



NONSKED NEWS

The Nonscheduled Newsletter For the NONSKED AIRLINES

LOCKHEED AIR TERMINAL
Airline Terminal Building
Burbank, California

THE NONSKED ANNUAL REUNION LUNCHEON

Vol 1.

February 18, 1991

NONSKED REUNION SET FOR SATURDAY MAY 18, 1991

LOCATION: The BURBANK AIRPORT HILTON HOTEL, across from the Burbank Airport at Burbank.
Time: 11 AM until 2:PM

Plans to hold our annual NONSKED Reunion Luncheon on Saturday, at 11:00 AM on May 18, 1991 were confirmed at a meeting held in North Hollywood February 19th, 1991. After first considering holding the Reunion at the Sportsman's Lodge in Studio City, which had limited large room availability it was decided to hold the event at the AIRPORT HILTON at Burbank Airport. In attendance were Terry Dickason, the principal motivator and Director of the earlier Reunions, Ida Herrmann, Dave Simmons (Chairman), Leonard Rosen, Nancy Anton, Ruby Mercer, Dick Neumann and Carolyn Carter. The above, plus several others not mentioned, volunteered to help Terry Dickason to make the 1991's NONSKED Reunion a success.

The meeting was also called to discuss the creation of a non-profit California corporation, "Aviation Pioneers Association" as a membership vehicle and to manage our NONSKED activities and events. We owe thanks to the efforts of Terry Dickason and legal assistance of airline attorney Richard Keating who filed the corporation-gratis. This was done in response to the questionnaire last year about formalizing a membership organization. About 80 percent of you said "Do It!"

As many of you know, with our past Reunions Terry Dickason has handled the entire Reunion affair solo. He has spent much of his time planning and he personally has expended considerable time, energy and personal financial resources all of which add up to Terry's tremendous personal effort to make our past the Reunions very successful and enjoyed by all who attended. All agree, the Reunion's should be an annual event. Thanks to major financial contributions by Kirk Kerkorian, George Batchelor, Ed Hogan and Fred Benninger which have previously made it possible for Terry to deposits required to hold Sportsman's Lodge (He had to hope enough people would show up so that he could meet the Sportsman's minimum guarantees) all helped make past Reunion's possible and repeatable.

This year Terry announced he needed help for a 1991 Reunion. This past year Terry has been ill while he could manage this years reunion, what he really needed was a support team to help him. In January Terry advised that little time was left if a Reunion is to be held this year, and our May 18th date is less than 90 days away.

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This years luncheon cost is \$24.50 per person, including all tips and gratuities. The cutoff date when we must receive your payment is April 5, 1991. We are required to post deposits to cover the room and number of luncheon attendees. We have to guarantee a minmum of 185 attendees to hold the room. Last year 260 people attended.

If you will be attending the May 18, 1991 NONSKED Reunion P L E A S E mail your check with the tear-off form provided at the back of this newsletter A.S.A.P. and return it so that it is received before the April 5th, 1991 cutoff date. If for any reason you are unable to send your check with the form by the cutoff late, but will try to attend, you must please contact Terry Dickason and advise him. If you are not attending the Reunion but do wish to receive the newsletter please mail back the form with your correct address, zip code and phone number. Our reason for urgency is simple. We have to post a substantial nonrefundable deposit to reserve a large enough Banquet Room for the event based on an estimated number of attendees. We must provide the estimate of attendance by April 8th, 1991.

Your checks should be made out to the Aviation Pioneers Association. If you need other information you can call and leave messages on Terry's Phone (818) 845-7368 (answering machine) or Dick Neumann's (818) 798-6721 and they will try to answer your questions or get an answer to you quickly.

