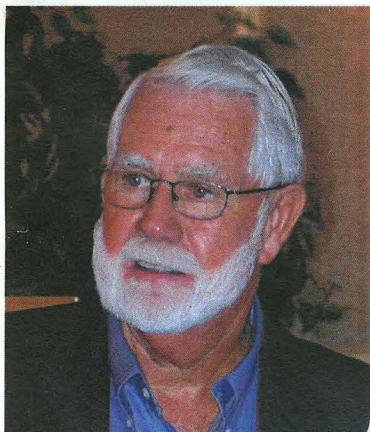




Contact!

AUGUST 2004 ISSUE

2004 Annual Reunion... Well, if you weren't there you should have been. Our 13th Annual Reunion was held April 24, 2004 at the Sportsmen's Lodge. Working the door and greeting the arrivals were Ed and Addie McAndrews, Jerry Senft, Harry Edelstien and Jan Wantink. Cocktails for the social hour were hosted by John Loustau as was the table wine. 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 Ralph Cox from New Jersey, Dick and Elaine Draper from Hawaii and Mary Lou Paulson from Las Vegas. Ed and Lynn Hogan left immediately after the event for a flight to Honolulu in their new Gulfstream. Prior to lunch Ruby Mercer read the Invocation and Marge Sorthun led the Flag Salute. Dave Simmons did the welcome and opening remarks. Paul Carlson did a terrific cartoon of Magoo driving a Mars Rover, a copy of which was passed out to all the attendees. The guest speaker was Bill Rheems and his topic was "Outrageous Aviation Stories." Music was provided by the Jerry Case Quartet. Door prizes included Air Transportation to Las Vegas on Southwest Airlines and 3 days and 2 nights at the Riviera Hotel and Casino. Also, a lithograph picture of a Flying Tiger P-40 autographed by our own Dick Rossi and a beautiful desk size model of a PT-17N2S Stearman. All in all, the attendees seemed to have an enjoyable afternoon



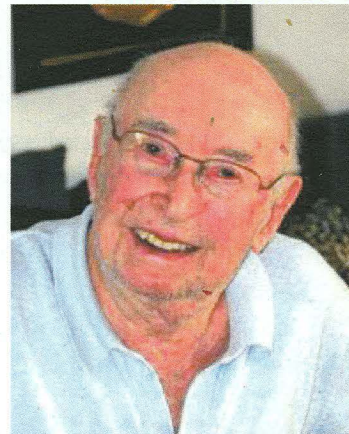
HAL COPE

renewing old acquaintances and sharing memories of days gone by.

COPE NOTE...Our APA reunion was, I believe, a success in spite of the dwindling numbers primarily caused by the grim reaper, taking his toll on our group, dispatching

some of our friends to the big hanger in the sky. Even though our numbers have diminished I have the feeling there is a continuing high level of interest to maintain our group for as many years as possible. We may in time need to downsize our watering hole but other than that I am really encouraged by the interest and devotion our members are exhibiting to maintain the group. A big thank you to each and everyone who attended - I really enjoyed myself and look forward to see all of you next year and years to come.

I know that some of you, like I, was



JACK LEWIN

disappointed in not being able to see one of the original and only remaining "Four Horsemen" - Jack Lewin. I had been in touch with Jack and he had planned to come and was looking forward to seeing his old friends. However due to some recent

surgery Jack could not make it this year but has promised to live at least another year so he can attend our next reunion. Jack is a healthy 92 years young. His mind is still sharp just as I remember from the "good ole days". I visited with Jack on Sunday following our reunion at his apartment in Beverly Hills. It was good to rekindle our long lasting friendship as student to teacher. Jack is looking forward to being with us next year.

About next year! Thanks to the continuing efforts of Len Rosen, who continues to be a rotating beacon and omni range for our group, he needs your help. Each of us can help by encouraging those members who were not present to commit to next year. APA is faced with a couple of fundamental questions: How long can we continue to generate attendance and

where should our reunions be held. I don't have the answers. The answers lies with each of us on how to (1) boast the membership roles with an emphasis on younger pioneers and (2) help Len and his helpers to muster as many attendees as possible for future reunions. Let's don't let the grim reaper or anything else stand in the way of continuing our reunions. Be an active recruiter and participant. It's your organization and it could use some help in the coming years. God Bless to all and hope to see you next year. God willing and if the creeks don't rise I will be one of those attending.

