



Contact!

MAY 2003 ISSUE

REUNION: The Aviation Pioneers Association 12th Annual Reunion was held on Saturday April 12, 2003 at the Sportsmen's Lodge Banquet Center. Working the door and greeting the arrivals were **Ed and Addie McAndrews**, **Jerry Senft** and **Marge Sorthun**. Cocktail Hour was hosted by **John and Lillian Loustau** and several others. The photography display in the reception area was courtesy of **Hal Cope**, who brought the collection all the way from Scottsdale with him. Speaking of people who traveled to the event, there was **George and Joan Patterson** from Arizona, **Dick and Elaine Draper** from Hawaii, **Mary Lou Paulson** from Las Vegas, **Ralph Cox** from New Jersey and **Ruby Mercer** on her way to Wyoming. Prior to lunch, **Ida Mae Hermann** read the Invocation and **Robert Jackson** led the Flag Salute. The always dapper **Dave Simmons** did the welcome and opening remarks. The theme for this year's event was the 100th Anniversary of Flight. **Paul Carlson** created a wonderful Mr. Magoo cartoon reflecting the centennial just for our organization, a copy of which was passed out to each of the attendees. The guest speaker was **Dean Englehardt** whose slide presentation and narrative on "How to Crash an Airplane For Fun and Profit" was both humorous and informative. Music was provided by the **Jerry Case Quartet**. Door prizes included a six-foot kite replica of the Wright Brothers Flyer as well as some collector's editions of 1940's era Life Magazines, a desk size rotating Weather Station and several books from the Smithsonian Collection. All in all, the 100 or so attendees seemed to have an enjoyable afternoon renewing old acquaintances and sharing memories of days gone by.

From the desk of Leonard Rosen...

My able assistant **Marguerite Lorenz** and I hope you've enjoyed the last two editions of our newsletter "Contact". We now have a couple of regular columnists in **Dick Neumann** and **Hal Cope**. **Ruby Mercer** has promised to write an article for our next edition. Our

printing skills have improved enough so we can reproduce snapshots and pictures from the internet, like those in this issue. But in order to produce more issues of Contact, we need more information, more pictures and more news to publish. This can only come from you, our readers, so please drop us a line, tell us what you are doing now, send us some old pictures (we will handle them carefully and return them if you so request) or just jot down some remembrance or any other information you think might be of interest to our readers. Mail can be sent to **Aviation Pioneers Association, PO Box 7031 Tarzana, CA 91357-7031**. E-mail to LRosen@EFS-NLSC.com.

Chairman's Message: Our Annual Reunions just keep getting better and better. If you missed this last one take the time now to mark the date for next year. Our Lucky **13th Annual Reunion** will take place on **Saturday, April 24, 2004** again at the Sportsmen's Lodge Banquet Center. Make your plans to attend now. We look forward to seeing you. My thanks to each and every one of you that pay membership dues and make the generous donations on which our organization depends. A special thanks to **John and Lillian Loustau** for helping to pick up the Bar tab which George Batchelor did for so many years in the past. We were happy to see **Ed and Lynn Hogan** again this year and **Nancy Anton** after an absence of several years. **Alan Bender** attended again this year although we hardly recognized him without his hat. We eagerly await publication of his book about the history of our industry. We missed **John Leslie**, **Al Senko**, **Jan Wantink** and **Gaspar and Carmela Nisito**, who were scheduled to attend our Reunion and for one reason or another were not able to make it. We hope you can come next year. Reunion time reminds me of just how much I miss Terry Dickason. Terry was a Founder and one of the Guiding Lights of this organization for many years and one of my dear friends. I know Terry would have been pleased to see the old gang having such a good time. Until next time, *God Bless! - Dave Simmons*

COPE NOTE: As a third pilot for Viking, my duty was to ride the jump seat on the eastbound flight, get off in Prescott AZ, stay over night and catch the westbound flight in the morning.