The "AVIATION PIONEERS ASSOCIATION

Subsequent to forming a non profit corporation Terry Dickason (Trans American, Associated, et.al.) became President, Dave Simmons (Lockheed Air Terminals) Chairman of the Board, Ida Herrmann (Great Lakes Airlines) Secretary and Treasurer, Fred Atkins (Central Air Transport/Viking Airlines), Leonard Rosen (Great Lakes) and Nancy Anton (Great Lakes Airlines) are Directors. Dick Neumann (California Air Charter) Newsletter Editor and Membership Chairman.

On January 29, 1991 a first meeting was held which was of very short duration to discuss the Reunion and objectives of the "Aviation Pioneers Association". Dave Simmon's chaired the discussions. Ida Herrmann reported on various aspects of having the corporation's formation, the numerous benefits of nonprofit corporation to its members and related advantages. Ida Herrmann has provided a brief recap regarding the association which are printed below in edited form.

"In response to your many request we have formed a California Non-Profit corporation, Aviation Pioneers Association. The name was chosen by Terry Dickason as the original "mover and shaker" of this undertaking. The corporation will engage in activities permitted by our charter of By-Laws; however we cannot engage in any profit making endeavor. Thus we can plan Reunions, gatherings, accept member and others gifts and contributions, maintain a bank account,

put together a news sheet, or a museum, etc. Our expenses (other than those created by a reunion for instance) are basically printing, stationary, postage, telephone, mail and banking charges; special events will bear a fee designed to cover all expenses thereto."

"The 1989 reunion was underwritten by our generous members Kirk Kerkorian and George Batchelor with the 1990 event's bar tab as George Batchelor's gift to us. To reserve a hotel banquet room for an event requires deposits (non-refundable). Your early replies are therefore quite essential for the 1991 Reunion to go off smoothly."

"The incorporating officers were - President-Terry Dickason, Secretary-R.R."Red" Hart, Treasurer-Ida Herrmann. In turn they contacted other of our experienced cohorts" who are listed above. The entire effort has been put together solely on a volunteer basis. The regulations of the State of California require all officers and Directors be legal residents of the state - California voters. The Association has had to forego the offered help of several people to serve as officers or directors for that reason. We appreciate their interest and willingness to help and proffer our thanks."

"All members may make suggestions; we also need your knowledge and contacts with others of the industry for the newsletter. Please send any information on other nonsked airline contacts and all your news items to Dick Neumann, P.O. Box 40850, Pasadena, CA 91114" (Only names to contact and data for newsletters BUT NOT YOUR REUNION RESERVATIONS OR CHECKS - PLEASE). "Please note that GIFTS are permitted and solicited. We need friends and financial support to get this flight in the air."

/s/ Ida Herrmann, Secretary and Treasurer

Passings and Departures

Ross R. "Red" Hart. December 6, 1990. Viking Aerovan/Viking Airlines, North American Airlines, 20th Century Airlines, after a brief illness, of a heart failure at St. Joseph's Hospital, Burbank, Calif. Red had hundreds of friends all of whom will miss him. He is survived by his wife Heidi, brother Jim and 2 children.

Clint Moen. December 7, 1990. Ticket agent for North American, Skycoach, Great Lakes, US Overseas and later an independent retail agent. Of cancer at Burbank, California. Survived by his wife Nancy.

Marvin J. "John" Griggs. December 16, 1991. Went through US Army Air Corps Kelly Field with Orvis Nelson of Transocean. Served with distinction in RAF London, UK, 1939-1942 (responsible for flight testing and transfer of USAFAircraft, weapons and munitions over to RAF. Served and reported to Air Marshal Dowding and Air Marshal Park. Reassigned 1943 to US 8th Air Force as full Colonel. Joined Transocean as a Captain, US Overseas as a C54/DC-4 Captain and similarly with other Nonskeds. Of complications at the US Veterans Hospital in Chicago, Illinois. Survived by his wife, Jane (USOA).