As told by Dick Neumann...This one I watched unfold at Burbank. One afternoon around 1958 the Dunes Hotel was operating a flight with a C-46 (leased from George Batchelor) from Long Beach to Las Vegas. On departing Long Beach, the crew found they had no hydraulic system and the gear wouldn't retract. Rather than return to LGB or continue to Las Vegas, they elected to head to Burbank where International Aircraft Maintenance was located and could handle repairs. The Captain, Dick Wilson, ex-CAL Air Charter called in he had no hydro system but didn't feel he had a problem as the emergency standby system should give him flaps and brakes. He was wrong of course. He came in low over San Fernando Road but no flaps. The gear was down and locked having refused to retract out of LGB. Wilson made a low approach over San Fernando Road and set the C-46 on the runway about 100 yards past the blast fence. Without flaps the C-46 rolled down the runway at about 85 mph without much drag to slow it. There was a cross wind but the C-46 held straight with the tail wheel on the ground and locked as it crossed the runway intersection at about 35 mph.

Parked by the hanger next to the terminal was a former TWA Martin 202 being marketed by Al Paulson. Parked almost behind and under the Martin's wing were sat a Stinson Voyager and Cessna 170. Parked outside the security fence were three LAT field pickup trucks, vintage 1957. In the hanger a Lodestar on jacks was being weighed and the hanger doors had been pulled closed to eliminate any wind. After crossing the runway intersection with Empire Blvd, the Southern Pacific Railroad tracks and the Cemetery and Chapel of Folded Wings looming ever larger in the windshield glass, Wilson opted to try a ground loop maneuver and swing the C-46 around before he reached the end of the runway now only about 500 feet away. Swinging the C-46 to the right side of the runway, kicking hard left rudder (no brakes) the C-46 started to respond and it would have probably have made it to point down the runway from whence it

came and roll backwards into the chain link fence at the end of the runway.

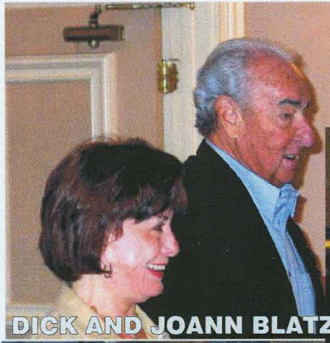
As Fate would have it, as the C-46 reached just past a 90 degree heading on the runway the wind kicked the tail back and the C-46 now moved at a 45 degree angle and its nose struck the Martin 202 in the left wing trailing edge. The C-46 right wing ploughed into and thru the rear fuselage of the Martin, shearing it almost off. The impact of the C-46 sheared one of the 202's main gear castings dropping the right wing down on the parked Stinson and Cessna and shearing off their engines, slamming them into the ground and turning them into a pile of junk. The tail of the C-46 swung into the security fence, knocking it over hitting one of the parked LAT pickups pushing it into the other two. One of the vehicles then rolled into the closed hanger door with enough impact to unseat it and the door fell into the hanger. Luckily it missed the Lodestar and the people weighing it.

One can only wonder at the thoughts of the Dunes C-46 passengers on arriving at Burbank in a massive cloud of dust and all the scraping metal noises. The C-46 had some damage where the nose section had ridden up on the Martin's wing and the right wing leading edge had a big gash where it hit the Martin's aft fuselage and severed it. There being no injuries among the passengers, crew or ground personnel, Dick Wilson came and sat in Cal Air's office for a little while and had a cup of coffee. He explained and briefed Batchelor's maintenance crew on what had happened to his hydro system out of LGB and the subsequent results.

Meanwhile the Dunes, was without an airplane and had 22 people expecting to spend the evening in Las Vegas. They asked if Cal Air could move the passengers but all we had available at the moment was the DC-2, but no crew available. Wilson, who had been recently checked out in the DC-2 and was current on Cal Air's paperwork volunteered to take the trip and volunteered his co-pilot. Within 15 minutes the Dunes party were on their way with all of the passengers deciding to continue the flight.