Cliff Stout, chief pilot of Viking, called one day to advise me that the next day, instead of doing my regular flight, I would be riding with him as co-pilot on the Burbank to San Francisco shuttle in preparation for a full time co-pilot slot when the need arose. The weather over Newhall pass was really lousy. Ice was reported at four thousand and accumulations on the aircraft could be expected. Cliff and I took DC-3 N79989 out of Burbank on June 27, 1948 with 28 souls on board and headed into the muck over Newhall pass on the way to Bakersfield.

Well things sorta got out of hand. As we climbed up to our assigned altitude (now called flight level), we began to pick up ice on the belly, on the wings and the propellers. It got so bad that we were indicating 120 MPH and stalling out at about 110, with wing boots full on and alcohol on the props. Cliff noticed the deicer fluid was getting a tad low and asked me to get out of my seat and replenish the supply from extra cans we carried in the compartment just behind the copilot's seat.

Back I went and looked around to figure out what to do next. I picked up a can, which I hoped was deicer fluid as none of the four or five cans I found were identified. With can in hand, I next looked around to find some place to empty it. I finally spotted an L-shaped pipe on the bulkhead framework behind Cliff. I unscrewed the plug, opened the can and dumped the contents into the hole.

All the time I was in the process of doing what Cliff asked me to do, he was fighting to keep 989 in the air as the ice continued to build and the stall speed was edging closer to the air speed we were able maintain (with full throttle and props full forward trying to dislodge ice). As I finished dumping, what I hoped was de-ice fluid, it began to run over. I panicked and stuck my thumb into the hole to stop the flow. With red fluid running down my arm onto my uniform pants I said to Cliff, "This is running over, what shall I do?" Cliff looked around in the direction of my voice and almost shouted at the top of his lungs "What in the hell did you do? Oh! My God! You have dumped deicer fluid into the hydraulic system." About that time, ole 989 began to shake as she approached another attempt to stall. Cliff got the stall under control, picked up his mike and yelled "Mayday, Mayday...this is Viking 989 over Newhall pass declaring an emergency and requesting an open quadrant let down into Bakersfield."

All the time I was standing there with my thumb in the hole, fluid running down my arm (which was now beginning to make a puddle on the floor) and thinking

about where I might find a job once we got back to Burbank that night.

On the ground in Bakersfield, Cliff ran to the nearest phone and called **Chuck Radford** (our maintenance superintendent) to tell him what happened and asked what he should do. Chuck, in a very calm voice, told Cliff to get back on the aircraft, put the plug back in the hole, wipe up the hydro fluid from the floor and carry on to San Francisco. I heard later that Chuck told Cliff it didn't make any difference what liquid went into the system and all that the deicer fluid would do is heat up a bit and raise the pressure in the system. Chunks of ice as big as dinner plates were still falling off the airplane as we prepared to depart from Bakersfield.

A couple of things happened. Cliff didn't fire me and all the cans of various types of liquid were painted different colors and were clearly identified (so were the signs on possible openings for fluids). I didn't get off Scot free, however. About three weeks later, **Red Hart** asked me if I would become Director of Operations for Viking, which tied me to the desk, more or less, for the rest of my career. I guess the moral to the story is that Red thought it might be safer for Viking if I was partially grounded doing operational duties and as these things happen, they sometimes turn out for the best. Later that year (1948) Viking, Standard, Trans-American and a couple other certificates merged under one umbrella to form "North American Airlines".

Guess if you can and choose if you dare. Pierre Corneille (1606-1684), French playwright.

FROM DICK NEUMANN: At APA's reunion luncheon on 4-12, Ruby Mercer reminded me **Poddy Mercer** was the first to bring a Lockheed 10 to Burbank, which he had purchased from Wisconsin Central Airlines (That's a name like Chicago & Southern, Pennsylvania Central or Inland that disappeared before the Nonsked era).

50's history: It was a very hot summer day for most of the western US in the late 1950's when another call came in from the US Forest Service for immediate airlift. Pick up Navajo fire crews in Arizona to fight a major fire out of control in northern California. Crew makeup consisted of 25 workers and one over head (straw) boss and their equipment. Most were picked up by DC-3's or DC-4's and flown to Burbank where after several hours they were dispatched to critical fire areas. At one point in this period of fire emergency we had several hundred fire fighters held at the airport and many just bedded down on the ramp along side Potter Aircraft's hanger and napped.

