



Honor, integrity, pride, fellowship — The rEAL Flight Crew!

# THE rEAL WORD

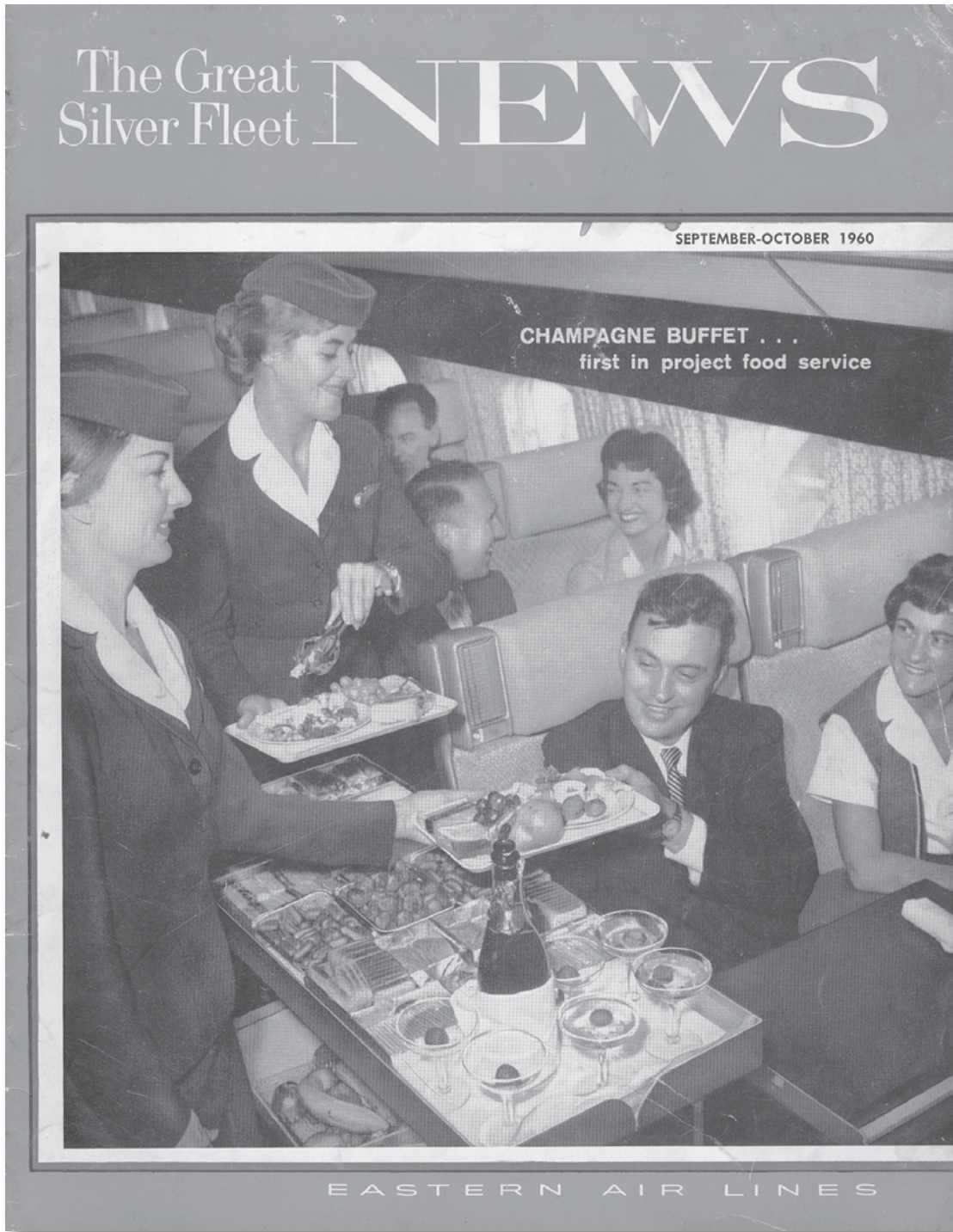
The Official Newsletter of The Silver Falcons



Volume 16, Number 2

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

Spring 2012



**Wow! How TIMES HAVE CHANGED!**

*The*  
**SILVER  
FALCONS**

P.O. Box 71372  
Newnan, GA  
30271



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*The opinions expressed in The rEAL Word are the opinions of individual members and do not express the opinions of the BOD or the organization.*

*Newsletter layout by KFD&P; 770 474-1953; kellie@kfdp.com*

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*The Silver Falcons is a group of former Eastern Airlines Pilots and Flight Attendants who honored the picket line in 1989. It is incorporated and registered as a nonprofit organization in the State of Georgia. The Silver Falcons is also registered as a tax-exempt organization with the IRS.*

*Dues are \$30 per year for Charter Members and Family Members. A life membership may be purchased for \$600. Dues and all correspondence should be mailed to: The Silver Falcons, P.O. Box 71372, Newnan, GA 30271.*

*A quarter page ad for one year (Four issues) is \$250. A half page ad, either horizontal or vertical, is \$500 a year. Every attempt will be made to put these ads on the outside of the page rather than toward the middle. The back cover and the inside of the front cover will be offered for full page ads only and will cost \$1000 a year. If you have a special event that needs attention for a short time, we will accept single issue ads at \$62.50 for a quarter page, \$125 for a half page, and \$250 for a full page (If available). We will not decrease the content of the newsletter, but will increase its size to accommodate our advertisers. Every attempt will be made to insure that there is no more than one ad per page. The editor will have the right to reject any ad that he deems objectionable, although we do not anticipate this as a problem. All ads must be in black and white since we do not have color capability at this time.*

*It will be the responsibility of the advertiser to supply a print-ready ad to the editor at least 30 days prior to publication of the newsletter. Every effort will be made to accommodate any specific requests you may have.*

*Publication dates are January 15, April 15, July 15, and October 15 each year. All materials can be mailed to The Silver Falcons, P.O. Box 71372, Newnan, GA 30271, or contact Dick Borrelli at this address, by fax at (770) 254-0179, or by E-Mail at conob@newnanpc.com if you plan to participate. Deadline for ads is at least 30 days prior to the publication dates stated above.*

## Ladies and Gentlemen of The Silver Falcons,



“SEE ROCK CITY” If you come anywhere near Chattanooga you will see the road signs but that is not what Chattanooga is about today. Downtown CHA is the place to be and, I’m happy to say, will be the site of our 2013 Silver Falcons convention. After two visits by **Phillip** and **Mary Hutchinson** and my wife, **Adeline**, and me, we signed a contract with Marriott for October 13 through 16, 2013.

The city’s leadership did a magnificent job of putting together a very attractive, vibrant downtown which includes the Aquarium, the Choo-choo and an electric trolley which links many great restaurants, art museums and fine shops. A pedestrian bridge allows you to walk over the river near the riverboats to the north side of the river where many shops and restaurants are located in an area some call ‘little Buckhead’. The trolley runs there as well at no charge. [An airline pilot’s dream?] Mark your calendar!

The BIG ONE, of course, is the Savannah convention and it comes early this year—August 23—so make your plans now. SAV was a favorite while at EAL and I’m really looking forward to another layover! With **Hank** and **Darlene** as your hosts, it will be a great time.

**Dick Borrelli** began a Facebook account so we will have a means of staying in touch that did not exist. Our hope is to have everyone with a Facebook account soon. Dick has more information about Facebook in this newsletter. **Sandy** is going to send instructions via E-mail on how to join Facebook.

The Gainesville, GA airport has a fly-in every year sponsored by the EAA chapter there. With their approval, we are planning to set up a meeting place at the fly-in where SF members can join up among some of the member airplanes. While this is not an airshow, there is plenty of activity and the event lasts all day. We hope to have everyone on Facebook to provide further information and directions for those who drive. The date of the EAA event is July 7. The fly-in is a casual way to bring SF members together more often throughout the year. This effort is Atlanta-centric, I realize, but the idea can be expanded to include SF groups everywhere. Suggestions for other venues are welcome. [As I was writing, I received a call from an Eastern friend to see if I happened to be at Sun n’ Fun in Lakeland, FL] Facebook, once again, will become a handy tool for such communications and a great way to stay in touch.

We have had quite a few new members so far this year and we need you to do some recruiting for the Silver Falcons. Flight Attendants and family members may have membership now and we look forward to their participation. Remind your recalcitrant friends that sooner or later they will come aboard so let’s get on with it. The Duckhawk DNA is part of their very being; don’t fight it!!!

I hope to see you soon; before the SAV convention, preferably. Come and join us at the Wednesday breakfast at the P’tree Diner in Roswell at 0900. For many of you meeting in other parts of the country, let us know your schedule, send pictures and stay in touch.

Thanks for the opportunity to serve as your Prez,

— Joe Wolbert, *President*

If you have NOT yet paid your  
2012 dues you are  
**NOW DELINQUENT!**  
Don't forget—  
Dues are now \$30!



**WEB NEWS: The Silver Falcons are now on Facebook. Simply search "The Silver Falcons-rEAL Eastern Flight Crew" on Facebook to bring up the site.**

**Check out the new movie on our official web site  
[www.silverfalcons.com](http://www.silverfalcons.com)!**

MARK YOUR CALENDAR!  
OUR 2012 CONVENTION WILL BE IN

*Savannah, Georgia • August 23-26*

**See pages 4-7.** This will be a great gathering! Savannah is one of the all time great party and historical cities in the South. The room rate for the hotel is \$99.00 a night and parking is \$5.00 a day. Since the convention is in August we need your sign up now! Rooms will be at a premium, so if you plan to come early and/or stay late please make your reservations now or there may not be rooms available! **Call 912-233-7722 or 800-285-0398 for reservations before August 1, 2012. Be sure to mention The Silver Falcons Convention!**

## Help Us Complete Our E-mail List

We currently do not have E-Mail addresses for the following members. If you currently have an E-Mail address or if you have recently changed your E-Mail please let us know.

