



# Contact!

FEBRUARY 2001 ISSUE

**Important Date:** Our next Reunion Luncheon will be held at the Sportsmen's Lodge on Saturday, **April 28, 2001**, from 11:00am to 4:00pm. We'll be honored by noted - Dick Rutan, who will enlighten us as to how it really is when you are going down to the ice: His "Arctic Adventure" will recall how exciting was his "Voyager" adventure "around the world" non stop. Dick will also bring some mementos from his travails. He has just launched his website. Please stop by and visit: [www.dickrutan.com](http://www.dickrutan.com)

George Batchelor our benefactor, our Aviation Pioneer who is so kind with his largesse; George advises us that this is his flight plan for living well:

*Yesterday is history  
tomorrow is a mystery  
today is a gift  
that's why they call it the Present.*

You have our lasting gratitude, George. We look forward to seeing you in April.

Along with this issue is a Reservation Form for the Reunion. If you are planning to attend please complete the form and send it back to us on or before April 6, 2001. As is our custom, there will be a Hospitality Night on Friday, April 27, 2001, the night before the Reunion, at the Sportsmen's Lodge Hotel, Lobby Area, from 6:00pm until 7:30pm.

For the out of towners, we have a block of rooms at the Sportsmen's Lodge Hotel for one or two nights at \$96 Single/Double Non-Poolview, \$106 Single/Double Poolview, \$170 Suites. For reservations call (800) 821-8511 and be sure to identify yourself as Aviation Pioneers to receive the preferred rates. Hotel reservations must be made prior to April 6, 2001; the earlier the better because the number of rooms available at the preferred rates is limited.

**Members:** For up-to-minute Worldwide/ Authentic/ Researched, etc. etc., information in Aerospace/ Airline/ Aviation/ Avionics, etc., etc., - We highly recommend the publication "Aviation Week & Space Technology" (AWST) - PO Box 504, Hightstown, New Jersey, 08520, USA. Yes, this

publication is not inexpensive, but it is a weekly and you will learn the latest info on the Concorde; the F-22; The Pegasus (Northrup-Grumman's UCAV Unmanned Combat Air Vehicle); Manned Spaceflight; Boeing; Airbus; Shuttle; Helicopter; Russia's Civic Aircraft; Airline Unions; Human Travel in Deep Space; etc., etc.!! Subscriber Service, US: 800-525-5003, Fax 609-426-7087. Sign on!!!

**Chairman's Message:** It is that time of the year, when I look forward to once again seeing old friends and associates, who shared some of the happiest and most personally rewarding experiences of my life.

Having said that - may I remind you, April 28th, is just around the corner, and now is the perfect time to make plans and reservations to attend our Year 2001 Reunion! Preparations for the reunion are well underway, and it promises to be another "crowd pleaser." The one and only Dick Rutan, will again be our guest speaker, and he plans to relate details of a particularly harrowing aircraft crash that he survived, in the wilds of the frozen north.

Along with the Reservation Form for the Reunion, in this newsletter is also a Membership Renewal Form. We thank you for your continued support and participation.

Looking forward to seeing members, one and all, at the Reunion. Be sure to come and bring a friend. I am certain it will be a most enjoyable event! God Bless! - Dave Simmons

## Gem of the Day:

*YOU WIN NOT BY CHANCE, BUT BY PREPARATION. (ROGER MARIS)*

*IF WE ALL DID THE THINGS WE ARE CAPABLE OF DOING, WE WOULD LITERALLY ASTOUND OURSELVES. (THOMAS EDISON)*

*ONLY THOSE WHO WILL RISK GOING TOO FAR CAN POSSIBLY FIND OUT HOW FAR ONE CAN GO. (TS ELIOT)*



## Then and Now, Jack Pedesky:

### Then:

Pan American: 1949-50      Great Lakes: 1950-61  
Japan Airlines: 1961-68      Aerospaceline: 1963-66  
ONA: 1966-67      Capital: 1967  
World American: 1967-68      Fluor: 1968-69  
McCullough Air: 1969-72      Pacific Air Trans: 1974  
  
Pacific American: 1976      Ace Cargo: 1977  
DHL: 1977-84      Panorama Air Tours: 1986  
Maui Air (Guam): 1987-89      FAA: 1989-95  
Aloha Island Air: 1996-97

### Now: Retired

What a career you have had, Jack!! Our sincere congratulations and best wishes for a happy retirement.