Within two weeks the C-46 was back flying for the Dunes. The 202 was so much scrap and cut up. The Stinson and Cessna were hauled away and the hanger door repaired. Al Paulson received a lot of publicity but was never able to market the 202's to the nonsked operators. Batchelor, as usual, made money on the insurance and the C-46 repairs. And life continued on at Burbank without missing a beat.

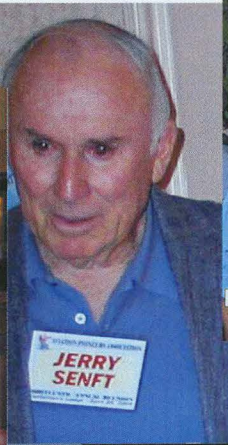
A GREAT REUNION



DICK AND JOANN BLATZ



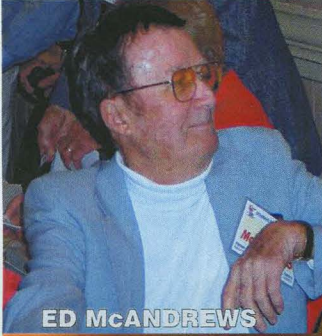
BEN HILL AND RUBY MERCER



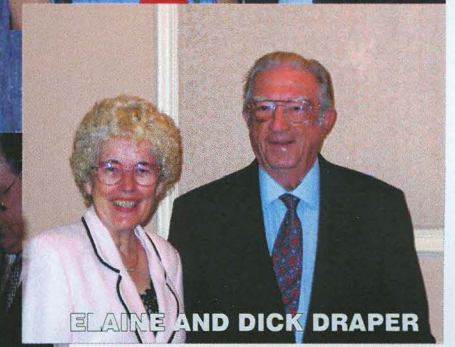
BARBARA JACKSON



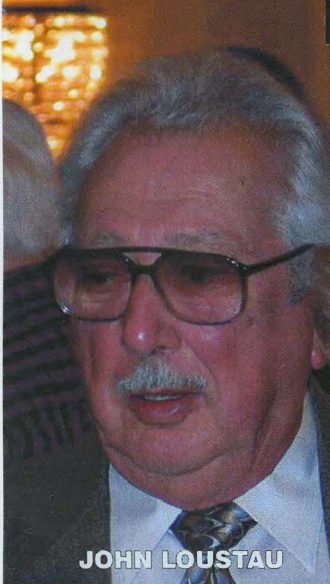
EDWARD AND GUNN LANDWEHR



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ELAINE AND DICK DRAPER



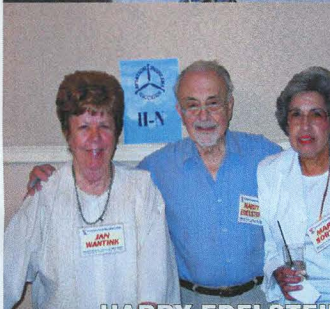
JOHN LOUSTAU



JOAN LeBEL MARGE SORTHUN MARY LOU PAULSON



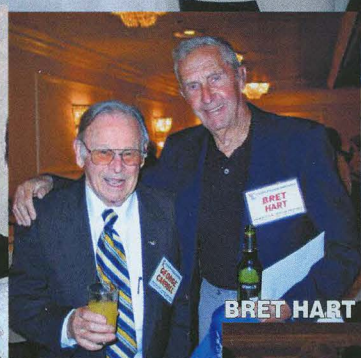
LYNN HOGAN



HARRY EDELSTEIN
JAN WANTINK MARGE SORTHUN



GEORGE CARROLL

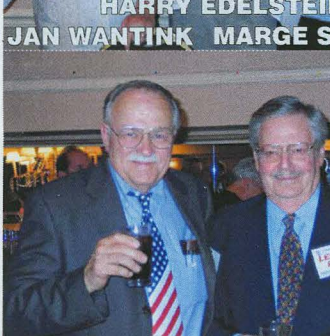


BRET HART



IDA HERMANN

JOAN PATTERSON



PAUL CARLSON LEONARD ROSEN



BARBARA MACKIE EILEEN SCHULTZ



AL SENKO



HOWARD WESTLEY, GARY MCKEE, DON MCKEE

Chairman's Message...Since the passage of time has taken a toll on our membership and consequently on the number of participants at our reunions, a survey questionnaire entitled "Where Do We Go From Here" was passed out to the attendees at our last event. It was the overwhelming choice of those in attendance