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Walter Cwian  
Wayne Dailey  
Robert Dawson  
Dan Dibble  
Richard Distel

Donald Dodson  
Kitty Drawdy  
Robert Drawdy  
Hank Finelli  
Jerry Finley  
Jerry Fradenburg  
Fred Garcia  
Robert Giuliano  
John Gotta  
William Grieme  
Russell Hanley  
G. Kirk Hansen  
Jeanie Hansen  
Chris Head  
John Knepper  
Janet Lane

Bruce Larsen  
Jim Lauderdale  
Linda Lauderdale  
Carol Lindner  
Lawrence Link  
Dustin Madala  
Chuck Maner  
Ken Mattis  
Roy McLeod  
Arvil Miller  
Lee Mingus  
Robert Myers  
Gordon Nelson  
Charlie Newcomer  
Dan Page  
Vance Riley

John Roche  
Janice Rogers  
Pete Scott  
Robert Stephens  
Jim Stewart  
John Sullivan  
W. Symmes  
Gene Terrell  
Lindsay Trax  
J. Vandersluis  
Paul Ward  
John Watson  
Robert Wilbur Jr.  
Donald Witt  
Kenneth Wolters  
Thomas Young Jr.

# 2012 Convention

## SILVER FALCONS ACCOMMODATIONS

### Marriott Savannah Riverfront



The Savannah Marriott Riverfront is very excited to have the opportunity to host the Silver Falcons. By choosing the Marriott, you ensure that your event will be successful and memorable to your attendees.

Savannah...oak trees with Spanish moss, historic architecture, garden courtyards and an international seaport. Experience eclectic and coastal cuisine, unique shops and boutiques, diverse culture and festive nightlife. Overlooking it all—the Savannah Marriott Riverfront.


You will appreciate

- A professional and responsive sales and convention services team
- 391 rooms, including 46 suites and Riverview rooms
- Riverfront venues and flexible space

- 36,000 square feet of total space
- Atrium overlooking the River
- 13 breakout rooms, 2 boardrooms
- 14,860 square foot ballroom, divisible into 5 sections
- Marriott Rewarding Events
- Motivated and enthused attendees

Your attendees will appreciate

- Genuine, warm and welcoming attitude of our entire staff
- Spacious and newly appointed rooms
- Outstanding catered events and service
- Complimentary business center and fitness center
- The Magnolia Spa, our luxurious full service spa
- Concierge services (information, reservations, golf, tennis, tours)
- And you!



**Marriott**  
SAVANNAH RIVERFRONT

**Savannah Marriott Riverfront**  
Hotel Information


Downtown Historic Savannah
Connected to River Street
Overlooking the Savannah River

#### Guestrooms

391 Total Rooms

- 46 Suites
- 222 King rooms
- 123 Double/Double rooms
- 8 floors
- Concierge Level
- 19 Accessible rooms

- Hotel is entirely non-smoking
- "Green Initiatives" in place
- Guestroom updates start June 2011



#### Event Space


36,000 Square Feet of Event Space


- Savannah Ballroom: 14,860 sqft
- Ballroom divides into 5 sections
- Atrium: 7,000 sqft (view of River)
- 12 Breakout rooms
- 2 Boardrooms

- Sales Team is on-site for prompt, personalized service
- Proactive and professional staff with warm, Southern hospitality to provide a memorable and genuine experience to you and your attendees
- Flexible meeting space to accommodate all your event needs
- On-site parking for approximately 600 vehicles
- <http://www.marriott.com/hotels/event-planning/floor-plans/savrf-savannah-marriott-riverfront/>

#### Restaurant and Lounge

- **Blue:** Riverfront café overlooking the Savannah River. Serves a full American or Continental breakfast buffet each morning; lunch and dinner, a la carte.
- **The Atrium Lounge:** Located in our soaring Atrium lobby. Enjoy your favorite drinks and an eclectic menu while watching vessels from around the world sail in and out of port.





**Magnolia Spa**

Our on-site, luxurious day spa providing skin care, a variety of massage therapy selections and health services to relax and rejuvenate. Group and custom services available.

#### Services and Amenities

- Concierge: tours, city information
- Business Center: 24 hour self-service
- Indoor & outdoor pool, whirlpool
- Fitness center: complimentary
- Nearby: golf, tennis, fishing, kayaking
- On the Downtown Shuttle route
- <http://www.marriott.com/hotels/local-things-to-do/savrf-savannah-marriott-riverfront/>

# More about Marriott Savannah Riverfront



## Marriott SAVANNAH RIVERFRONT

### Savannah's Largest Convention Hotel

Conveniently located in Historic Downtown Savannah, connected to world famous River Street, overlooking the Savannah River.

### Guestroom Accommodations

Total Number of Rooms .....	391
Number of Floors.....	8
Handicapped Facilities.....	Yes
Concierge .....	Yes
Number of Suites .....	46
Number of Kings .....	222
Number of Db/Db's .....	123
Non-Smoking.....	356

### Meeting and Function Space

Total Number of Square Feet.....	36,000
Square Footage of Largest Room .....	14,860
Number of Meeting Rooms .....	17
Number of Board Rooms.....	2

### Parking Facilities

Total Number of Parking Spaces . . . 600  
(Combination of garage, deck and open air parking)

### Business Center

24 hour access, self service business center featuring Microsoft Windows, high-speed internet access (both wired and wireless), laser printer, laptop station and outgoing fax.

### Lounge and Restaurants

#### Blue

Riverfront café overlooking the Savannah River. Serves a full American or Continental breakfast buffet each morning; lunch and dinner, a la carte.

#### The Atrium Lounge-

Located in our soaring Atrium lobby. Enjoy your favorite drinks and an eclectic menu while watching international ships sail in and out of port.

#### The Magnolia

A luxurious full-service European Spa with a variety of massage and health services to relax and rejuvenate.

#### Recreational Amenities

An indoor pool, whirlpool, outdoor pool and fitness facility are available to all guests on a complimentary basis. Championship golf, tennis and water sports are nearby.

#### Nearby Attractions

- Horse-drawn carriage tours, trolley tours and walking tours
- Mighty 8th Air Force Heritage Museum
- "The Book" Tour - "Midnight in the Garden of Good and Evil"
- Haunted Pub Tours and Ghost Walks
- Antique and Vintage Shopping, Numerous Art Galleries and Museums
- Savannah River Queen Excursions
- Fort Jackson and Fort Pulaski
- Tybee Island Beach, Casino and Dolphin Cruises



# 2012 Convention

## SILVER FALCONS SPOUSAL LUNCHEON

August 25, • The Olde Pink House



Savannah's Olde Pink House was so named for the beautiful shade of "pink" stucco, which covers its old brick. This Georgian mansion was built in 1789 for James Habersham Jr., one of Savannah's most important early cotton factors and founding-family members. The lot was originally a land grant from the British Crown. The building is a fine example of colonial architecture, and one of the few buildings to survive the fire of 1796. Of particular interest is the Greek portico with a beautiful Palladian window above. The fanlight over the front door is one of the oldest in Georgia. The interior features a lovely but simple Georgian stairway.

The Bolton family, sister and brother-in law of architect William Jay, occupied the house from 1804 to 1812. Between 1812 and 1865, the house was home to the Planter's Bank and First Bank of Georgia. It also served as headquarters for Union General Zebulon

York in 1865. One of the early restorations, it is now home to an elegant restaurant and cellar tavern beneath. The restaurant is well known for their romantic dinners.

The Olde Pink House is popular destination for Savannah ghost hunters. Patrons of this restaurant and tavern claim to have found themselves in conversation with James Habersham Jr., who supposedly hanged himself in the basement in 1799. It is said that his restless spirit frequently wonders around his old home on quiet Sunday afternoons.



# SILVER FALCONS GOLF TOURNAMENT

*August 24, • Southbridge Golf Club*



When legendary golf architect Rees Jones decided to work his magic in the Georgia woodlands, the result was Southbridge Golf Club in Savannah, GA. Southbridge has long been the most acclaimed golf course in Savannah, due to Jones's strategic placement of water with a design set on a densely wooded tract of Georgia pines and oaks. Large undulating greens are protected. The 18-hole "Southbridge" course at the Southbridge Golf Club facility in Savannah, Georgia features 6,990 yards of golf from the longest tees for a par of 72. The course rating is 73.8 and it has a slope rating of 134 on Bermuda grass. Designed by Rees Jones, ASGCA, the Southbridge golf course opened in 1989. HMS Golf manages this facility, with Chris Thompson as the Director of Golf.



415 Southbridge Blvd. Savannah, Ga. 31405

The green fee for the golf tournament this year will be \$55.00 and includes golf cart and box lunch. Bill Frank will be the Golf Chairman. Please send your check made out to "The Silver Falcons" to Hank Sanak, 2035 Castle Lake Drive, Tyrone GA 30290. Green fees must be received by August 1.

## SILVER FALCONS EARLY ARRIVAL DINNER

*August 23, • Boar's Head Tavern*



Boar's Head Grill & Tavern, Savannah's first restaurant on Historic River Street, has been a favorite for locals and tourists the past 35 years. Locally owned and operated by Chef Philip & Charlene Branan, Boar's Head offers casual, riverfront dining in a unique restored cotton warehouse built in the 1800's. Specializing in the finest USDA aged steaks, chops, live Maine lobster, local seafood and sinfully delicious deserts, Chef Branan caters to every diners needs. Relax and unwind with your favorite cocktails before and after dinner in our Tavern with a spectacular view of the Savannah River. Remind the bartender to ring the bell when you see "A Ship Pass By"!

### History Of The Building

With visions of establishing a lush settlement in Georgia's mild climate, General James Oglethorpe sailed up the Savannah River in 1733 and set his sights on a landing that beckoned not only commerce, but Old World romance that would last for generations.

Today, Oglethorpe's Old World romance is still alive in an old cotton warehouse that boasts fine southern cuisine and a hospitable staff.