USFA asked us to feed their crews we would subsequently haul north to a fire at Alturas, Ca.. This fire's massive flames were lighting the night sky as far south as San Francisco. Lockheed Air Terminal's main Resturant, the Skyroom, featured Smorgasbord for

\$2.50 and all you could eat. We made a deal with the manager, then ushered our first batch of 26 to the Skyroom. Skyroom provided trays, dishes and utensils. Fire crews were to carry food on trays to the ramp and eat there. We were to collect trays, dishes and utensils and return them to Skyroom. I watched a firefighter barely 5 foot tall walking out of Skyroom with a tray piled so high you could barely see the top of his head. I laughed at the sight. Fifteen minutes later on the ramp his tray was clean. After over 100 had been processed, Skyroom's Manager shut it down. Out of food. Out of patience and he stated in no uncertain terms we had mislead him - badly. The next several days we shuttled crews to fires and fed crews at Burbank, but Skyroom was off limits to the fire fighters. So we talked a couple of coffee break and lunch pickup truck food operators into helping us feed the fire fighters. The airport allowed them to pull their trucks alongside Potter's hanger for that purpose.

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It's been said, "History is written by the winners" - By all accounts, America's major airlines delivered a knockout blow to the Nonskeds in the early 1960's. But look at the winners today (those you can still find that is...) - Where's Braniff, TWA, Pan American, Eastern, Northeast, National, Flying Tigers, North Central, Ozark, Southern Airways and Hughes Air West? Still with us are; United (desperate to stave off liquidation), American (sliding toward Chapter 11 at \$5 million a day) with Delta and Northwest practicing survival management 101 with limited success. Some victory...

Of course human nature being what it is, few people remember or care about the past or demise of the Nonskeds and their role, which was crucial to low fare services and military airlift support. **Col. C. C. Sherman** and California Central Airlines began developing intra- state air services in California before PSA. CCA operated a fleet of 7 DC-3's and subsequently acquired 3 Martin 202's to offer 90 minute service between Burbank and SFO/OAK at \$9.99 each way, plus tax. Before Charlie Sherman's CCA, **Norm Kessler's** Robin Airlines offered service between Burbank and SFO with a C-54 for \$9.99 on a "we fly when we have a full load" basis. Kessler armed himself with a folding card table and ensconced himself to one of LAT's gates where he collected the air fare and when filled, climbed aboard and flew the lot to SFO or Oakland. Robin didn't stay long in the intra-state trade. Concurrent with Robin, **George Batchelor** also operated intra- state service with California Arrow Airlines, beginning the post war development of California corridor services. Prior to World War 2. **Cecil B. DeMille's** Mercury Airlines operated limited scheduled intra-state services between Los Angeles and San Francisco. This was in

an era when operating certificates were not needed, when pilots were pilots and didn't need a piece of paper to make them legally so. We may need to go back to that after all the majors collapse.