DAVE SIMMONS

to hold a reunion again in 2005, and even though we may not have enough attendees to meet the minimum meal requirements at the Sportsmen's Lodge, it was also the overwhelming choice for the venue again next year. Although there were lots of votes for holding the 2005 Reunion at the Palm

Springs Air Museum, there was not enough support to make the change. Since the money we take in from the luncheon charge and the annual dues does not cover the all the expenses of the Reunion and the operations of APA, we are dependent on the generous donations from our membership to cover the shortfall. I am pleased to report the shortfall for 2004 has already been covered. As we move toward our 2005 Reunion we will need your support again more than ever both attendance wise and financially. I would like to thank all who attended the 2004 reunion for helping to make it a success. Paul Carlson deserves a word of appreciation for the magnificent Magoo cartoons he does for us every year and also to John Loustau who picked up where George Batchelor left off as the sponsor of our cocktail hour. A word of thanks to our reunion committee, Mary Lou Paulson, Hal Cope and Marge Sorthun for a job well done. Until next time..Dave Simmons

Obituary...William "Bill" Chadney, age 79, passed away December 8, 2004 in Palm Desert of natural causes. He served in the U.S. Army from 1943 to 1946. He was a pianist with the Sportmen's Lodge for ten years before opening three popular Chadney's Restaurants, one of which was in Burbank . Reported by member Bonnie Lamie Schulman.

Obituary...Robert Francis "Bob" Clough age 83, passed away in Thousand Oaks on January 27, 2004. Before and during World War II he attended and then taught radio theory at Galups Island Radio School in Boston Harbor. He also became a licensed flight navigator and spent the next 38 years with many different scheduled and non scheduled airlines. He was an APA member in good standing.

Obituary...Jack Wilson passed away at his home in North Carolina October 13, 2003. He was an Air Force veteran of 20 years flying B-52's. He was Director of Operation for MGM Grand and flew as a Captain for TIA and Transamerica. Reported by members Bill Heller and Dick Neumann.

Obituary...Richard "Dick" Martiss passed away in Talent, Oregon on August 12, 2003. He was a World War II pilot flying P-39, P-40, P47 and P-51 fighter aircraft. From 1956 through 1958 he was a pilot with Viking Airlines, Transamerica and Transocean. He was a member in good standing of APA and left a bequest of \$1000 to the organization.

Editors Notes...On June 21, 2004 Burt Rutan's SpaceShipOne made history with the first private manned space flight. Flown by Mike Melville, Chief Test Pilot, now turned astronaut, SpaceShipOne, left Earth's atmosphere and achieved an altitude of 100 kilometers (62 miles). After spending about three minutes in a weightless condition, where he released a bag of M&M's in the cockpit to see what would happen, Melville performed a re-entry procedure and glided SpaceShipOne to a successful landing at Mojave Airport. In the next month or so, Rutan's company Scaled Composites, with the financial backing of



WHITE KNIGHT AND SPACESHIP ONE

Paul Allen (of Microsoft fame), will attempt to win the \$10 million Ansari X Prize by being the first team to create a reusable spacecraft that can launch three passengers into sub-orbital space, return them safely home then repeat the procedure within two weeks with the same vehicle. Good luck Burt!