Towering above a glorious ballastone pathway, within an arms reach of massive freighters that glide along the river, The Boars



Head Restaurant combines the ambiance of a fine dining establishment with authentic 18th and 19th century architecture. A portion of this unique warehouse was constructed in 1780 and helped establish Savannah as one of the world's largest headquarters for cotton trade.

Cherished by locals and greatly heralded by visitors, The Boars Head Restaurant offers you the chance to relive Oglethorpe's Landing, dine by candlelight and marvel at the rustic 18th century craftsmanship that has been so carefully preserved. The Mayflower of Georgia was the Good Ship Anne, privately owned by Charleston merchant Samuel Wragg and commanded by Captain John Thomas. This 200 ton frigate was 74 feet long and 29 feet wide. It took 57 days to cross the Atlantic and after a short stay at the Port Royal, South Carolina, the 114 colonists were brought up the Savannah River where they disembarked at Yamacraw Bluff on February 12, 1733.

### Owner/Chef Philip and Charlene Branan

Chef Philip Branan began his culinary career at the age of 15 working in Savannah restaurants. after graduating in 1984 from The Culinary Institute of America in Hyde Park, New York, Philip was part of the opening team at the prestigious Ritz Carlton of Naples, Florida. He then spent ten years in south Florida as an executive chef with Cuisine Management restaurants. Chef Philip returned to his roots in 1998 to renovate The Boar's Head Grill & Tavern and continue a Savannah tradition since 1959.



# 2012 Convention

## The Eighth Air Force Museum

On January 28, 1942, fifty-three days after the infamous attack on Pearl Harbor, the 8th Air Force was officially activated in the National Guard Armory on Bull Street in Savannah, Georgia.

In 1983, Major General Lewis E. Lyle, USAF Retired, a B-17 veteran of 70 combat missions during World War II, and with the help of other veterans, began planning a museum. The Museum would honor the men and women who helped defeat Nazi aggression by serving in or supporting the greatest air armada the world had ever seen—the 8th Air Force. These individuals pledged themselves to honor the courage and commitment of more than 350,000 members of the 8th Air Force. Of this number, 26,000 were killed in action and 28,000 became prisoners of war during World War II.

Museum planners traveled throughout the United States and Europe, visiting museums and talking with staff from these institutions. The very best elements found among these facilities were then combined to create a dramatic 90,000-square foot museum complex.

On May 14, 1996, to the applause of 5,000 8th Air Force veterans, their families, dignitaries, and supporters, the vision became a reality with the dedication of The Mighty Eighth Air Force Museum in Pooler, Georgia, just west of Savannah.

175 Bourne Ave. • Pooler, GA 31322  
912-748-8888

The Museum is conveniently located off of I-95 at exit 102 Pooler, GA. Just 2 miles south of the Savannah International Airport exit and minutes away from the heart of downtown Savannah, GA





# ABOUT ME: AN EASTERN MEMORY

Steven Frischling, Live: HVN, Work: JFK-SFO-CDG-HKG

*Steven Frischling, aka: Fish, is globe hopping professional photographer, airline emerging media consultant working with large global airlines and founder of The Travel Strategist. Fish has racked up more than 1,000,000 miles since he started to track his mileage in 2005. Fish's travel tends to be less than leisurely, including flying from New York to Basrah, Iraq, for six hours; Hong Kong for eight hours, Kuwait City for two hours and traveling around the world in 3.5 days to shoot a series of photo assignments in 4 cities and 4 countries on 3 separate continents. Fish grew up at the end of New York's JFK International Airport's Runway 4R/22L, which probably explains his enjoyment of watching planes, fly overhead. When not shooting photos or traveling Fish designs camera bags, hones his expertise on airline security and spends his time at home cheering for the Red Sox with his 3 kids 102 yards from the ocean.*

## ***Eastern Air Lines Died 21 Years Ago ...***

In January 1991 I was in the 10th grade, living in my parents house just down the road from New York's John F. Kennedy International Airport. From my window growing up I watched all the airlines fly by, Pan Am, Braniff, TWA, National, Eastern, and woke up to both the British Airways and Air France Concorde's many mornings.

But January 18, 1991 is one of those dates that will always stay in my mind ... it's the last day Eastern Air Lines' big silver jets stopped flying over my house. I spent many hours over many years looking out my parent's windows and sitting on the roof of their garage watching for Eastern Air Lines L-1011s fly by and can remember when I caught my first glimpse of my first Boeing 757 ... an Eastern Air Lines silver jet with "757" painted vertically up the tail.

But 21 years ago that all came to a halt as the airline ceased to exist, liquidated and faded into just a memory.

While National Airlines was folded into Pan Am when I was only 5 (and I have memories of flying on National Airlines' DC-10s) and Braniff disappeared when I was 7 ... Eastern Air Lines was the first major airline to close down where I fully understood everything that was happening. I had closely followed the news stories of the labour disputes, the financial woes and read everything I could on Frank Lorenzo and everything else about the airline's restructuring.

I remember watching the news on the 18th of January 1991 and listening to reports that the airline would continue to operate and that the airline would continue to fly. This was all reported as the airline was putting everything into place to cease operations at 12:00 Midnight (technically the 19th of January). The next morning, January 19th, I woke up to find out that Eastern Air Lines had shut down at midnight and the airline was to be liquidated.

Less than a year later Pan Am would cease to exist, followed by TWA ten years later ... for me the closing of Eastern Air Lines 21 years ago was the start of a series of dominos that still seems to be falling as Northwest ceased to exist and now Continental on its way out as well.

If this was an episode of The Wonder Years I guess this would be the moment I would say, "This is the moment when my childhood fascination with airlines turned into my first real adult moment fascinated with airlines, and nothing would be the same again."

So long Eastern Air Lines ... its been 21 years, but I still carry a piece of you with me ... an Eastern baggage tag on my briefcase.

Happy Flying!

# PARTYLITE® Now!



**The Winter/Spring 2012 collection is here!**

We looked to the world, and right at home, for exciting new ideas to bring to every room in your home. There's so much to choose!

**Discover PartyLite now -**  
shop online, host a Party or join our team of entrepreneurs.

Judy Kelley was an enthusiastic and generous sponsor at our San Antonio Convention and has been an independent PartyLite Consultant since 1983, selling the best candles and home decorating accessories in the Direct Selling Industry. She began her career in Northern NY state, moved to Iowa for 10 years, where she developed her business and grew it there, and now lives in The Villages FL, where she continues to enjoy the many benefits that her PartyLite business has been able to give her. She worked her way up and has maintained the title of Senior Regional Vice President for the past 19 years. You can visit her on line at [www.partylite.biz/candlestoburn](http://www.partylite.biz/candlestoburn) and shop from her candle store 24/7.



# THE SAGA OF EASTER AIR LINES FLIGHT 663

## DC-7 N849D, February 8, 1965

Eastern Air Lines Flight 663 was a scheduled domestic passenger flight from Boston, Massachusetts, to Atlanta, Georgia, with scheduled stopovers at New York International/Idlewild Airport (now John F. Kennedy International Airport), New York; Richmond, Virginia; Charlotte, North Carolina; and Greenville, South Carolina. On the night of February 8, 1965, the aircraft serving the flight, a DC-7, crashed near Jones Beach State Park, New York, just after taking off from JFK Airport. All 79 passengers and five crew aboard perished.

National Transportation Safety Board (NTSB) and Civil Aeronautics Board (CAB) investigations determined that evasive maneuvers undertaken by Flight 663 to avoid an oncoming Pan Am Boeing 707 caused the pilot to suffer spatial disorientation and lose control of the aircraft. The accident remains the third-worst accident involving a Douglas DC-7.

### Flight history

The Douglas DC-7 serving Flight 663 made its first flight in 1958, and had subsequently accumulated a total of 18,500 hours of flight time. It was piloted by Captain Frederick R. Carson, 41, who had been employed by Eastern Air Lines for 19 years and who had accumulated 12,607 hours of flight time. His copilot, First Officer Edward R. Dunn, 41, a nine-year veteran of Eastern Airlines, had 8,550 hours of flight time. The flight engineer was Douglas C. Mitchell, 24, with two years' employment and 407 pilot hours and 141 hours flight engineer time. All had passed proficiency checks with the DC-7B aircraft. The two flight attendants aboard were Linda Lord and Judith Durkin.

The flight from Logan International Airport in Boston, Massachusetts, to John F. Kennedy International Airport, New York, proceeded normally. Flight 663 departed JFK at 6:20 p.m. EDT on an Instrument Flight Rules (IFR) clearance to Byrd Field (now Richmond International Airport), Richmond, Virginia. Take-off proceeded normally, and the airport control-tower prepared to hand over control to the New York Air Route Traffic Control Center (ARTCC) on Long Island, noting that Flight 663 was executing a "Dutch Seven Departure," a routine takeoff procedure that required a series of turns over the Atlantic Ocean in order to avoid flying over New York City. The New York ARTCC responded with the information that Pan American Airways Flight 212, a Boeing 707, was descending to 4,000 feet (1,200 m) in the same airspace.

#### Radio conversation between the New York Air Route Traffic Control Center and the JFK Control Tower

Sender	Message
New York Air Route Traffic Control Center	All right, at three miles north of Dutch is Clipper 212 descending to 4,000. How does he shape up with that boy coming in... the guy at his 1 o'clock position?
JFK Control Tower	We're above him.

Though the control tower responded that Flight 663 was at a higher altitude than Flight 212, it was, in fact, lower. Subsequently, the control tower radioed the Pan Am flight that there was traffic in his airspace at "11 o'clock," six miles away travelling southeast of Pan Am's position, climbing above 3,000 feet (910 m). Pan Am 212

acknowledged. ATC then radioed Flight 663 a similar advisory: at "2 o'clock," five miles away travelling, below Flight 663's position. In reality, the traffic, Pan Am 212, was above Flight 663, descending from 5,000 feet (1,500 m). Captain Carson acknowledged that he saw the traffic, that he was beginning to turn into the Dutch Seven Departure, and signed off, saying, "Good night."