## Bagattelle:

### High Flight

Oh, I have slipped the surly bonds of earth  
and danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds - and done a hundred things

You have not dreamed of -

Wheeled and soared and swung

High in the sunlit silence. Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air.

Up, up the long, delirious, burning blue  
I've topped the windswept heights with easy grace

Where never lark or even eagle flew.

And while with silent, lifting mind I've trod

The high untrodden sanctity of space,  
Put out my hand, and touched the face of God.

*"High Flight" by Pilot Officer John Gillespie Magee, Jr, RCAF, September 3, 1941 (1922-1941). As an American citizen he enlisted in the Royal Canadian Air Force in September 1940. He went to England to fly spitfires. It was during a test flight at 30,000 feet that he was inspired to write "High Flight". He was killed in a dog fight on December 11, 1941 at age 19.*

## Airline News:

### Concorde:

We have recently learned from our read of AWST that the cause of the July 25 crash of a Concorde has not been ascertained. However, the "Anglo-French Working Group" - investigating every aspect of this accident states, "Investigation by the manufacturers has shown that the amount of engine damage sustained would not have led to a catastrophic loss of thrust." Their analysis continues. Recall that a piece of metal was found on the runway - perhaps from a DC-10 that had taken off earlier - though it is not proven whether this contributed to the Concorde

crash as of yet. This "Working Group" has certain "Work Packages" or modifications presented by French and British experts to the "Groups" which will be tested on an Air France Concorde, then on a British Airways aircraft. "If all goes to plan, we might be able to fly again this spring" says Mike Street, Director of Customer Service and Operations at British Airways.

### Good Idea:

Recently opened my copy of the New York Times newspaper and there it was in big letters - COAST TO COAST \$99.00 ONE WAY! Deja vu - all over again! Maybe we will read that the fares have declined to the \$88.00 one way and \$160.00 round trip we flew in the 1946-1962 era. Some fifty years past to use our great idea?? Go for it. We did.

### Embraer:

Brazil's "Embraer Aircraft" manufacturing company is supplying its smaller jets to many of the world's airlines - Two of which are USA's American Eagle and Continental Express - Who are operating more than 175 Embraer jets on shorter routes like Boston-Toronto and New York-Cleveland. Their 50-seater is exactly right to replace the turbo-props said to be phased out soon in the USA as well as Asia and Latin America. Also being developed: 98 and 100 seat versions of the regional jet. This lengthy article with photos appeared in the New York Times, Sunday, December 31, 2000. You will enjoy reading it.

### Near Miss:

The same "Times" issue reports the runway near-miss of two 737's at Los Angeles International Airport, which occurred about 20 minutes before a ceremony at LAX was scheduled to present a plaque praising the Airport's efforts toward preventing "Runway Incursions" (RI) acknowledged as the leading hazard in Aviation Safety. The RI's grew by 34% last year (per FAA Statistics). FAA also stated that LAX and John Wayne International airports both had a drop in such incidents from prior years and have very good programs in effect for prevention.

### Comfort in the Air:

And now we read that Virgin Atlantic Airways offers a new service to its Upper Class (Business Class) passengers; On board massage therapy - five amazing treatments to choose from - to arrive rested and smiling. Just more proof we haven't heard everything as yet (courtesy Time, 2/05/01 issue).

### Business is Good:

Corporate planes are zooming in popularity. The State of Business for business jets is "Flying High" and their service firms are right there with them. Pilots say there is more demand for their services than ever before (smiles, smiles).