UNSCHEDULED AIRLINES FIGHT

Big business is not so stuck on private enter-

BACK



ONE-STOP COAST TO EAST NON-STOP BETWEEN CHICAGO AND THE WEST COAST

George Berkowitz. December 1991 (exact date unknown) at New York City. Attended earlier Reunions but missed 1990 get together because of ill health of daughter. A noted New York attorney who over the years represented many of the nonsked and supplemental air carriers and their owners between 1940 and 1989, including Great Lakes Airlines, Ed Tabor, Johnson Flying Service, Connor Air Lines, Capitol Airways, to name a few.

George Bailey, at Sparta, New Jersey, November 1990 of a heart attack. Other details are spotty. Captain with North American Airlines based on east coast.

Kelly Johnson, San Fernando Valley, Ca. December 1990. Lockheed's Burbank designer of the P-38 Lightning twin engine fighter of WW2, of the F-104, the SR-71 Blackbird, The U2 and other products of the Lockheed Skunkworks, after a long illness. One of Kelly's P-38's recently sold for over \$ 1 million at a Santa Monica auction.

We will have to rely on you, the readers, to keep us informed as to the passing of old associates, friends and people who were part of our industry. We will try to list their passing in the newsletter along with any information provided about their background. Please forward to us any addresses of former industry people for us to contact when ever you run across them.

THE NONSKED'S NEWSLETTER

Every effort will be made to try an publish a NONSKED quarterly newsletter about history, people, events, stories and related human and general interest matters which we hope will be of interest to all of you. We will limit however "hanger flying" stories to available space and will plan sections for "operations and dispatch", "maintenance, mechanics and Foreman", "airport ticket counter and passenger service", "flight crews", "cabin crews", "management" and the many independent "ticket Agents". It is necessary for you who receive the newsletter to pass along to us names of people who need to be contacted and who may want to attend the 1991 or subsequent reunions. We need your help with stories, histories, people, aircraft, personalities, gathering places (like LAT-Burbank Midways, Oakland, Colombia, SC, Travis AFB, Wake Island & Transocean people, Tachikawa, Teterboro, etc.) and events (Berlin Airlift, Korean Airlift, Dew Line, Tiawan Lift, Hungarian Airlift, etc.) and most important, of the carriers and their people who made up the Nonskeds, Large Irregular's, Supplemental's Part 45 operators and all cargo airlines (Flying Tiger, Slick, Aerovias Suds Americanos, Airlift, Seaboard Western, Zantop, etc).

We need contacts with people from the Miami, Teterboro, Newark, LaGuardia, Midway, Oakland, Portland, Seattle, Anchorage, etc., based carriers carriers such as Transocean, California Eastern, San Diego based PSA, Standard Airways and Jack Duddle's operations. We hope many of you will send along some of your fonder recollections of days gone bye as well as some of your less than fond recollections as well. Good factual recollections are welcome.

**NORTH
AMERICAN AIRLINES**

PSA
FLIGHT SCHEDULES

Edmonton, Alberta AIRPORT

Of necessity we have to edit a certain amount of verbiage to make it fit without destroying the story content for each \$.29 worth of postage we use. We can use photos of people, dated and identified if possible. Also photo's for newsletter readers to identify interesting objects, people or places. We would appreciate photos of Nonsked aircraft and crews, loading, etc., at military bases or in flight, old letterheads and logos that can be combined into a collection representative of most of the airlines of our era. Items such as old tickets, ticket jackets, seat back promotional material and schedules, old newspaper nonsked airline advertisements by people like the "Flying Irishman", etc.

Don't send an original negative or your only photo, send a duplicate. Copied material has to be sharp enough to duplicate for a newsletter. Do not send Photo's which you want returned. Your material should be clearly identified with the name and phone number of the sender. Mail all news letter materials to NONSKED NEWS, Nonsked Editor, P.O. Box 40850, Pasadena, Ca 91114.

We have estimated that we can handle three to four nonscheduled issues annually but probably under-estimated our energy and over estimated our ability to deliver, but we will try to get out a quarterly issue in true nonsked fashion. To remain on the newsletter mailing list please remember to complete form at the end of the newsletter with your name, address, zip and phone.