#### Radio conversation between the JFK Control Tower, Pan Am Flight 212, and Eastern Flight 663 (highlighted)

Sender (bold) Recipient	Message
<b>JFK Control Tower to Pan Am 212</b>	Traffic at 11 o'clock, six miles, southeastbound, just climbing out of three [thousand feet].
<b>Pan Am 212 to JFK Control Tower</b>	We have traffic.
<b>JFK Control Tower to Eastern 663</b>	Traffic, 2 o'clock, five miles, northeast-bound, below you.
<b>Eastern 663 to JFK Control Tower</b>	Okay. We have the traffic. Turning one seven zero, six six three...good night.
<b>JFK Control Tower to Eastern 663</b>	Good night, sir.

Flight 663's radioed "good night" at 6:25 p.m. was the last transmission received from the doomed flight.

### Crash

The night of February 8 was dark, with no visible moon or stars, and no visible horizon. As the two airliners approached similar positions, their pilots had no points of reference with which to determine actual separation distance or position. Flight 663's departure turn, and Pan Am's subsequent turn left to its assigned heading, had placed the two aircraft on the illusion of a direct collision course. The Boeing rolled right and initiated a descent in an attempt to avoid collision. In response, Eastern 663 initiated an extreme right turn in order to pass safely. The captain of Pan Am 212 later estimated that the two aircraft had passed between 200 and 500 feet (60 and 150 m) of each other, while the first officer estimated that the distance was only 200 to 300 feet (60 to 90 m).

Flight 663 was unable to recover from its unusually steep bank and plunged into the icy water of the Atlantic Ocean, where it exploded with bright orange flames. The Pan American 707 was the first to relay news of the crash as it was receiving permission to land. Air Canada Flight 627, which had departed a few minutes prior to Flight 663, also radioed news of an explosion in the water.

#### Radio conversation between the JFK Control Tower, Pan Am Flight 212, and Air Canada Flight 627

Sender (bold) Recipient	Message
<b>Pan Am 212 to JFK Control Tower</b>	Uh... OK. We had a near miss here. Uh... we're turning now to...Uh...three six zero and...Uh...did you have another target in this area at the same spot where we were just a minute ago?
<b>JFK Control Tower to Pan Am 212</b>	Uh...affirmative, however, not on my scope at present time.
<b>Pan Am 212 to JFK Control Tower</b>	Is he still on the scope?
<b>JFK Control Tower to Pan Am 212</b>	No sir.

Pan Am 212 to JFK Control Tower	It looked like he's in the Bay then, because we saw him. He looked like he winged over to miss us and we tried to avoid him, and we saw a bright flash about one minute later. He was well over the top of us, and it looked like he went into an absolute vertical turn and kept rolling.
Air Canada 627 to JFK Control Tower	There's a big fire going out on the water here about our 2 o'clock position right now. I don't know what it is. It looked like a big explosion.

After the initial explosion, the wrecked aircraft sank to the bottom of 75 feet (23 m) of water. Numerous air crews, including Pan Am 212, Air Canada 627, and Braniff Airlines Flight 5, radioed ATC controllers in the area with news of an explosion. The aircraft broke up upon impact, and was destroyed. All 5 crewmembers and 79 passengers died on impact.

### Aftermath and investigation

Fifteen ships, accompanied by eleven helicopters and numerous rescue divers converged on the scene of the crash in hopes of rendering aid to survivors. Two hours after impact, debris began floating up to the surface. By sunrise, seven bodies had been recovered; three more were discovered in the course of the following three days. In locating the wreckage, the United States Navy provided underwater sonar to assist with the operation. Thirteen Coast Guard vessels helped searching the shores of Long Island and provided salvage efforts. Rescue workers and volunteers scoured 40 miles (64 km) of beaches, collecting debris that washed ashore.

The Civil Aeronautics Board (CAB) investigated the accident.

The DC-7 was not required to be equipped with a flight recorder, which would have automatically recorded the pilots' every control input. Thus the CAB was forced to rely on witness testimony, radio recordings, and a "best guess" based on experience. Nevertheless, the CAB determined that the evasive maneuvers taken by the pilot of Flight 663 in order to avoid the oncoming Pan Am jet caused spatial disorientation. The disorientation, coupled with the extreme maneuver, made it impossible for the pilot to recover from the roll in the few seconds remaining before the DC-7 crashed into the Atlantic Ocean. The CAB also determined that Captain Carson had neither the time nor adequate information to assess Flight 663's position relative to Pan Am 212 and, given the illusion of a collision course, he had acted appropriately in initiating evasive maneuvers. The CAB made no recommendations in the final accident report. Although early news reports reported the near miss of Flights 663 and 212, the FAA denied that there was ever any danger of collision.

At that time, the crash of Flight 663 was the 5th worst aviation accident to have occurred in the United States. It was and remains the 3rd deadliest crash of a DC-7 (after Caledonian Airways Flight 153 and Northwest Orient Airlines Flight 293), and is the 25th deadliest single-plane accident to have occurred in the United States.

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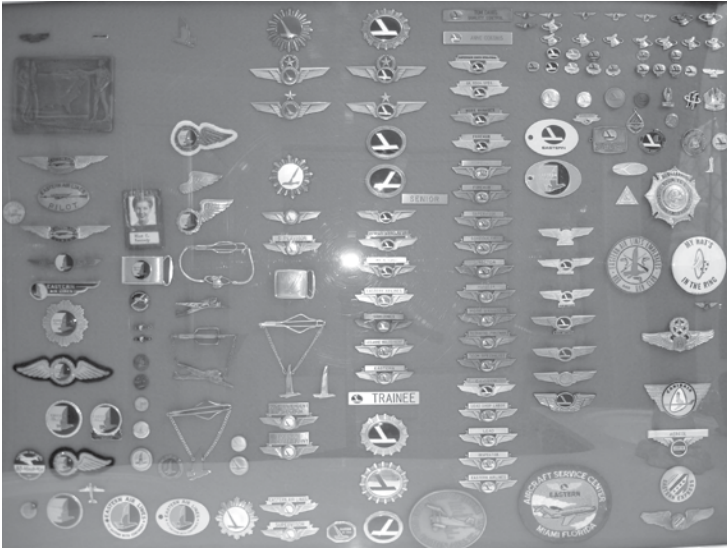
# LETTERS

Hello,

I am an avid Eastern Air Lines collector and I have been searching for an early Flight Stewardess Hat Badge for many years. I have attached images showing what I am looking for. I have also attached images of some of my collection. I hope you or one of your members can help me in my quest.



Thanks,  
Frank Cuadrado  
[fcuadrado@cox.net](mailto:fcuadrado@cox.net)



## LAYABED

The following Silver Falcons and family members are currently under the weather and would appreciate calls, cards, and visits from friends. A card or a friendly voice can do wonders when a person is really hurting!

It's easy to get on the Lay-A-Bed list. All it takes is a bad headache and a big mouthed friend. Getting off the list is another matter altogether! No one ever tells us when they get well!

Therefore we have had to make rules to control this situation. In the future:

1. When the flower dies, take your name off the lay-a-bed list whether you are sick or not.
2. If you are still sick, put your name back on the list and we will send you a new flower!
3. When the new flower dies, go back to rule one!

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# LETTERS

## *EAL Stewards*

Dick, I was doing a shot-in-the-dark search for “EAL Stewards” and came upon your newsletter. I want to let you know that I saw a photo of my father, Joe Mullen, on page 25 of your Vol 14, No 2, Spring 2010 edition. He is the big smiler, the 4th from the left on the photo in the lower left corner of the page. He began as a



steward for Eastern beginning 1940 at age 27 (after working at the NYC World's Fair). The photo must have been in the earliest days of his employment. He retired in 1978 as a sales rep for the NY/CT area, working out of the Rockefeller Plaza offices. He loved EAL and all its people. My Dad died in 1999. I miss him so. His happy disposition shines through the photo. Do you have that photo in your archives, or at least a better copy? I'd pay whatever it would take to get one reproduced, if possible. Your organization is wonderful. Great that you keep your relationships going. My pleasant surprise is one of the side benefits of all you do.

*All the Best,  
Brad Mullen  
Chester Springs, PA*

*Thanks, so much, Dick, for responding so quickly and for sending the file with the photo. It sounds reasonable that the shot was indeed of a group of graduating stewards. He married my Mom in 1941 (he remained an Eastern steward during the war) and we lived near LaGuardia Airport all my growing up years. Take care and thanks again!*

*Brad*

## *EAL Flight Training Center*

*From: Russell Goutierez un.avion@gmail.com To: ealguys@yahoo.com Sent: Saturday, March 31, 2012 4:44 PM Subject: Question About EAL Flight Training Center*

Hi -  
Thanks for your fine website. As a former airline professional (MC,AA, DL) and aviation history enthusiast, I enjoyed looking at it and reading your newsletter.

A question: I had the opportunity to visit the EAL flight training center at MIA in the late '80s and it seems to me it was named for or dedicated to James Hartley, the first officer who was killed in the 1970 Eastern Shuttle hijacking. I can't find anything online about the training center; obviously it's not named that any longer but I thought there might be something on it somewhere. Now I'm starting to doubt my own memory and wonder whether I saw that plaque honoring Mr. Hartley someplace else. Would anyone there know the answer?

By the way, it was due to an extraordinary and much-appreciated gesture of kindness from an EAL pilot that I was able to visit that facility. I was working for TranStar Airlines at MSY and was taking a day trip to MIA to photograph the Concorde. The trip stopped in TPA and an Eastern captain whose name I am ashamed to say I've forgotten boarded and took the adjacent seat. We got to talking and he asked why I was going to MIA. A little later, he said he was picking someone up off a later flight and it was too far to go home and come back so he had a couple of hours free. He was an instructor on the DC-9 and said if I was interested, he would be happy to show me around the training facility. Needless to say that was fine by me. We spent about 90 minutes going around and he showed me one of the DC-9 sims. He was quite a nice guy and I only regret I have no way to thank him again for that terrific afternoon. I want to say his first name was Dave but I can't be sure.