### Smithsonian:

We are sure you are aware of the excellence of everything touched by the Smithsonian Institute. This year they offer the "Smithsonian Study Tours" - April through November. Many are classics. We note two that may be of particular interest to "Fly" people:

1. Celebration of Flight, June 29-July 9, 2001 - British Aviation and the Duxford Flying Legends Air Show and; 2. Over There, September 18-27, 2001- The American Expeditionary Forces in France during WWI. For information about these and other tours, call toll-free 1-877-EDU-Tour (877-338-8687). The information you need is set forth in detail in a small sectioned magazine. Nothing is overlooked.

**Just for Fun:** Here are some actual maintenance complaints submitted by US Air Force pilots and the replies from the maintenance crews. "Squawks" are problem listings that pilots generally leave for maintenance crews.

Problem: "Test flight OK, except auto land very rough." Solution: "Auto land not installed on this aircraft."

Problem: "The autopilot doesn't." Signed off: "It does now."

Problem: "Something loose in cockpit." Solution: "Something tightened in cockpit."

Problem: "Evidence of hydraulic leak on right main landing gear." Solution: "Evidence removed."

Problem: "DME volume unbelievably loud." Solution: "Volume set to more believable level."

Problem: "Dead bugs on windshield." Solution: "Live bugs on order."

Problem: "IFF inoperative." Solution: "IFF inoperative in OFF mode."

Problem: "Friction locks cause throttle levers to stick." Solution: "That's what they're there for."

Problem: "Number three engine missing." Solution: "Engine found on right wing after brief search."

### African Ghana:

The Ga people mourn the death of a loved one, but also celebrate his life. One of the newest, most popular ways to celebrate is to have a special coffin designed by a famous artist; a fisherman's coffin might be in the shape of a fish or a boat. Friends and relatives carry the coffin in a procession to the cemetery - stopping along the way to praise the deceased and offer refreshments to the watching people. To honor a recent deceased, an "Airplane" coffin was created. The deceased's work involved a great deal of international air travel- thus, the coffin gave honor and magic to the deceased.

*A message from National Chairman Senator Bob Dole*

## World War II Memorial Campaign

For information about the Memorial, the design concept, how to make a donation, who's who and what's new... Visit our website at:

[www.wwllmemorial.com](http://www.wwllmemorial.com)

Or call

**800/639-4WW2 (800/639-4992)**

**Obituaries:** Our sincere condolences to the families of our deceased members, friends and aviation enthusiasts.

**Bud Milligan** - passed away on February 11, 2001 after a battle with lung cancer and pneumonia. He served in the RCAF and RAF flying Spitfires in Malta in WWII. Following the war, he was a test pilot at Bell Aircraft, flew for Panagra in South America, Standard Airlines in Long Beach and Burbank, and TIA in Oakland. Bud retired as a test pilot from McDonald Douglas Corporation.

Thank you Jan Peterson for the sweet, loving message about your father's death and for sending in the beautiful poem, "High Flight". He will be sorely missed.

**W.P. "Bill" Strickland** - passed away on September 13, 2000, after a long illness. He learned to fly at the age of 16 by doing odd jobs at Boeing Field(Seattle) in exchange for lessons. He was a Navy pilot in WWII, and received the Air Medal and the Distinguished Flying Cross. After the war, he was an Alaskan bush pilot, and later flew troops and supplies overseas during the Korean War. He had a long and distinguished commercial career, flying for World Airways and retiring from TIA. He was an active member in his EAA chapter, and was a strong supporter of general aviation. Thank you, Jon Strickland (Bill and Bea's son) for your kind letter. He will be missed by friends, family and the aviation community.

**Flory Rodd** - passed November 2, 2000 at Sonora, California. 77 years old, he was a former navigator with USOA, Viking, etc. He is survived by his wife Gail and two sons. Thank you George Carroll for informing us.

**See you next time, The APA Board**