



The One Claw

Boston Retired Pilots Newsletter

Editor: Pete & George

Fall-Winter-95

ISSUE #13-14

• TWO ISSUES IN ONE (Ed Note)

With good intentions, the Fall One Claw was mailed to the printer in late Nov. With snow and holidays the staff lost track of time. A call to the printer in early Jan. produced the fact that the printer was not interested in printing the One Claw. We informed HIM how we thought he could dispose of the printed material we had mailed. A new printer has been located. We are combining everything in one larger edition.

• One Claw Needs HELP

We encourage and need your letter. BUT the editorial staff could use some help from one or two of you that could help us retype the letters onto a computer disk or eMail the retyped letter to us. You can't believe how slow Pete and George are at typing, some relief would be greatly appreciated.

Note for SNOW BIRDS. The staff on One Claw has purchased a program that will allow two addresses. A postcard with both winter and summer address and we will update our records. We will use April and Nov. for the cut off dates. Prior dual addresses have ended up in the circular file so please up date. Thanks.

• Rumor and Other None Facts

Ray Curti in on the NH Transpiration and Right Away Commission. It was a political appointment and BIG BUCKS have not changed hands as yet. Out ACE reporting staff is trying to ascertain if this is the first step in a political run for higher elected office. The word Governor was whispered. We will keep you up to date on the late braking NH political news.

• Information on the Westward Journey

Francis "Mac" McKowen was born in Fall River, MA May 2, 1929. Mac was a Navy veteran of WW2, hired by NEA in 1951 and retired in 1987 from Delta after 35 years. He is survived by three daughters and two grandchildren.

• Late Contract News

A new contract is being voted on as we are going to press. Lot of changes for both sides, seems that a little give and take was the word. With the new contract (if it is signed) Delta will be hiring disabled and retired pilots as simulator instructors. Future word when it comes out. Get even with some of your favorite Copilots now Captains.

• Spring Fly-In

June 4th will be another great day in New Hampshire and we plan to hold our spring Fly-In at Premi-Riverside A/P. The cast and crew under the direction of Bill Grady will be on hand for the usual out standing friendship and all around good time. Be sure to write or call and let Bill know that you plan to attend. Hope to see more of you. The number at the Airdrome is 603-536-9808. If you have not attended a Fly-In, Come On UP (PEMI-RIVERSIDE Airport Elevation 474), (N43 44.4, W71 40.0) local frequency 122.8 and we can listen enroute to 122.75. Pemi Riverside is just off Route 93 Exit Exit 24, (Ashland & Holderness) Lt turn back under 93 for 1 mile and follow the Airport signs to White Mt Country Club.

• Letters & Stamp Fund

Hi George, tried to send note to PeteK the other day but omit was returned. I hope every thing is OK. My question to him was where and whom to send the Yellowbird dues. I assume that it is now due. It would be different for me to be on time. Now that I am stateside it shod be. Hope that all is well with you and your family. It is good here now that I have replaced the tire on my tractor that blew out while plowing snow during the last storm. If I can be of any help in the future say. Hi. Bill Bucklin
George, Thanks for including me on the mailing list. The newsletter is interisting to me and I enjoy receiving it. Best regards Margie Peck Geo. Enclosed to help One Claw with printing & postage. Houle

• Pete's Alaskan Odyssey

Fellow Lake Buccaneer owner and ACONe member Don Burrer last year said, "I'd like to fly to Alaska!" I said, " Great! When do we leave?" Don immediately went to work on a flight itinerary on his computer with stops that would address our needs ,ie, relatives, friends ,fuel, and lodging. Airports with FSS stations and customs where appropriate, were also sought. We sent away for Jepp charts, sectional and WACs, Canadian rules and regs, AAA Tour Books ,then quit ordering as the Fight bag was up to 40#! We already had filled a duffle bag with 50# of required emergency gear to go into sparsely settled areas.

