOU GO

In you move, please remember to advise us of your new address. After each of our mailings, things are returned to us by the Post Office as undeliverable. When that happens we have to delete that name from our roster. Be sure to use our correct address when you contact us:

AVIATION PIONEERS ASSN.
P.O. BOX 1724
STUDIO CITY, CA 91604-0724

GEM OF THE DAY

May there always be work for your hands to do
May your purse always hold a coin or two
May the sun always shine on your windowpane
May a rainbow be certain to follow each rain
May the hand of a friend always be near you
May God fill your heart with gladness to cheer you.

UNTIL NEXT TIME...