Anyway, any insight on whether that training center was indeed named for Mr. Hartley would be appreciated.

*Thanks,  
Russell*

## GRANDBABIES



**Presenting Mr. Benjamin Garrett Rezai, born January 29 to Alison and Kameron Rezai. The proud grandparents are Kathy and Jerry Williams who were fortunate enough to be present at the hospital and**

**met him for the first time just minutes after he was born. I understand that Kathy and Jerry recognized him immediately, but he had no idea who they were!**

**Presenting Mr. Braden Joshua McCarron, who was two years old on April 7, grandson of Dave and Tammy Maynard. When the picture was taken he was outside the playhouse and Tammy was inside. Shouldn't that be the other way around, Tammy?**



# EAL MEMORIAL VISIT

Hi Gents...

Had a quick and unplanned visit to the new EAL Memorail at ATL this week while passing through.

I photographed a few names for some friends and they were all very pleased to share in the historical nature of the memorial.

If you had told me during the strike that I would be an over 60 pilot for United Airlines in 2012, merging with Continental, I would have questioned your sanity.

I do on occasion question my own in this crazy airline industry.

Looking forward to retirement in the near future and wish the best to all the Eastern Pilots who set the example for me and the pilot profession.

I have attached two pictures I took this same morning. The airplane picture was interesting and a bit alarming to our passengers. I'm sure you have all heard the story by now.

Captain Tim Donohue  
rEAL Silver Falcon at large  
Chico, CA  
United Airlines SFO A-320



## THE EDITORIAL (just a story, really)

**JULY 9, 1957.** Steve Harney, a six and a half year veteran Eastern Air Lines pilot, reported to Crew Scheduling at LaGuardia Airport to fly his first trip as Captain on a Martin 404. This was a major life event for him and it was also the day he had dreamed of since his first day as an Eastern Pilot—actually from the first day he had fallen in love with airplanes as a small child! It was the culmination of a dream! Little did he realize the adventure that awaited him! He was informed that Captain Bob Krasky, a well regarded and well liked Check Airman, would be occupying his jump seat to validate his promotion and assure his proficiency and that Glenna Rubler, a lovely, capable, and experienced five year Stewardess would be providing cabin service. He was flying with the best! Almost as an afterthought he was also advised that his Co-Pilot was someone named Dick Borrelli, new in the base and new in the Airline, flying his first trip ever for Eastern! “Don’t be alarmed” they said, “Dick is a veteran Marine Corps fighter pilot and can easily handle the challenge. You are lucky to have him!” The thing they neglected to tell him was that his co-pilot had practically no multi-engine experience, very little reciprocating engine experience, was fresh from two years of daylight VFR flying in Hawaii, and had never taken a clearance!

He had also never flown an ILS and had never used a VOR before Eastern.

It was about to become one of the greatest challenges of Steve’s career! Fortunately he met the challenge with skill and good humor! As a compliment to Steve’s ability Bob Krasky left us at the end of the first day, turned all the responsibility to Steve, and we were on our own. Steve treated me with dignity and respect and took the time to be sure I understood everything even though he was under considerable personal strain himself. In three days the trip flew LGA-GFL-SLK-BTV-RUT-ALB-IDL-ALB-GFL-PLB-MAL-MSS-PLB-SLK-GFL-ALB-LGA-ALB-LGA. By the end of the third day I had a pretty good idea of how things worked!

Steve Harney was one of the most competent and professional pilots I have ever flown with and he taught me more about being an airline pilot in those three days than I could ever have hoped to learn. We never flew together again, but I will always consider him the model for the captain I wanted to be! Although I never flew with Glenna Rubler again I have never forgotten her and her friendship and competence and beauty. Before leaving New York I flew with

Bob Krasky two more times and learned to appreciate his attitude and skill. If a new hire pilot could have chosen his Captain and his crew and his route for his first flight, he couldn't have chosen better than what I got for mine! I can't thank them all enough!

Way back in the distant past it was negotiated in one of our contracts that a pilot would be offered an ATR (ATP to you kids!) rating when he had seven years with the company. In 1964, as a seven year co-pilot, I was flying the Electra in Atlanta as was Harvey Rand, a good friend and classmate. The Washington base had been having problems with one of the FAA inspectors assigned to Eastern and he had been called in to have a discussion with the Chief Pilot about his attitude. Everyone felt that the attitude adjustment session had been successful, but they wanted to check and be sure and they needed a couple of sacrificial lambs to find out. Harvey and I were told that, rather than go to Miami to get our rating on the Convair 440, we were being sent to Washington instead. Since we had been Convair co-pilots years before and had gone through Convair school in 1959 it was determined that ground school was not necessary, but that flight training in the aircraft, an FAA oral, and a check ride would be sufficient. With some trepidation the two of us left for Washington as guinea pigs for the great experiment. Harvey and I were fortunate to have the fabulous Clint McHenry for an instructor and he crammed more knowledge into our heads in five training rides than I thought was humanly possible! The first thing I discovered was that as a fighter pilot I had flown for four years with the throttle in my left hand and the stick in the right and as a co-pilot I had flown for ten years with the throttles in my left hand and the yoke in my right. To my utter horror and amazement I discovered that my left hand had never learned to fly! We were aware that we would depart from DCA on our rating ride and that the ride would take place utilizing DIA with a return to DCA and a river approach to land so we studied all the DIA approaches and departures until we knew them by heart. There was one missed approach that was nearly impossible to remember and fly that we knew had to be part of the check and we spent hours committing it to memory and, yes, it was part of the check and fortunately we both aced it! We both passed on August 20, 1964 and returned home with our ratings in our pockets and resumed flying in the right seat of the Electra. Fortunately my right hand still remembered how to fly!

**JULY 9, 1967.** After ten years as a co-pilot/first officer and three years after getting my rating I was told to come to the airport for a two hour refresher flight in the Convair 440 to be followed by a two hour check ride. Not having flown a Convair for three years and not having flown in the left seat made this a bit of a challenge, but once again I passed although my left hand and right hand were totally confused!. It was exactly ten years since my first flight with Steve Harney and I was about to become a Captain! Things had changed a bit since my first flight with Steve and now the Check Airman flew as First Officer for the first day and you met you regular first officer on day two.

**July 12, 1967.** Ten years and three days after my less than stellar performance on my first flight as an airline pilot, I showed up at the Atlanta airport in my shiny new uniform with the four gold stripes at seven A.M. to meet my check airman/co-pilot. Fortunately it was Hugh Weaver who had just given me my refresher flight/check ride and who was sort of accustomed to riding in my right seat. Our Flight Attendant was an enthusiastic and lovely young lady named Chris Hartnell who had been flying for a rousing two months. We found the plane, managed to complete the pre-flight, do the appropriate

check lists, and get the engines started. So far, so good! Our first day was scheduled to stop at CSG, MGM, TLH, SRQ, MIA DAB, JAX and I blithely taxied out to the runway for takeoff. Once airborne I found Columbus without too much trouble, entered the pattern and landed. Thus far we'd had an extremely smooth and professional flight, but that was all about to change! After touchdown I reversed the engines but hesitated just a bit too long in the reverse detent and both engines shut down on the runway! Hugh looked at me, smiled, and said "Well, what are you going to do now?" I thought "Damn, one leg as a Captain and now I'm gonna be a co-pilot again!" I started the engines and quietly taxied to the terminal and, fortunately, Hugh never mentioned it again. The rest of the trip was uneventful and we finally arrived at Jacksonville. Hugh appeared to be fresh as a daisy and I was exhausted! We got off the airplane and he said "I'm going to jump on a flight back to Atlanta. Have a good time in the Bahamas tomorrow". The next morning I met my Co-Pilot, Bill Geiger, an old experienced Convair Pilot who had been on the line with Eastern for eight months! So the new captain, the eight month co-pilot, and the new hire flight attendant took off bravely over the wild Atlantic to try to find a bunch of islands I had never seen before in my life. We searched for shipwrecks, looked for fish, chased sailboats, never flew over a thousand feet, ate conch chowder in Nassau, and had a ball! Bill, fortunately, knew where all the islands were and led me gently until we had made all the required take-offs



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and landings and eventually found our way back to Atlanta with our suitcases packed with the legal amount of duty free booze. I decided that being a captain was really a pretty good deal and flying with Bill and Chris had made it seem easy!

It wasn't until I had completed this three day odyssey that I realized what a complete professional Steve Harney had been and how well

he had handled the flight as he tried to satisfy Bob Krasky while he tried to teach me. All I ever wanted to do was to be as good a pilot as Steve Harney and I was still trying to be that when I retired 32 years later as a DC-10 Captain! Thanks, Steve, by being as good as you were you challenged me to be better than I should have been!

— Dick Borrelli, Editor

## IN THE INDUSTRY

### *Sleepiness is a Huge Problem for Airline Pilots*

By Elaine Porterfield, msnbc.com contributor

You might want to bring a cup of black coffee to the pilot on your next flight.

Results from a major study conducted by the National Sleep Foundation suggest airline pilots are some of the sleepest transportation workers in the country, along with train operators. One in four pilots and train operators surveyed for the study admitted

that sleepiness has affected their job performance at least once a week, compared to about 17 percent of non-transportation workers.

And a significant number of pilots and train operators say that sleepiness has caused safety problems on the job. Of the pilots surveyed, 20 percent admitted that they have made a serious error because of sleepiness. About 18 percent of train operators—either an engineer or conductor—likewise reported they've had a "near miss" due to sleepiness. The study, released last week, has a high confidence level of 95 percent.

These workers know that they are tired—more than 50 percent of pilots and train operators reported taking at least one nap on work days, compared to only about 25 percent of non-transportation workers.

John M. Cox, CEO of Safety Operating Systems who served as a pilot with US Airways for 25 years, said the study hits on an industry challenge that goes back 40 years.

"A lot of it is because the transportation system does run 24-7, 365 days a year, and staffing is tight," said Scott, an air safety expert. "There has been an issue of matching the needs of the transportation system with that of the individual."