Friday, 14 July'95 dawned hot and hazy. The first leg was under way! Twelve minutes from Southboro to Sutton, MA, where Julie Blanche had her stuff' stacked up in front of her hangar. Wow! Our collective horse sense and a willing friend dictated Julie's departure via car to Worcester Airport. Remember Koch Charts, and grass runway decrements? Know your limits 'cuz you'll find some places off limits! We met Don in Oswego, NY then cut across Southern Canada to Port Huron, MI.(If you don't land, there is no customs formality.) Traverse City

Boston Pilot Base to Close

BOS pilot base will close on 1 September 1996. We will go into some of the recollection and reflections in another issue. A group of active pilots are planning a BOS base closing party for sometime this fall. We will keep you informed on the date and the program when they become available. Anyone with early photos, movies or videos that could be used in a program should contact Dick Pazolt (603-472-5122) or email AOL (Dick Paz).

• Final Flight

Harris Dexter suffering a heart attack on Sept. 8, 1995 at Big Moose, NY.

Tiny Rollins died at home on Dec. 17, 1995.

• Frank McKowen died Dec. 5, 1995 at Wentworth Hospital in Dover of bone cancer.

next. Our briefing the next morning assured us of scattered clouds upon our arrival at Ironwood, MN. Wrong! "Minneapolis Center, flight of two Lakes VFR on top requesting approach clearance". For thirty-five years I'd looked down on the clouds wondering what was below and vowed, in retirement, I was going to look up at them or not go! Hardly into the second day and that resolution was being blown out of the water--.We scud runned under a front the next 100 miles. Julie became very proficient translating tall towers on the map to the real thing-- not too many, "EEKS!" either! The next two days Amber Waves Of Grain gave way to Purple Mountained Majesties. What a sight! Rented a car in Bozeman for a tour of Yellowstone, soared up to 10,000'North of Snoqualmie Pass going into Seattle to better see Mt. Baker and Rainier. Toured the Boeing Museum, the original facility has been preserved there, with a lot of interesting memorabilia.

Anacortes Island, just North of Whidby Naval Air Station is separated from the latter by Deception Pass, named by a Disgusted George Vancouver, when it didn't lead him to the sought after Northwest Passage. Our sojourn here was prompted by an invitation from Don Green's

sister, who resides in a lovely home overlooking the water. Don and his wife Jean had joined us in Seattle after relative hopping from Connecticut. Here in after, the planes would be known as DB, DG, and PK. Nanaimo and Port Hardy, Vancouver Island, were next on the list. A Bush Pilot had returned from Prince Rupert after doing the classic 180 in pea soup fog. Port Hardy offered the deepest depth below sea level anywhere in the World in the form of a copper mine. An open pit 1730' down and two miles across with the Pacific Ocean right next to it!

The next day, Prince Rupert said, "Come on up". Which we did for three hours at 75 kts. That's a 30 kt. head wind and BIG unsurvivable combers below. We diverted into a big trench for the last thirty minutes. One-half mile wide with towering cliffs on either side disappearing into fog and glacier drenched snowscapes. We hugged the right and hoped the opposite bound would extend the same courtesy. Went through customs at Ketchikan. Ferried from the airport island to the town island to wait out four days of liquid sunshine and on to Juneau. If you ever doubted the tectonic plate theory, you've only to come to this coastal range. As the Pacific plate dives under the North American plate, it also rotates counter-clockwise, so we see in the Queen Charlotte Islands vast limestone deposits, the remains of equatorial coral growth Inching? along at 10 centimeters per year. Yakutat, Alaska. No access by car or ferry. A WW2 air base its' only commercial link to the outside. You come upon it after viewing menacing glaciers that tear away the flanks of soaring snow-capped heights. These abruptly give way to Dry Bay, a large river delta laced with moose tracks on a bed of swamps and meadows. The village is sited on the Northern edge where the main body of the river separates it from the Bering Glacier. A couple old gun emplacements and a gutted tank are all that are left of the military presence.