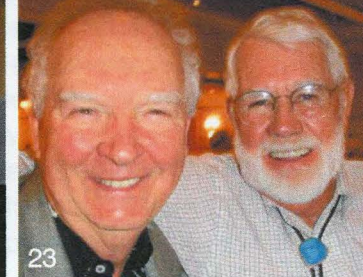
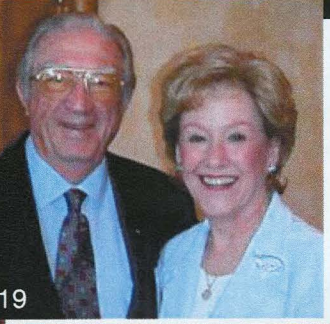
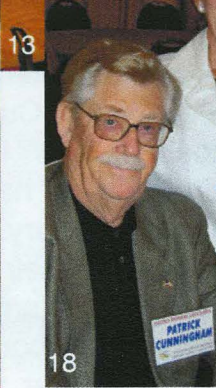
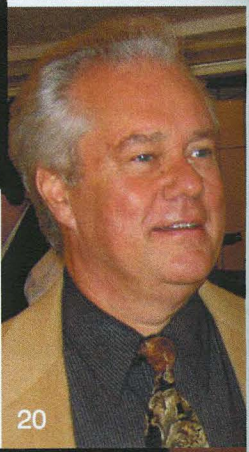
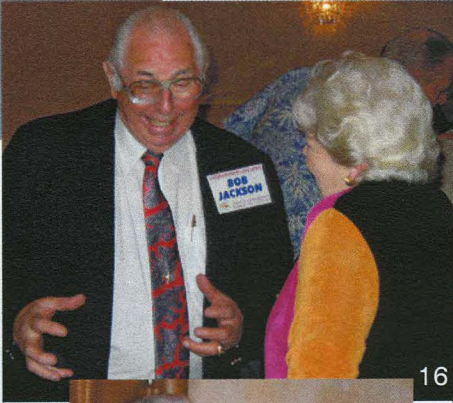
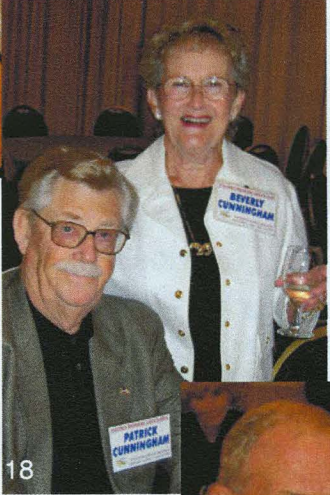
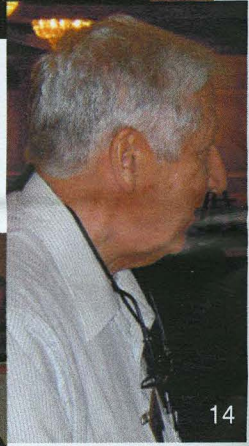
As **Dr. Alfred E. Kahn** commented recently, "History has vindicated the Nonskeds". Given the current state of air transport today there are no winners - only losers. The public, federal & state government, military and the major airlines are all losers in such disruptive actions. There is also much irony that touches our Nonsked history. There is the man from Texas, with a quasi sked and nonsked background, **La Mar Muse**. La Mar was given carte blanc access at PSA by Floyd Andrews to study PSA's methods, successes and failures, development and expansion of California corridor intra-state markets. La Mar proceeded to start an intra-state airline in Texas called Southwest Airlines. The true irony! TODAY Southwest's asset base is higher than the total asset base of the entire US airline industry. So much for CAB's stamping out those damnable Nonskeds!

We get mail! It was a pleasure to attend the Aviation Pioneers Association Reunion. My name is **Maureen Solomon**. I am a film historian and writer who believes very strongly in preserving and recording the memories and careers of people who have made a difference in our collective lives.