The Apollo 11 Mission to the Moon just celebrated its 35th anniversary. On July 20, 1969 the lunar module Eagle departed the command module Columbia and landed on the Moon at the Sea of Tranquility. Then, with half a billion people watching on television, Neil Armstrong climbed

down a ladder to the Moon's surface and proclaimed "That's one small step for man, one giant leap for mankind." He was shortly thereafter joined by fellow crewman Buzz Aldrin. They explored the surface for two and a half hours collecting samples and taking photographs. Before blasting off back to Columbia,



**MICHAEL COLLINS, GEORGE W BUSH,
NEIL ARMSTRONG, BUZZ ALDRIN**

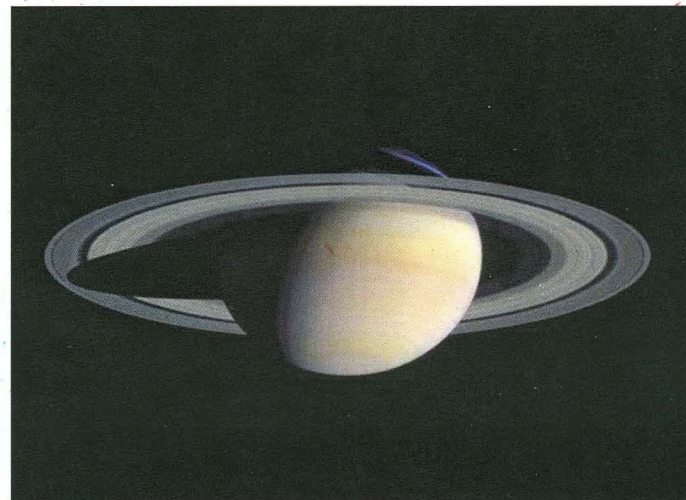
they left behind an American flag, a patch honoring the fallen Apollo 1 crew and a plaque which reads "Here men from the planet Earth first set foot on the Moon. July 1969. We came in peace for all mankind." What a day that was for NASA! What a great time for us all to be Americans and take pride in what our countrymen had accomplished!

We're still not doing too bad in the space exploration field. In January 2004, after two successful launches a month apart and a seven month journey, we put two landers down on the surface of Mars, one on each side of the planet. We now have the two Martian Rover's, Spirit and Opportunity, rolling about on the surface of the red planet taking thousands of pictures and performing hundreds of science experiments increasing our knowledge about the universe in which we live.

On June 30, 2004 after a voyage covering 2.2 billion miles and taking almost seven years the international Cassini-Huygens spacecraft arrived in orbit to begin a four year study of Saturn, its majestic rings and 31 known moons. Operated by JPL for NASA, the Cassini spacecraft is the most highly instrumented and scientifically capable planetary spacecraft ever flown. There are 12 highly sophisticated instruments, cameras and sensors on Cassini and 6 more on the Huygens probe. In December 2004, Cassini is scheduled to release the European Space Agency managed Huygens probe for a 20 day journey to Saturn's moon Titan, where, while descending through the moon's atmosphere, it will deploy a parachute and begin 2.5 hours of

intensive science experiments which will be relayed to Earth via Cassini.

On August 3, 2004 NASA launched the Messenger to Mercury spacecraft. After a very complex voyage it is scheduled to arrive in orbit in March 2011 where it will carry out extensive scientific investigation of this most unusual planet and its atmosphere.



SATURN AS SEEN BY CASSINI

Meanwhile, closer to home, high fuel costs and lower yields are hurting all the big U.S. network airlines. American Airlines, which turned a small second quarter profit after having won givebacks from its unions 14 months ago, is trying to terminate leases on 24 A300 aircraft. Delta and US Airways are threatening Chapter 11 Bankruptcy in an attempt to win ALPA concessions. United, which was turned down on a \$1.8 billion government guaranteed loan, is struggling to find private financing to enable it to emerge from bankruptcy. Thus far the discount airlines seem to have avoided the difficulties plaguing the big network carriers. But labor issues at Southwest Airlines and increasing competition at Jet Blue and AirTran Airways are symptoms of what is yet to come. The future will bring many harsh tests as the industry continues to settle out in what could be the final stages of reconstruction brought about by airline deregulation mandated more than a quarter century ago.

**SAVE THE DATE
2005 APA ANNUAL REUNION
SATURDAY, APRIL 24, 2005
SPORTSMEN'S LODGE
PROGRAM TO BE ANNOUNCED**

AVIATION PIONEERS ASSOCIATION
PO BOX 7031
TARZANA CA 91357-7031



Great Lakes DC6A



TransOcean L49



Photo by Mel Lawrence (from airliners.net)

Photo by Ruth Straw (from airliners.net)