Pilot fatigue has become an increasingly hot topic. It is believed to be behind some recent tragic air crashes, including one in 2009 near Buffalo, N.Y., involving a regional jet flown by two tired pilots. The accident killed 50 people—49 people on board and one person on the ground.

In December, concern over pilot sleepiness sparked new rules by the Federal Aviation Association for passenger flights. Carriers have two years to incorporate the rules, which limit the maximum time a pilot can be scheduled to be on duty, including waiting between flights and performing administrative duties, to between nine and 14 hours. The total work time is dependent on when pilots begin their first flight in a day and the number of time zones crossed. The rules order that the maximum amount of time pilots can be scheduled to fly is limited to eight or nine hours with a minimum of 10 hours of rest between shifts. The new rules raised controversy among pilots' unions because they do not also cover pilots flying cargo.

What will be very interesting is seeing the study redone after the FAA's new rule changes on combating fatigue have been in place for at least a year, Cox said.

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“I’m very hopeful about this and that it will reduce pilot fatigue,” he said. “It will be much more telling to look forward a year from now to see if we need to make any adjustments in the flight time duty time regulations.”

Thomas J. Balkin, Ph.D., chief of the Department of Behavioral Biology at the Walter Reed Army Institute of Research, served as chairman of the Sleep Foundation study. He conceded its results were unsettling.

“It is disturbing, of course, because of their being transportation workers, we place a lot of trust and responsibility in them for transporting us and our goods safely,” Balkin told msnbc.com. “When they make an error or have a sleepiness-related accident, there is the possibility of a catastrophe.”

The study examined a sample of 1,087 adults over age 25, and consisted of a control group of 292 non-transportation workers, 202 pilots, 203 truck drivers, 180 rail transportation workers and 210 bus, taxi and limo drivers.

The study “vividly illustrates the risk posed by fatigue among transportation workers and the particular challenges that airline pilots face in delivering on their commitment to achieving the highest standards of safety,” said Capt. Lee Moak, president of the Air Line Pilots Association, International, in a statement.

In addition to raising concerns about compromised work performance, the study suggests simply getting to and from the job is a safety concern for these workers: Sleepiness played a role in a significantly higher rate of car accidents during commutes for pilots and train operators compared to the general public: 6 percent reported they have been involved in a car accident due to sleepiness while commuting as compared to 1 percent of the public.

“One of the things we hope is that [the study] will encourage general scientists to consider this problem,” Balkin said, “There is no Breathalyzer test for sleepiness.”

## *New Experience Requirements*

WASHINGTON — Airline co-pilots would have to meet the same experience threshold required of captains—the first boost in four decades—under regulations proposed Monday by the Federal Aviation Administration.

The proposed regulations would increase the minimum number of flight hours required to fly for a commercial air carrier to 1,500 for all pilots. Captains already have to meet that threshold, but co-pilots currently need only 250 hours to fly for an airline.

The proposal is the first increase in the threshold to become a co-pilot since 1973, when the FAA raised the minimum number of hours from 200 to 250.

Co-pilots would also need a “type rating” specific to the airliner they plan to fly, another requirement that has only applied to captains thus far. That would mean additional training and testing.

The FAA was required to propose the new threshold under an aviation safety law enacted in response to the crash of a regional airliner near Buffalo, N.Y., three years ago. Fifty people were killed.

Both the pilots in that accident had more than the minimum 1,500 hours. But the crash, which was blamed on pilot error, turned a spotlight on hiring and training at regional airlines. Pilot unions and safety advocates told Congress that co-pilots were sometimes hired at low wages with barely more than the 250-hour minimum and allowed to fly passengers after meeting no-frills training requirements.

“Our pilots need to have the right training and the right qualifications so they can be prepared to handle any situation they encounter in the cockpit,” said Michael Huerta, FAA’s acting administrator.

The proposal contains two carve-outs to the new experience requirements that weren’t called for by Congress: Former military pilots will need only 750 hours to fly for an airline, and graduates of university or college flight schools need only 1,000 hours.

Hours accumulated flying small planes up and down beaches towing banners or other basic flying isn’t as effective as fewer hours of quality training, FAA officials have said previously.

“The FAA believes a combination of training and flight experience is what makes a candidate qualified to fly” for an airline, the proposal said.

Most airlines require both captains and first officers to have more than the 1,500 hours, but those standards have sometimes dipped during periods when airlines were expanding and the pool of experienced pilots is shallow. Raising the experience threshold for pilots may force some airlines to raise wages, adding to financial pressures at a time when high fuel prices are eating up profits.

University flight schools have fiercely opposed the 1,500 hour requirement, arguing that it could make an airline career unaffordable because students would have to invest tens of thousands of dollars in extra flight time in addition to what they spent on college tuition. Some students might skip college altogether and use the tuition money for extra flight lessons.

But proponents of the new safety law, including pilot unions and air crash victims’ families, said at the time the law was passed that in today’s airlines where captains and first officers are expected to be able to fly planes equally well there should be no difference in the standard they are required to meet.

Scott Maurer, whose daughter Lorin was killed in the Buffalo crash, said he wasn’t troubled by the carve-outs for some pilots since the FAA is still requiring co-pilots meet the same training and skills tests as captains before they can fly for an airline.

“Anything that prevents something like (the Buffalo crash) from happening again is a good thing,” he said in a telephone interview Monday. “There is some comfort in knowing that another family might not have to feel the same things we do.”

The public has 60 days to comment on the proposal.

# *EASTERN* *Legends Never Die,* and this is Why

*Maureen Holder, Wife of Silver Falcons Captain Steve Holder, Is a former Eastern Flight Attendant and is currently one of the two Flight Attendants serving as cabin staff on the recently restored Eastern Air Lines Douglas DC-7. I think her comments are pretty much in line with the way most of feel about our lives, our careers, and our Airline.*

Why?

Why would a 63 year old woman with Multiple Sclerosis volunteer her time and limited energy, leave her comfortable home on Lake Hartwell, North Georgia to drive to Miami and work for free on a 50 year old airplane that has no air conditioning? WHY?

Because of what is painted on the side of that DC-7—Fly Eastern Airlines! So Why?



The first time I flew was when I was 12 in 1960. My grandmother took me from MIA to New York. The MIA airport was an open air structure on 36th St. The plane was an Eastern Airlines Constellation.

It was magical climbing those stairs, being greeted by a beautiful Stewardess, and waving to the pilot. Their names were posted on the bulkhead as the celebrities we considered them—a true magic carpet in the sky. Two weeks in New York enjoying my status as the Southern Cousin from MIA was fun but each

Maureen Holder and Karyle Martin



night I counted the days till I could board another plane at Idlewild Airport and defy gravity and wonder at the thrill of flight,

The following summer 1961 my father died and my 33 year old mother went to work at various jobs trying to support 5 children under 13. It was a difficult time.

Then in 1964 our uncle Joe Cervini had a new job with Eastern and was sent to MIA. Uncle Joe bragged endlessly about his airline and convinced my mother to apply to Reservations, as the airline was expanding and ‘Operation Bootstrap’ was beginning.

Overnight we went from being a young widow’s kids, who wore hand-me-downs, to flying first class and enjoying food I could not pronounce. Tragically, in 1965 [the year I graduated high school] as Hurricane Betsy hit, Uncle Joe was killed. Our hearts were broken and I still grieve his loss. He left us a legacy and love for Eastern and aviation.

In 1967 my sister, Donne, went to work at Eastern in what was then called ‘key punch’ later to be part of System One. 1968, after working my way through 3 years of college, my Mother suggested I take a year off and apply for a Stewardess position, as there was big hiring push at that time. To appease my Mom, I did, but was sure that I was too plain to ever be considered Stewardess material. There must have been an empty slot to fill because I was interviewed the morning of July 2, 1968, sent to a second interview that afternoon and was asked when I could start? Speechless, my answer was “I don’t know? I’m not doing anything.” “Great” my interviewer said “how about tomorrow?”

The Restored DC-7





The Restored DC-7



The Toy DC-7



The Original DC-7

July 3 my long hair was cut and the process of transforming a ‘ridge rat’ [from Cutler Ridge] into an Eastern Stewardess began. My one year from school turned into a 23 year career and only after Eastern closed the jetway doors did I return to school and complete my studies to become a registered nurse.

When my cousin, Bob Sansler, returned from Viet Nam he worked on the ramp for Eastern while he was in training to become an Air Traffic Controller. Another cousin, Susan Sansler worked as a res agent in MIA. My Mother Marge Baal Howard helped develop System One where she worked until she retired. My ‘Other mother’, Jeanne Bush worked Special Services and her son, my adopted brother, Jesse, did just about everything and married an Eastern flight attendant.

Every Sunday afternoon we had a family BBQ at Mother’s. I remember on Sunday, when we all happened to be present, my uncle, Al, looked around, laughed and said “Who’s running Eastern if all of you are here?” Of course, as fate dealt the cards, my King of Hearts wore an EASTERN pilot’s uniform. In 1982 I married Steve Holder.

Why don my old uniform, put on white gloves, hat and heels and climb the stairs of an airplane delivered to Eastern Airlines in 1958? How could I not? Eastern has been my family for most of my life!

I think my Mom summed it up well. When I was 15 I flew to St Louis to interview a college. Alone, I had to change planes in Atlanta. On pass, with the possibility of being bumped, she said “if you have any problems just go to ANY Eastern employee and tell them your Mother works for Eastern in MIA and they will take care of you—you are part of the Eastern family”. She was right! We often had unexpected guests that had been stranded and, as such, were always welcome!

Perhaps, foreshadowing—for my 16th birthday my Mother gave me a gold charm bracelet and my Grandmother gave me a gold charm of an airplane because I would use any excuse to fly. Years later when I became a Stewardess I wore the airplane charm on a necklace. Pilots would ask me if I knew what kind of airplane it was. It was not a plane that I had ever flown but, repeatedly was told it was a DC-7.

Why would a 63 year old woman drive 2 days to have the privilege and honor of earning her wings again and fly an Eastern DC-7?