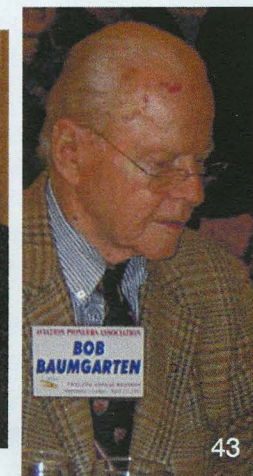
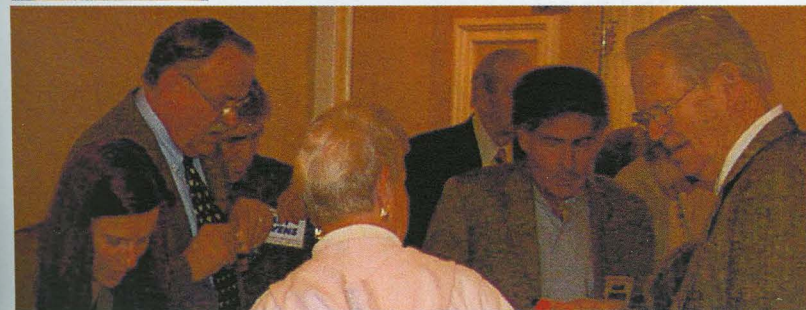
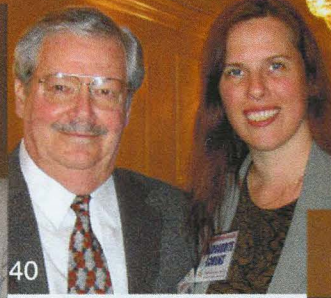
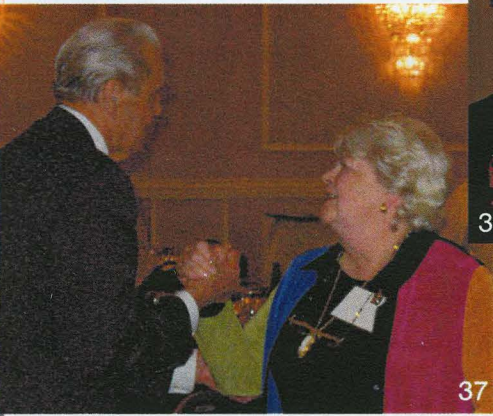
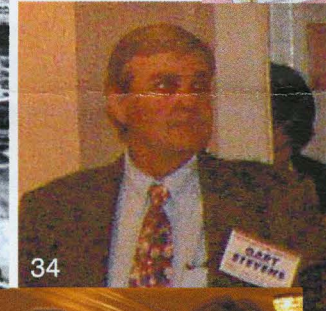
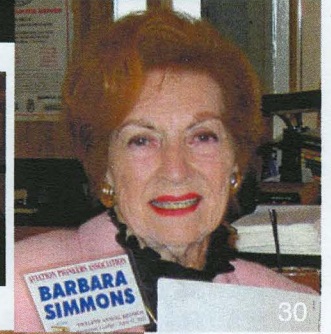
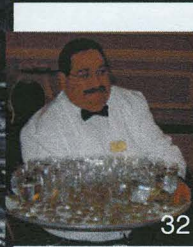
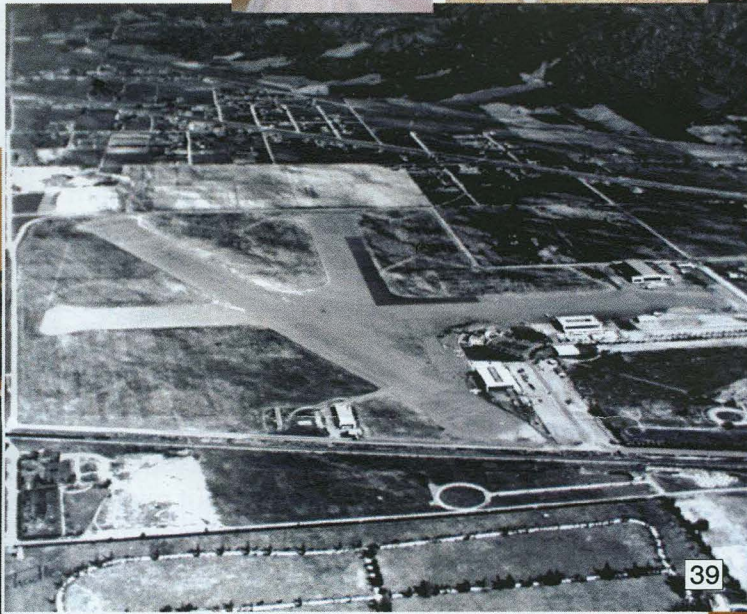
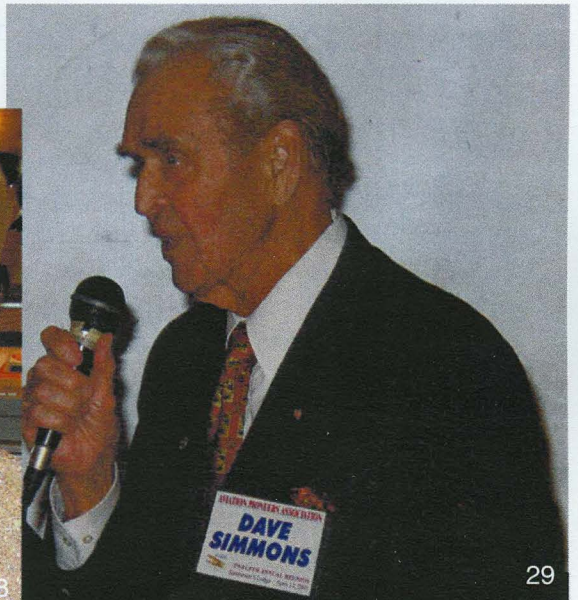
Specializing in preserving oral histories of people in the entertainment industry, I recently supervised the taping of director **Joseph Newman**, whose career at MGM studios started in the early 1920s and continued on into television well into the 1980s. I have also written about **Fred Astaire**, his sister **Adele** and choreographer **Hermes Pan** for the L.A. Times. Whenever possible, I attend gatherings such as the recent reception in Culver City for photographers who covered W.W.II and the Korean War from airplanes. I have always been interested in aviation history. If any aviators are interested in preserving their oral histories, I would like to hear from them. I am putting together anecdotes for a feature film about male and female aviators. I am a great believer that truth is more exciting and interesting than fiction. You can reach me at 818-623-9505 or email Samiske@aol.com.