On to Cordova. This hamlet got started in 1905 when a consortium to be known as Kennecott Copper was founded to exploit an ore deposit 196 miles inland up the Copper River. Cordova served as a resupply depot then as an ore loading port. The company mined until the end

of 1938. By then over \$500,000,000 worth had been extracted, new mines opened in Chile and four towns became hosts to the ghosts. Cordova hung on with fish canneries and a prosperous fishing fleet. My nephew, Jim Kallander, and his family enjoy a very comfortable lifestyle there. He spots fish, owns a trawler and spends a month in the winter in Hawaii. One evening we drove up a rutted path along a stream, in his pickup. A brown bear waded by snatching salmon out of the water, then raked them through his teeth with only a casual glance in our direction. Another day Jim's wife Patti took us 55 miles up the old rail bed to see the Childs Glacier, presently the fastest moving glacier in the World. Its' mile long face is 300' high and calves icebergs into the Copper River with an awesome cacophonous roar. The week before, a woman was severely injured by a wave that threw football sized rocks up the banking into the brush and trees. We picnicked for four hours and the Gods were kind to us.

Fish and old friends should be thrown out after four days. The weather in the direction of Anchorage was on the water and in the trees. We had 400 and 3, GPS and a railroad to follow in the other direction, so on to the Kennecott Copper Mine in McCarthy! The Lodge was full but we enjoyed a nice lunch and a tour. The next day found us groping up the Copper River toward Duffy's Tavern through a pass to Tok Junction on the Yukon River. We'd been forewarned how detrimental to ones health this activity can be, especially if you've turned into a box canyon by mistake, or cloud and road come together then wriggle so much one could hardly follow VFR. Suffice it to say, we all turned the same way, follower became leader, another route opened up and we were on to Beaver Creek, British Columbia and the Alcan Highway. Paddled across Lake Louise while a 20' long Swiss horn reverberated echoing notes to our strokes. Enjoyed the refined luxury of Banff Springs Resort. Wondered with the Geologists as to whether Moraine Lake had been dammed up by a terminal moraine or a rock slide. DB, DG, and PK rented a car in Calgary a few days before rather than subject ourselves to the dubious performance of a high altitude take-off.

On to Regina and Thunder Bay. Oh! OH! DG called on 122.75mh to announce oil pressure dropping, oil Temperature rising. Quick! GPS says nearest airport Dryden ,ON, 030 degrees, 43 nm. He's on his way ,with DB and PK in close pursuit. Lots of water underneath so anxiety level low. I should ask DG about his--. The FBO had a contract to maintain 22 Cessna Sky Masters doing fire patrol. Luckily ,they were spinning their thumbs and jumped right on to our problem. One Cylinder checked at 50# compression. Disassembly revealed two of the three rings broken, Cylinder and piston not scored, and a lot of blow-by on the thrust side of the piston. Three quarts of oil had been expelled by the pressurized crankcase in an hour and a half.(the elevator and rudder hinges were well lubricated). Do you know the word ,serendipitous? It roughly means ,finding good fortune without seeking it. Ours came in the form of Hubers' Lone Pine Fishing and Hunting Resort! Gourmet German-Bavarian dining to the strains of an antique calliope. Then wall-eyed pike that show up on cue on the fish finder, then pull your boat around after they are caught. Well, I never asked you to believe everything!

The rings arrived four days later after a six hour bus ride from Winnipeg, and we were on our way to Thunder Bay. A front across Lake Superior precluded any more travel that day. The weather people advised against VFR along the North shore account lake effect and low ceilings so we took a middle of the road approach to the problem splitting the lake in two and cleared Customs at Chippewa, MI. A two horse team pulled our wagon from the airport in Mackinac Island to the last overnight of the trip. The island prohibits horseless carriages. The result is a turn of the century ambiance appealing enough to bring hordes of visitors there. Well, that's about it. Would I do it again? Yeah, and go farther and stay longer. Pete