Love—

*Love of an airline that fed my family for years*

*Love of a company that was my family*

*Love of aviation, the spirit of adventure, excitement and friendship*

*Love of a lifestyle that always has a suitcase packed*

“Why?” you ask? “How could I not!” is my answer. How could I pass up the opportunity to fly on the plane that was given as a charm when I was 16 year old girl!

It has been a thrill to fly again and see so many former Eastern employees; many who show up in uniform or with old ID tags There have been many tears and hugs...’do you remember’.

Karyle Martin is the other F/A that is part of the team. She does the training, wrote the manual and keeps us legal. She started with Eastern in ’68 also and shares my love of flying.

**Maureen David Holder**  
*Flight Attendant*  
*Eastern Air Lines*

# A Snapshot of Silver Falcons History

## Our First Honorary Member

### CAPTAIN ROSCOE McMILLAN, Delta Airlines, Ret.

During the strike not many people other than those in our Eastern family bothered with us, but there was one person who stood by us throughout the entire ordeal and fought our battle with us to the best of his ability. He made certain that there was always a cooler of cold drinks available for the pilots and flight attendants on the picket line and kept it available and filled at his own expense. He also campaigned for us at Delta and throughout the industry and was unanimously elected our first honorary member. Over the years we tend to forget those who fought beside us and I am printing this as a reminder that individually and as a group we have debts that can never be repaid. The following letter and resolution are being printed to reintroduce all of you to **Delta Airlines Captain Roscoe McMillan, Ret.**, the first and most significant Honorary member of The Silver Falcons.

### FROM THE MINUTES OF OUR 2000 BUSINESS MEETING

Under New Business Dick Nellis made a presentation concerning Honorary Membership and, with second by Chuck Taliaferro, introduced the below Resolution.

FROM: Roscoe McMillan, 70224,16  
TO: Bob Breslin, 76250,1015  
DATE: 10/22/94 1:56 PM

Re: Copy of: rEAL Bitterness and DAL Bashing

Hey Bob,

A few weeks ago one of our junior guys asked me to explain the depth of bitterness and resentment toward the Delta pilots manifested among many other groups, but most particularly the former Eastern strikers. I think you might be interested in the reply I posted publicly on our Delta forum. Here it is.

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Subj: Roots of rEAL Bitterness Section: Hangar Talk From:  
Roscoe McMillan L15 ATL, 70224,16#4539 To: Rich Clover (727SLC),  
70224,2071 Sunday, September 11, 1994 2:03:55 AM

Rich,

In response to your invitation, I have started a new thread to explain some of the rEAL bitterness.

Hank Duffy, Jim Suckow, the MEC chairmen of United, Northwest and US Air all stood before a huge live audience of Eastern Pilots and their families. It was a pre-strike family awareness meeting. I think it was in MIA. It was on a nationwide live video hook up to all Eastern pilot bases. Those gents, separately and together, each swore by all the power ALPA possessed, that if Eastern were ever fragmented and assets sold to other ALPA carriers, that they would HAVE A JOB. They would travel with those assets. All they had to do was go out and slay the dragon. This video tape still exists. I have seen it.

Our own Jim Grey should remember about this. When he was the editor of the Widget in March 1989, he wrote an article in which he quoted Hank Duffy speaking to the Executive Board. In it, Hank clearly states that Eastern pilots are assured that protection would be provided for them in case of piecemeal sale or transfer of Eastern aircraft or routes. Listen to the direct quote.

"Such protection would include the right of Eastern pilots to become employees of the carrier acquiring any part of Eastern's operation with preservation of seniority, but are subject to negotiations between Eastern pilots and management of the acquiring airline."

One might say that these fine elected officials of ours did not have the right to commit us to such a policy. Oh, but they did! They were merely reaffirming a policy boldly prominent in all ALPA policy manuals. It had been there since the early 70's. It was over and over reaffirmed by the membership in the strike assessment ballots.

Of course, fourteen months later when the heat got up several notches and it looked as if the strike might be lost, the leadership lost its nerve. In May, 1990 the Executive Board met quietly and amended the fragmentation policy. They watered it down. It is now so weak as to not be a policy at all. Everywhere verbs like "must" and "will" have been replaced by "may" and "should".

"WHEREAS During the latter days of the Eastern Strike and it's aftermath, especially as time marched on and our supporters drifted away, one person remained steadfast at our side, shining like a beacon in our darkest night, and

WHEREAS This person, Delta Airlines Captain Roscoe McMillan, clearly never abandoned us, nay, on the contrary, he doubled and redoubled his efforts to rally the pilots of his Airline to our cause thus placing himself at odds with Delta Management and most of the Delta pilots,

THEREFORE BE IT RESOLVED That the Silver Falcons, in convention today, October 19, 2000 do hereby and with deep appreciation acknowledge Captain McMillan's efforts on our behalf, and

BE IT FURTHER RESOLVED That today Captain Roscoe McMillan is hereby made an Honorary Member of the Silver Falcons!"

Virgil Tedder then moved to have the above Resolution passed by Acclamation. Upon second by Jack Henry, an immediate unanimous vote was counted!

Most of the rEALS planned their stand and OUR FIGHT against Lorenzo with the strong assurance that our fragmentation policy would protect them. Alas, it was not to be. It is one of the saddest tales of leadership taking a powder in the annals of modern labor relations. We have yet to atone for these sins.

None of us should ever forget, that NOBODY got a contract until that bastard was gone. You think this industry is bad now. Had he clearly won and were still loose on the airline landscape, then this job would not even now be worth fighting for. He would have eaten everybody's lunch including Ron Allen's.

Those guys stood and fought him to a draw. In doing so they lost their ship. They were survivors in the water. It was comfortable here on the bridge of the Queen Mary. Besides we had a schedule to keep. Why stop and pick them up.

At the end, there was less than 800 of the rEALS left. Our part of them would have been, say, two to three hundred. They didn't want to TAKE anybody's job. They just wanted some pilot job that offered a shred of dignity. The widget was hiring 90 a month in a frantic attempt to provide the capacity to fill the vacuum. No rEALS were taken on. Nor was there much substantive effort to change that company policy on the part of ALPA.

Delta bought, or leased from one creditor or another, eighteen gates on Concourse B in ATL, ten very ratty L-1011-1's, and more than a dozen relatively new B-727's. All of this was Eastern in origin. It was the nucleus of a small airline. The only post strike Eastern pilots that we hired, that had not interned somewhere else first, were two scabs-- Hugh E. Bucannon and Don P. Klein. Both are now on furlough. Suits me if they find other permanent work.

IMHO we can NEVER repay the rEALS for what they did. Men like Bob Breslin, Bob Welsh, Dick Nellis, Pat Broderick, Frank Alley, Mike Phillips, Jim Friday and hosts of others deserve our unending gratitude. Sure they are sometimes bitter. Wouldn't you be? Speaking ill of them because of an occasional verbal barb that they toss is somewhat akin to speaking ill of the guys that put the flag up on Mt. Surabachi because they had muddy clothes and talked a little rough.

I hope our Association has learned its lesson. When you say a thing, and make a strong commitment in the face of a terrible challenge, then you better be prepared to fight for it all the way to the wall. Otherwise you have no integrity. We should be about the business of shoring up this badly damaged integrity. In Bill Brown, I feel we are on our way.

For myself, and all those with whom I might have some sway, I hope we can be on the building crew. The wrecking crew has had field day, what with the PPA and other rump groups. The darker side of company maneuvers would constantly try to split us too. The "big iron" --"little iron" arguments we have with our computer brethren add grist to the mill. Now this old rEAL ghost rises up.

It's late, I'm off to bed

If you feel this worthy, post it wherever you like. Hope it helps.

# ANNUAL ATL FLIGHT OPERATIONS, PILOTS (AND FRIENDS) PICNIC

**WHEN:** SATURDAY, May 19, 2012, 1030 UNTIL???

**WHERE:** EAGLE'S LANDING AIRPORT, WILLIAMSON, GEORGIA. UNICOM 122.75.  
Atlanta Sectional Chart, West of Griffin, GA  
N 33 09.36 W 84 21.54, (5GA3), ELEV 980 ft, 122.75 (CTAF) 2 grass runways

*Note: Carolyn McGaughey has again graciously consented to having the picnic at her hangar. She has recovered from serious injuries received working with her horses just prior to last year's picnic and is eager to host the event for the third time.*

1. **RESERVATIONS ARE A MUST FOR MEAL PLANNING PURPOSES.** Please send your check for \$15.00 per person to (information below), ***plus a stamped self-addressed envelope*** so that we can mail your ticket(s) to you. Bring your ticket(s) with you! We will have a drawing for prizes and you could be a lucky winner!
2. Bring your own beverage cooler for the time that the lunch isn't being served. The caterer will provide a beverage, but only during the meal. Lawn chairs and folding tables would be a good idea.
3. Carpool where possible. Some of our members are more prone to attend if the driving is left to someone else. Also, wear your nametag so everyone will know you. If you can't find it, we'll make one for you.
4. Barbecue lunch will be served beginning at approximately 1230.
5. **FLY-INS ENCOURAGED! - bring your airplane for others to see.**
6. Have any questions or suggestions? Please call one of the following:
7. Virgil Tedder @ 404-351-4960 or Dick Garner @ 770-253-1176
8. ***Last day for reservations: Monday, May 14, 2012***

## EASY DIRECTIONS (NOBODY GETS LOST)

FROM Atlanta: South on US 19/US 41 to Griffin Bypass.

Take Griffin Bypass to Hwy 362 exit.

Turn west onto Hwy 362 to Williamson.

It's about 6 miles into Williamson.

At the fork with the old gas station, 362 angles right, but you stay to the left.

At the 4-way stop sign turn right onto Reidsboro Road.

Continue to 2<sup>nd</sup> entrance on left into Eagles Landing.

Turn left onto Lufbery Circle.

Look for Carolyn's hangar (the second house on the right),

(1111 Lufbery Circle, Williamson, GA 30292 for GPS users).