Mailing list of members. We will publish in one of the first news letters a list of all known members of the NONSKED community, but not their addresses or telephone numbers. About 80% of the people we asked indicated they did not want their address or phone numbers listed for an obvious reason. They make an ideal tap list for solicitation. Instead we will list all the names and if you see somebody you want to contact, a date you stood up 25 years ago or one of your ex wives or husbands all you need do is write them a note and place it in a stamped envelope with their name on it (you can write a note or letter to them and seal the envelope, just ask us to address and forward it. Your letter should provide them with the info on how and where to contact you. You should provide a phone number and the best time for the party to call you, and if its a really old contact you better describe your relationship, time and place you think will help jog their recall. People do forget! Remember folks we're crossing many years, and lots of memory loss and recollections - - so be sure you clearly identify yourself and provide anything that will help to jog memories and recollections.

OUT OF TOWNERS COMMING TO THE REUNION - A NEW DEAL.

Several people from out of state attended the 1990 Reunion and, unfortunately, we dropped the ball badly as far as those very distinguished visitors are concerned. Among them were Gus Callas from Portland, Oregon (General Airways), Roy Britten, Seattle, Washington (Westair Transport), Larry LeBaron, Missouri (California Air Charter), Ralph Cox, New Jersey (United States Overseas), Bob

SAFETY • COMFORT • DEPENDABILITY

San Diego - San Francisco 17²⁶

San Francisco - Los Angeles 11⁸¹

Los Angeles - San Diego 5⁴⁵

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Blake, Miami (North American), George Batchelor, Miami (Arrow), George Patterson, Anchorage, Alaska (Great Lakes), Jack Pedesky, Honolulu (Great Lakes) and many others. Last year we should have thought to have arranged a hospitality room and team and asked some of our local people to volunteer to staff it the night before the reunion so the out of towners could get together when they arrived with some of the local people here. As it was we left them, inadvertently, to fend for themselves until the next day at the reunion. This year there will be a hospitality suite between 6 PM and 8 PM Friday evening, May 17th 1991, for people staying at the Burbank Airport Hilton. We plan to have a hospitality team to meet them. Those of you attending this event, "Aviation Pioneers Reunion" from out of town stay at the Airport Hilton will get a daily rate of \$59.00 for a single and double, which includes a continental breakfast. Special weekend rate if you fail to make your reservation by April 5th is \$ 65 for Friday, Saturday or Sunday nites, also with continental breakfast. The official address of the Airport Hilton Hotel is 2500 Hollywood Way, Burbank, California 91500, telephone local (818) 843-6000. You can also book through Hilton 800 reservation numbers. The HOTEL is located across the street from the main entrance of the airport.

It has been suggested that we have signs made for the tables in the name of the various carriers or people of the industry so that former associates can congregate and more easily find each other. It's been suggested that the tables could be decorated with things to indicate individual carriers, etc. Lets have any other ideas you readers out there might have for suggestions that will make this reunion a good one, uncomplicated and easy to remember.

OUR NONSKED REUNION - 1991

Everybody knows a reunion is no fun without some people getting up and telling some stories. If you have a story have to tell give us a brief outline of it and how much time you need to tell it. We will try to incorporate all the story tellers into the program. Those that you think too long, but still worth telling should write them down and send them along to the editor and we will see if we can get it into the newsletter.

CONTACT

The switches have been off for many years for some former nonskeder's with whom we may not have any contacts with and who some of you may still have contact with. If you know of anyone out there that should be advised of the reunion we hope you will make a copy of this newsletter and send it along to them as well as a note urging them to get in touch.

AIRLIFTS

As commented by Doug Hofmann, "This is the first airlift that the Nonskeds have not participated in", with respect to the War in the Gulf. So far, thankfully, its not one that needed the Nonsked's

