

# Contact!

JULY 2002 ISSUE

**Reunion:** Our April 27, 2002 gathering was fun, fun, fun, with lots of conversation and laughter. We convened at 11:00 am in Sportsmens Lodge, Regency Room. We were greeted by our Check In Team supreme; Jan Wantink, Addie and Ed McAndrews, Susan Dull and Harry Edelstein, a unique group who really know how to make us feel welcome. Thank you CIT's!

Among those attending were Joan and George Patterson and daughter, Susan of Scottsdale, Gerri and Jack Pedesky and Dick and Elaine Draper from Honolulu all looking very good. Jack says he is in fine health, feeling A+; Robey Smith and wife Patti, from Palm Springs, it was great to see them again; Paul Carlson, our talented cartoonist; Paul's cartoon this year shows a passenger and his "dog Spot" (Hal Cope and his Baby Elephant companion) being checked in at an airplane door) by a crew member, Mr. Magoo. Paul your cartoons seem always to surpass the prior year - Hit the Spot so to speak!!! Thank you for this outstanding annual gift to our members, we say a zillion hoorahs for Paul's wonderful talents!!!

Our liquid refreshments were again courtesy of our own George Batchelor - who could not attend because he and Florida's governor, Jed Bush, were co-chairs for a huge fund raiser for Children in Miami. Thanks again to George, whose generosity has been much appreciated.

More attendees: The Lee Camerons - A1 couple, Vondell and Fred Wilson looking happy and healthy; Ruby Morgan-Mercer the epitome of chic, always; Mary Lou Paulson, smiling ever; Alan Bender a new member who is writing a "History of the Nonskeds", commissioned by the Smithsonian Institute; Al Senko, Dick Neumann, smiling greetings; Len Rosen and Marguerite Lorenz who so competently disbursed the door prizes - many coming from the Smithsonian Institute - aviation related, NASA...Jan Milligan-Peterson and husband Tim, she is Bud

Milligan's daughter. They came to the reunion to meet her father's friends: Bud had impressed her with his tales of flying and airline operations and she has continued to read our newsletters. They are charming handsome young couple. We hope to see them again next year. More names; Marge Sorthurn, Jerry Senft, the Hal McNicols; Bob Baumgarten, looking well. Ralph Cox, Jr and Ralph Cox, III - good to see you: Dad Ralph brought along files and papers to meet with Dave Simmons, who is working with Lockheed Corporate Management about space in a new terminal building in planning. We hope to get some area/walls where photos/documents, etc. can be displayed about our history which was greatly enhanced when Lockheed Air Terminal gave us offices/counters/ and hangars in the 1940-1960 period. The terminal management, especially David Simmons, made us very welcome (not so at many airports).

More names; New members - Bill and Barbara Jackson and daughter Susanne; Juanita St. John, long time friend and widow of our former insurance agent, John. She was head of the African Art Studies for 25 years, her work included 37 visits to various African countries. She also planned and hosted local events for visitors from various nations and later became Assistant Vice Chancellor at UCLA;

**Hal Cope** - Our man from Africa - hosted a table for 10 family members; he is now sited in Scottsdale, Arizona, happy to be back in the States and sorrowful to say goodbye to his second home - Africa. Hal was our speaker and his coordinated slide shots and personal commentary were gripping. He revealed that his earlier aviation business in Africa involved the CIA. He described his work as planning and initiating fixed base operations - rentals, charters, repairs and instruction, as well as locating suitable bush landing strips. He had a close friendship with well known Actor William Holden who had a big camp/safari operation for many years. It



was William Holden who, by example, turned Hal away from using a gun to shoot animals to using a camera. Hal's African experience is obviously very dear to him. He is especially sorrowful about the current health situation there - praying that the United States will do more about the myriad problems; particularly AIDS which is rampant. Hundreds of thousands of babies, children and adults are afflicted. Africa needs more "Hal Copes". Hal, we love you and admire the efforts you have made. Thank you and welcome home.

From APA member, **Dick Neumann:**

Jim Vincent, Chief Pilot for US Overseas Airlines during the Berlin Air Lift, Korean War and Dew Line operations took last flight west in June, after a long illness.

Dr. Ralph Cox advises that Amos Heacock of Aviation Corp of Seattle and former President of ACTA (Aircoach Transport Association) is seriously ill up in Washington State. Anyone who would like to can send a get well to APA (we will forward).

Roger Craft, son of Bud and Natalie Craft of Standard Airways (BUR, SAN and LGB) has sent in an e-mail after seeing the APA web site photos at [www.e-flygree.com](http://www.e-flygree.com) and asked to be kept informed on APA activities.