There are two great sources of inspiration in life, enthusiasm and tragedy, and I have been boxed in by both. But having been boxed in by both, I also recognize that perseverance is the key to escape and satisfaction. Walter Annenberg

For a list of who's who, see Page 6...



APA Reunion Luncheon · April 12, 2003



Reunion 2003 was a lot of fun. The photos on the previous pages correspond with this list. See you next year!

1. Starr Thompson
2. Leonard Rosen
3. Ben Hill
4. Monique Jones
5. Adrienne Rosen and Len
6. Bill Jackson
7. Harry Edelstein
8. Bill Westerman
9. Rita Hamlin, Bev Cunningham, and Diane Wolfe
10. Dean Englehardt, Speaker
11. Hycy Engel Hill
12. Lu LeClere
13. Marguerite Lorenz and Nancy Anton
14. RC "Chappy" Czapiewski
15. Hal Cope's Display
16. Bob Jackson tells the story, Nancy listens
17. Ida Mae Hermann
18. Patrick and Beverly Cunningham
19. Dick Draper and Mary Lou Paulson
20. Jay Barns
21. Nancy Anton and Adrienne Rosen
22. Bill Hopper
23. Ed Hogan and Hal Cope
24. Dave Hopper
25. Jo Ann Blatz
26. Dick Blatz and Ed McAndrews
27. Addie McAndrews
28. Ruby Mercer
29. Dave Simmons, Chairman
30. Barbara Simmons
31. Sylvia Goulden
32. Oscar, one of the great staff at Sportsmen's
33. Paul Carlson
34. Gary Stevens
35. Tony Mancuso
36. Hal Cope's Coat of Many Colors
37. Dave Simmons and Nancy Anton
38. Joan Le Bel and Dean Brouse
39. Burbank Airport, 1939 Photo by John Shadle
Brought to us by RC "Chappy" Czapiewski
40. Leonard Rosen and Marguerite Lorenz
41. Everyone checks in at Registration
42. Dean Englehardt
43. Bob Baumgarten
44. Don McKee

RULES OF THE AIR

- If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
- Flying isn't dangerous. Crashing is what's dangerous.
- It's always better to be down here wishing you were up there than up there wishing you were down here.
- The **ONLY** time you have too much fuel is when you're on fire.
- The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
- When in doubt, hold on to your altitude. No one has ever collided with the sky.
- Every takeoff is optional. Every landing is mandatory. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
- Learn from the mistakes of others. You won't live long enough to make all of them yourself.
- The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
- Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
- Always try to keep the number of landings you make equal to the number of take offs you've made.
- You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
- Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
- It's always a good idea to keep the pointy end going forward as much as possible.
- Keep looking around. There's always something you've missed.
- Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
- The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.

SAVE THE DATE!