Parking will be obvious as you enter. ***Lost? Call Virgil Tedder 770-851-1091 (cell phone)***

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***No need to cut this section off, simply make check out to REPA-ATL (\$15.00 each person) with number of people in memo section and enclose a STAMPED, SELF-ADDRESSED ENVELOPE. Send to:***

Virgil Tedder  
2987 Margaret Mitchell Court, NW  
Atlanta, GA 30327  
Tel: 404-351-4960

# Flying Tigers in Burma

## Handful of American Pilots Shoot Down 300 JAP Warplanes in 90 Days

Photographs for LIFE by George Rodger

**LIFE** One shining hope has emerged from three catastrophic months of war. That is the American Volunteer Group of fighter pilots, the so-called "Flying Tigers" of Burma and southeast China who paint the jaws of a shark on their Curtiss P-40's (above). Outnumbered often ten to one, they have so far shot down about 300 Jap planes, killed perhaps 800 Jap airmen. They have violently wrenched from the Jap Air Force control of the skies over Burma and southeast China. They have conclusively proved what was once only a Yankee belief: that one American flier is equal to two or three Japs. "Give me," said U.S. Lieutenant General Brett in Australia last week, "100 fighters to 200 Japs and I'll lick them every time. I am not disparaging the Japs. They are good fighters." On the following pages LIFE presents the first full-length portrait of the Flying Tigers in action, taken by LIFE Photographer George Rodger before Jap ground forces seized the A.V.G. base at Rangoon.

The hundred or so young men of then Flying Tigers have several tremendous assets: 1) they have had up to six years of military flying and they have an instinctive feel for what their machines will do; 2) they have been blooded in the air and 3) they are always looking for a fight. The result was bound to be something extremely painful to anybody who ran into them. On their first meeting, they actually lost four planes to the Japs' six. On the second historic meeting, on Christmas Day, they mowed down 20 out of 78 Japs with a loss of zero. The holocaust was on.

The American Volunteer Group was recruited from U.S. Army, Navy and Marine fliers a year ago, under hush-hush circumstances to avoid offending the Japs. Its job was to help China fight. Pay was \$600 a month with a \$500 bonus for every Jap plane shot down. The men, who had been promised no loss of rank in the U.S. Armed Forces, began arriving in the Far East last summer, registered as tourists, acrobats, artists. They were trained and organized by China's crack American Air Chief, Colonel Claire Chennault. When war broke out Dec. 7, they were just about set.



American volunteer group pilot takes his p-40 tomahawk off the field north of rangoon. Notice two guns on edge of each wing, one each side of cowlings.



Jap rudder from plane shot down near the field is exhibited by (from left), Pilots Hill, Bacon, Cole, Rector, Lawlor, Schiel. In the background is shark-faced P-40. These men, plus those in jeep car at right, plus two below, make up most of the pilots of this particular squadron of American Volunteer Group. This is an extremely handy group of men.



The shark face is off in a cloud of dust to meet the japanese invaders



For the album five more Flying Tigers pose in jeep car on the flying field. Front seat, from left: Newkirk, Geselbracht, Howard; in back: Bartling and Layher. Newkirk, the man making a face, has shot down 25 Japs so far, had seven or eight when the picture was taken at the end of January. Newkirk and Howard are squadron leaders. Other three are late arrivals.



**Mad clear through** is pilot Matthew Kuykendall, 23, of San Saba, Texas. He was hit in forehead and finger by Jap fire. He owns Hereford herd in Texas, is a fine horseman, roper, rifle shot, rancher.



**Under a mango tree**, Flying Tiger pilots and crews have lunch of corned beef, vegetables, bread, bananas and coffee. In the background is the tent for pilots on active duty. Word of oncoming Japs comes here by telephone. A few minutes later word came and the boys went up. They got all of a seven-plane Jap bomber squadron. Lawlor got four, Bartling two. One American plane was lost.



**Squadron Leader John V. Newkirk**, 28, of Scarsdale, N.Y., went to New York Cathedral Choir School, was Eagle Scout, Time, Inc. office boy, graduate of Rensselaer Polytechnic. he trained as Navy flier at Pensacola, Fla., married Lansing, Mich., girl.



**Squadron Leader James H. Howard**, 29, Haverford School, Pomona College (1937), was born in China, captured by Chinese bandits at 12 with his eminent doctor-father, Jim escaped. He was dive bomber on *Enterprise*. He speaks Chinese.



**Pilot Robert Layher**, 26, of Otis, Colo., is son of village mailman, graduate of Colorado University and had finished one year of law when he joined the Naval Air Service to become bomber pilot. He married a Colorado University coed last September.



**Ready for action** after a quick meal is John G. Bright of Reading, Pa. He went to Exeter, was Princeton pole vaulter. Son of a hardware manufacturer, he "always wanted adventurous job."



**Flight Leader Edward F. Rector**, 25, from a mountain farm outside Marshall, N.C., likes to grow tobacco and corn, went to Catawba College, learned to fly with the U.S. Navy. A quiet, hardworking country boy, he is well-liked by everybody.



**Flight Leader David Lee Hill**, 26, of Hunt, Texas, is son of Texas Ranger chaplain. At Texas A&M, he was in the cavalry. Graduating from Austin College in 1938, he joined the Naval Air Service, served aboard *Saratoga* and *Ranger*.



**Pilot Frank Lindsay Lawlor**, 27, born at Winston-Salem, N.C., graduated from North Carolina University, was rejected once for Navy Air Corps, stuffed with bananas and made it. He flew aboard *Saratoga*, has a wife and ten-month-old-son, Lindsay.



**Flight Leader Noel Richard Bacon**, 24, is son of lady mayor of little Randalia, Iowa. He was Boy Scout, played basketball and clarinet, went to Iowa Teachers College, became Navy flier at Pensacola. Like most of others, he is unmarried.



**Pilots on duty** wait for call in pilot tent on edge of field. In foreground is Tom Cole of Missouri who was killed soon after. He had parachuted but Japs machine-gunned him in the air. One of his friends promised, "Those yellow so-and-so's had better write themselves off all the way down now." This was the same day's work in which Kuykendall (right) got a scratch.



**After the flight**, Pilot Hill (left) talks it over with his armorer, Jim Musick, by the telephone in the pilot tent. There were three raids this days, Jan. 23. In first Jap attack of 30 planes, 16 were shot down. Even in China, the A.V.G. boys get American steak, ham and eggs, pie, hot and cold running water, see very ancient American movies. Most wear shoulder holsters.



**Pilot William Evert Bartling**, 27, of Middletown, Ind., son of contractor, graduated from Purdue in 1938, worked with Carnegie Steel Co., entered U.S. Navy in 1940, was crack dive bomber on the *Wasp*. Two brothers are Ford engineers.



**Pilot Henry M. Geselbracht Jr.**, 25, of St. Louis, was Beta Theta Pi at Washington University and U.C.L.A., graduated in 1939, flew at Long Beach and Pensacola and for movie *Dive Bomber*. He first rode in plane at 16 at Chicago World's Fair.

## A.V.G. Pilots Repair their P-40s Hidden Under Mango Trees in Burma

These great American air fighters do not talk ideologies, though they are all educated men. They do not discuss why they are fighting. They are having a good time and a highly dangerous one, but Dave Hill wants to be a rancher, Layher wants to practice law and Ed Rector wants to grow tobacco in the hills. In effect, the Japs interfere with those programs and must be eliminated.

On this page you see how the A.V.G. services and repairs its planes at an advanced airfield in Burma. Their American ingenuity at patching up their battered planes with hand tools and old material is one reason for their continued practical success over the Japs. On the alert every daylight hour, these pilots make excellent fighting teams, every man pretty much his own master, for every man is squadron-leader material of the highest type. Perhaps half a dozen have lost their lives in combat. The factual story of their skill, courage and fighting spirit has swept Free China with the knowledge of what America's joining the war means. But their highest compliment came in a Tokyo broadcast that complained that the A.V.G. was not using orthodox tactics.

### *Smashed Jap Planes and Crews Give A.V.G. Pilots the Measure of Victory*

Results in the A.V.G. are measured in terms of smashed Jap planes and dead Jap crews. Some A.V.G. results are shown on these pages. The A.V.G. is usually fighting defensive air actions—i.e., breaking up Jap bomber formations protected by Jap fighters. These Jap fighters are not quite as fast as the American Tomahawks but the climb and maneuver better. Oddly enough, Jap bombers are faster than fighters and the only way the Americans can get them is to gain altitude and gather extra speed diving on them.

The unoriginal Japs are, for the most part, flying American planes. Their bombers are home-made copies of ours, with modifications which are not always improvements. Their engines are duplicates of U.S. designs made in Japan under U.S. patent license. A special Jap touch to aviation is that of officers fly and die with their samurai swords. Chiang Kai-shek, A.V.G.'s boss, told these Americans: "Each of you has proved a match for 30 or more of the enemy. I hope to celebrate with you in Tokyo."



**Chinese ground crew** works on damaged tail of P-40. With hand tools they can make any part of a plane's body work. They consider association with A.V.G. a high honor.



**Flying Tiger plane** is repaired and serviced by armorers Hanley (left) and Musick, under trees. These Tomahawks are more durable than Jap planes, taking beating well.

**Under the trees** where Japs cannot spot them, Americans repair and service their Curtiss P-40's. Close-up of plane badly shot up is shown in right photo. Crude chain-hoist over tree typifies makeshift facilities used by A.V.G. Initials C.A.M. Co., on truck refer to Central Aircraft Manufacturing Co., which recruited A.V.G.



**A suicide dive** into Blenheim bomber on R.A.F. airport was tried by a Jap pilot whose plane had been shot up by A.V.G. He missed the Blenheim (right) by a few feet and piled into a bank. Several Jap fliers, seeing they were bound to crash anyway, have tried this. Blenheim was saved by the fact that the Jap did not burst into flames. Here R.A.F. men clear away Jap's tail assembly.