Alec Hamilton of San Clemente, California is a pilot with American Airlines and has been in touch about the nonskeds and USOA in particular. His father was a Captain with USOA and as a result Alec would like to know more about the nonskeds and some of the people who made up the industry as well as about US Overseas Airlines. He remembers meeting and talking with Pappy Conklin, a very long time USOA Captain and a flight instructor at Oakland well into his late 80's. Pappy gave Alec a couple of rides while Alec's father was based there.

I have also heard from Stef Bailis in Minneapolis. Stef's interest in aviation, the nonskeds and the big piston round engine transports was accelerated by Dr. Ralph Cox over 25 years ago when Stef, as a young college student at Mercer County College in New Jersey made a trip to Wildwood, looked up Dr. Cox, who gladly showed him around and gave him some vivid descriptions of the nonsked industry. Bailis joined with many former nonsked pilots and personnel working out of Miami International's corrosion corner where old piston prop transports were kept working in Caribbean and Latin trade operations for decades after the jets became supreme. He had the opportunity to watch and

observe first hand the activities of people such as George Batchelor, Gus Connor, Doc Mohr and a new crop of nonsked entrepreneurs who acquired old piston liners of the DC-6, DC-7C's and Lockheed 1049H aircraft and put them to work.

Bailis has written articles for aviation publications and sent samples to Dick Neumann. More recently he advised he had just heard from Dr. Cox who called and talked with him for some time. There are probably many people who would like to know about the nonsked era. Unfortunately the CAB, FAA and US Air Force have made sure that there is little or no official history or documentation available on the nonsked. The official Air Force history suggests the Berlin Air Lift was operated by the Air Force with the help of a few "British civil airlines". Without America's nonskeds there would not have been a Berlin Air Lift and this is adequately documented in "non government" publications like Aviation Week during and right after the lift. Even the German government and the Berlin City government have excised the mention of America's nonskeds from the role they played. What documents do relate to the role mention only a few of the many operators that participated. As is well known, the victors write the history.

Gone: TWA, Pan Am, National, Eastern, Braniff, Northeast, Ozark, Lake Central, Western, Pacific Airlines, Bonanza, Republic, North Central, etc.

**Chairman's Message:** Once again our Reunion was a great event. Good friends, good cheer, great music, an expert presentation and warm remembrances. I would like to extend our special thanks to our members who were of service to us for this event. (Ida Hermann, Harry Edelstein, Susan Dull, Jan Wantink, Ed and Addie McAndrews) Please don't miss the photos from our Reunion in this newsletter (photos by Craig Muranaka). Of course, without the libations provided by George Batchelor, the gathering would not be the same. He will be remembered for his generosity to this and many other organizations. We are saddened by his passing and extend our condolences to his loved ones. We have enclosed a membership application. If there is anyone you know from days past or who currently has an interest in Aviation, please pass it along. Until next time, God Bless! **-Dave Simmons**

From APA member, **Hal Cope:**

On June 11, Alan Bender (Embry-Riddle University) came to Scottsdale, AZ to interview me with regard to the book he is writing on the history of the "nonskeds". The interview lasted well over four hours



but I must say it was a very enjoyable for because of the many memories uncovered that I didn't know was still retained in my aging memory bank. Amos Heacock, Orvis Nelson, Johnny Becker, Bud Winder, Bill Butler, Kirk, Benny Goodman, Glen Crammer, Capt. Eddie Rickenbacker, Ed Driscoll, Senator Pat McCarran, Senator Mike Monroney, Senator John Sparkman, Alexander G. Hardy, Claude Pepper, Maurice Rosenblatt, David Shapiro, Sid Dickstein, Maury Chotiner, O. Roy Chalk, Joe Adams, James Landis, Hardy MaClay, Buck Mansfield, Squeaky Burwell, Clayton L. Burwell, and so it went on and on and on. Names from out of the past. Names I thought I had forgotten altogether. It was really a trip down memory lane and I thoroughly enjoyed it. I don't know how much help I was to Alan and his book. I hope I was some help. Alan's book hopefully will be out next year. Alan is in need of memorabilia from the era 1948-60. I sent all I had to APA many years ago but would urge any of you gals and guys out there to dig around in your attic or basement to see what you can come up with. Photographs, news clippings, advertisements, case documents and, etc., will be greatly appreciated by Alan. If you want, you can send whatever you dredge up to me and I will see that it gets to Alan. I would urge all of us to get behind this project any way we can because this is our kick at the cat to have the history of our small but innovative and courageous industry set to paper.