13th ANNUAL
REUNION



APRIL 24, 2004

Newsletters have been returned to us, undeliverable, from the following. (If you have a current address for any of these people, please let us know):

James R. Ainsworth	Geoffrey McBreen
Frederic Bemis	William McCann
Roy Blackwell	Mac McClanahan
Lee O. Case	Otto B. Meier
Doris(Brown)Cohan	Robert C. Mickesh
William S Cole	Lance Parrish
Robert D. Davis	Eric Pearson, Jr
Clark Gathercole	Peter Peralta
Ward Grant	Art Reaume
James C. Harris	Maurice Rosenblatt
A.L. Hicks	Ed Smith
Donald Hoirup	Jack Stoops
Art Ives	Glenn Sunderland
Dar Kindred	Reg Vestey
John Kinzer	Orla "Penny" Wang
I.F. Klumb	Mary Wanner
Jennifer Lafayette	Fred C. Wilson
Jack Lewin	Jack L. Wilson
Trig Lousto	Robert Yescas
Roger Lowe	

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

George Finn who, with his twin brother Charles, gained national attention in the 1950's by "stealing back" a surplus airplane claimed by the federal government, died at age 88. Dubbed the "Flying Finn Twins" by the media during the battle for the C-47 cargo plane, they were brought to a US Senate hearing into whether their constitutional rights had been violated by the FBI and US Attorneys. Both brothers were pilots in the Army Air Corps during WWII. After the Berlin Airlift and their release from service, they attempted to start an air cargo service, but the CAB said they could not legally buy the plane because it was supposed to be scrapped. The Finns refused to back down, as nothing in the law prevented them from keeping the plane. A lengthy series of maneuvers and legal battles followed. At one point, they were arrested by federal agents. At another, they made a citizen's arrest of the US Attorney who was attempting to prosecute them - handcuffing him outside the Biltmore Hotel in Los Angeles. The dispute made the National news after they "stole back" the plane, flying it out of Bakersfield to a remote landing strip in the Nevada desert. There they held court for the press and a major confrontation with armed FBI agents followed. The result was more publicity including a picture of the brothers and their plane on the cover of Life Magazine. Most of the resulting charges were eventually dropped - in part because the Finns managed to repeatedly confuse authorities about

which one of them was which. In the end, the brothers spent several months in federal prison, but garnered more press coverage by enduring a 23-day hunger strike. George Finn is survived by his companion of nearly 30 years, Sue Morrow, and his sister, nieces and nephew.



Edward J. Norman died May 17, 2002 after a long illness, in St Petersburg, FL; Ed, the oldest of four boys, was born in Detroit. He and **Al (Pappy) Conklin** graduated from the Henry Ford Trade school before they each took up flying. Ed joined Pan American World Airways and flew as Captain on North Atlantic operations, flying the Consolidated four engine Coronados, and Douglas C-54's.

Later, while based in Miami, he flew Boeing Starliners, the first pressurized airline transport plane.

At the inception of the Non-Sked industry, Ed founded U.S. Overseas Airlines, flying its predecessor, East Coast Airlines, utilizing a C-47 leased from War Assets, the government bureau set up to dispose of surplus aircraft. During the Korean War, Ed was Director of Operations for USOA, and ran a phenomenally successful airlift. He flew for USOA until the CAB shut down the Non-Skeds. Later he flew for a CIA operation in Vietnam. After that war he conducted a general aviation operation for a group of doctors at Oakland, California. Surviving Ed are three daughters, a son and an ex-wife.

During WWII, Pappy Conklin became Chief Pilot for Cresout division of the Army's Air Transport Command, based at Wilmington, Delaware. Pappy later became a USOA Captain. After age 60, he retired to Oakland, California and began anew as a flight instructor, which he continued to do late into his 80's. He flew every day until two days before he died. When the Constellations, Stinson and Ford Trimotors, the Douglas C-47's, C54's, DC-6's, and DC-7's flew; when pistons and propellers ruled the skies, Ed Norman and Pappy Conklin were truly pioneering aviators devoted heart and soul to the developing air transport industry. They all deserve a special place in history.

We have been informed of the passing of the following members and friends. If anyone has further information or would like to write up an obituary, please let us know.

Corbin "Bud" Ewing	Art Kalantar
Raleigh Hatch	Bill Miller
Rush Hughes	