Our industry was an integral part of the airline transportation system of the United States during those years and we need to be on record with our contributions, aspirations, endeavors, and hard fought battles to find a place in the sun for long gone "non-skeds". It was interesting to hear Alan say that Nyrop claims to be the initiator of air coach, which of course, is not true. I was also interested to learn that according to some sources we only targeted the markets of the "big five" which of course again is not true. Our target market was the bus, train and non-flying public. We need to have the record set straight on a lot of issues about us and our efforts to bring affordable air transportation to the travelling public. If you have any thoughts, ideas or items of interest to help Alan tell our story now is the time to step forward.

My address is:

Harold D. Cope PMB #250

9393 N. 90th Street #102

Scottsdale, AZ 98258-5097

Phone 480-231-4410 Email [zebuone@aol.com](mailto:zebuone@aol.com)

### **Bagatelle:**

We have discovered a wonderful website for Pilots and Aviation enthusiasts, [www.landings.com](http://www.landings.com). The news, contributions, highlights and stories are all very informative and continually updated.

Aviation News: The LA Times (6-12-02 issue) reports that **Toyota Motor Corp.** is developing a prototype single engine aircraft, which made its first flight on May 31, at Kern County's Mojave Airport. Toyota's goal is said to be building airplanes that would be as simple to fly as driving a car - and be much less costly than current aircraft - the "Toyota Car of the Future". They say they are looking many years down the line and see general aviation as the future. We hope it is as popular an airplane as their automobiles.

The **Museum of Flying** based at Santa Monica Airport for many years has decided to move to a "probably more rural" airport; - done in by horrendous insurance problems following the September 11 terrorist attacks. Dan Ryan, Executive Director of the Museum states, "The Museum policy limits have been reduced by more than 90%. We had to ground our entire fleet." The Museum opened in 1989 in the same spot where, for 46 years, the Donald Douglas Aircraft Company manufactured and tested military and commercial aircraft. It has been the home of about 35 fighter planes, including one of two existing Douglas World Cruisers, the first aircraft to fly around the world. Other planes sited include a running P-51 Mustang, arguably the best fighter plane during World War II, and a bell that was rung on the battleship Arizona when it was attacked in Pearl Harbor. Also, a Japanese "Zero" and a Russian YAK - rarities elsewhere. The attendance has declined from about 50,000 a year ago to just half as many this year. Many veterans visit the Museum annually and some have been quoted, saying: "I hate to see it go." "You can move some of the airplanes, but you can't move history." "It's sad...it's going to be gone, all gone", one veteran said as he choked back tears.

**California Air National Guard Wing** in Ventura County is testing new firefighting equipment that is able to spray more retardant with greater accuracy. Unlike the system that "free drops" retardant, the new system uses a pressurized tank, resembling a giant aerosol can. The 4000 gallon tank fits inside a C-130 aircraft without modification. The new system covers a 10X10 sq foot area with 8 gallons of retardant vs. only 4 gallons presently possible and can be repressurized and back in the air in 6 minutes. Good work!



**Alaska Airlines** has recently inaugurated flight services to both Honolulu and Maui from Burbank.

*"Old age is like flying through a storm. Once you're aboard, there is nothing you can do."* **Golda Meir**

*"A small group of thoughtful people can change the world. Indeed it is the only thing that ever has."*

**Margaret Mead**

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

**Rush Hughes** died this month in Las Vegas. He had sent us a message saying thanks for our prayers and kind thoughts. He loved flying with all the guys/gals and for the wonderful experiences shared." He is sadly missed by friends and family.

Joan and George Patterson, Scottsdale, Arizona, have lost daughter, **Susan Patterson**, age 36. She died in their home a few days after attending our April 27 Reunion. Susan had come for a visit from Alaska. She had been under treatment for a chronic illness, but seemed to be improving. Joan and George express their thanks for the warm calls and messages they have received from their Aviation friends.

**Aviation Pioneer George Batchelor dies at 81** (as excerpted from the obituary column in the Miami Herald, 7/31/02)

One of the last remaining pioneers of South Florida's aviation industry, **George Batchelor** was an old-fashioned businessman. Batchelor, a multimillionaire and renowned philanthropist, died after a brief battle with lung cancer. Family and friends were at his side when the end came Monday night, July 29, in the quiet of his Miami Beach estate. He was 81.

He made his fortune mostly in the airline and air cargo business, creating Arrow Air and Batch Air. All told, he is believed to have contributed \$100 million to South Florida charitable and public service organizations, including \$15 million to build the Batchelor Children's Research Institute at UM's School of Medicine.

Only three weeks ago, while extremely ill, George married Amanda Rodgers, 41, of Houston.

Knowing he was near death, he chose to leave Jackson Memorial Hospital in Miami and spend his final days at home with his family, according to the Rev. Pat O'Neill.

He knew how to dig in his heels and persevere, and he knew how to do the right thing.

A pilot for 65 years, George founded Arrow Air in California in 1947, moved it to South Florida in 1964 and nourished it into a company worth hundreds of millions of dollars. He did this largely by drawing an airborne trajectory south to Latin America.

"He was a visionary of the post-World War II aviation arena," said Todd G. Cole, an aviation consultant.

"He was enormously successful in anticipating trends.

"He almost single-handedly stimulated commercial aviation in Latin America, particularly in the air cargo industry, by leasing airplanes to the Latin American air carriers who would not have been able to obtain it anywhere else."

He also made his first deal as an aircraft broker, buying a DC-3 in Hawaii for \$10,000, flying it home and reselling it for \$25,000. With his earnings, he bought more planes.

After battling the Civil Aeronautics Board, then in charge of U.S. aviation, over what he considered anti-competitive rules and policies, George shut Arrow in 1953 and concentrated on leasing planes and crews to other supplemental airlines

In 1964, he moved his family to Miami, where he formed Batch Air, an aviation maintenance firm, and International Air Leases, a buyer and seller of aircraft.

At one point, Batch's client list boasted 200 foreign and domestic operators and government agencies. In 1987, Greenwich Air bought Batch Air from an employee stock ownership group for more than \$30 million.

Meanwhile, federal officials had ruled that any carrier forced out by the CAB could be restarted. George took notice, and Arrow was reborn as a passenger and cargo airline.

After the 1985 crash in Newfoundland, George increased his philanthropy, but personal tragedy struck again: In 1990, at the age of 35, his son, Falcon, died.

A "workaholic," George remained active in his business ventures even after he was diagnosed with lung cancer.

"He was coming into the office up until about three weeks ago," said son, Jonathan, who directs sales and marketing for one of his father's companies, Aerospace Finance Ltd., which buys, leases and sells aircraft and engines.

In addition to wife Amanda and son Jonathan, George is survived by son Douglas; stepdaughters Amy and Sarah Thibodeaux; brothers Jim and Robbin; eight grandchildren; and two great-grandchildren. George Batchelor will be buried in Shawnee, Oklahoma, next to his parents.

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

**SAVE THE DATE**

**Reunion · April 12, 2003**



# AVIATION PIONEERS ASSOCIATION

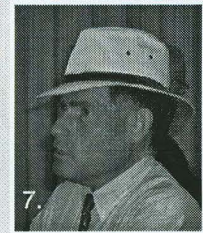
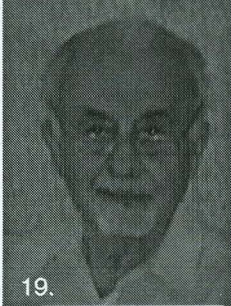
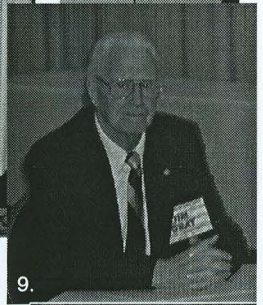
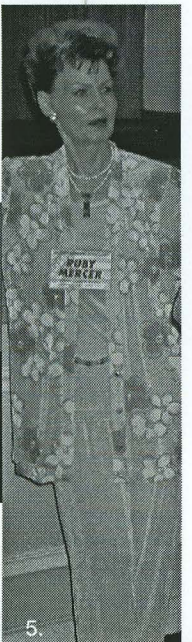
ELEVENTH ANNUAL REUNION  
Sportsmen's Lodge · April 27, 2002

We had a wonderful time!

See you next year!

The APA Board

1. Susan Dull, Addie McAndrews
2. Ralph Cox, II
3. Jerry Case, Barbara Simmons
4. Marguerite Lorenz, Ed McAndrews
5. Ruby Mercer
6. Jan Wantink
7. Alan Bender
8. Glen St George
9. Jim Gray
10. Mary Lou Paulson, Joan Le Bel
11. Ida Mae Hermann, Dave Simmons
12. Marge Sorthun
13. Barbara Simmons
14. John Leslie
15. George and Joan Patterson, Robey and Patti Smith
16. Don McKee
17. Len Rosen
18. Jack Pedesky
19. Harry Edelstein
20. Hal Cope
21. Ralph Cox, III



## Burbank, 1959