• **Fall Fly-In**

October 10 was another outstanding day for a Fly-In in NH we counted 22 A/C, 31 cars & 7 motorcycles. Overall more than 100 attended. Our retired list follows: Norm Abare, Jim Baker, Lou Balestra, Basil Beck, Austin Briggs, George

Chaudoin, Dick Chickering, Fred Christian, Ron Cutliff, Bill Donahue, Paul Donoghue, Bill Duffy, Mike Farrey (and his DC-3), John Fleurent & Lou Fradette. Vin Franco, Ron Gargalowitz, Bill Grady (Our Host with the most), Ralph Hackley, Dave Hancock, Ron Harnish, Charlie Holman, Norm Houle, Dan Hurley, Walt Illingworth, Jim Jackson, Pete Kallander, Dick Korsman, Bruce MacGilvra, Pat Malone (Mother came up for the day), Jack McCarthy, Bud McLellan, Jack McWalter, Dave Newkirk, Ed O'Neil (up from FL), Bob Patrick, Ray Pendergast, Moe Picard, Paul Quilty, Pete Radasch, Ted Roberts, John Roquet, Dave Ross, Roger Scott & George Smith. Bob Smythe, John Stumpf (left off the June list), Lee Trenholm, Bob Ward, Barry Watkins, Dick White, John Wojas & Mike Zompetti. Active and others; Dick Pazolt, Jim Reel, Dick Sabbagh, Doug Smith & father, Ed Splaine, Dick Bauer, Don Hesselbach, Ken Magill, Mike Cloutier, Warren Price, Bill McCarthy, Dave MacEachern, Dave Bushy, Don Champagne, John Duell, Karl Higginson, John McKeil (NE 1963), Bill McCarthy, Forest Nelson, Al Speckman, & Dino Vlahakis.

• **Feeling better**

Frank McKowen is recuperating at home after an operation in October in BOS to remove part of his Rt. femur and insert a steel rod. I can only guess what the security at Logan will say when Frank takes his next trip.

• **Golden Wings at BOS**

A good turnout of over 200 attended the banquet on Oct 4 for a Lobster dinner and to hear Harry Alger lay out the future plans of Delta Air Lines (below). Those Yellow Birds attending; Ed & Doris Cataldo, Don & Priscilla Moulthrop, Dick & Gina Miller, Frank & Mary Peterson, Bill & Dot Donahue, Angus & Genevieve Perry, John & Madeline Stumpf, Paul & Margaret Quilty, Ed & Janet Holland, Charlie & Rose Liebman, Stan & Betty Terrell, Pete Kallander, George & Ann Chaudoin, Bruce & Elizabeth MacGilvra, Ray & Elinor Pendergast, George & Elinor Baldwin, Mary Lou Johansson & Buzz & Peg Flett. Harry Alger, Delta Air Lines Executive Vice President-Operations,gave a very up-beat,

positive speech at the Golden Wings Annual Convention at the Braintree Sheraton Hotel on October 3, 1995. There were mumblings in some quarters that we were about to have a little rain on our parade after three days of warm beautiful weather in Boston and Martha's Vineyard on the bus tours. It was generally thought that Harry's doom and gloom message at the last retirement party turned a celebration into a wake.

I, for one, approved of his words then and now, even though he was preaching to the choir. I was out to pasture after playing out the work ethic and staying in step with the rest of the team. Harry's remarks this time emphasized the positive. Costs came down \$460 million last year-\$650 million this year, and hopefully, \$900 million next year, Achieving the goal of 7.5 cents per seat mile cost. He said this target would invert our debt to equity ratio presently 75/25 to 25/75, giving us the competitiveness to drive out the upstarts and retire the L-1011's which were getting very costly to maintain. Harry was quite candid in his response to questions about the executive pay raise. It was a performance bonus offered by the Board of Directors. The performance was outstanding! A record \$661 million profit! \$34 million was paid out to eligible profit sharing employees. Executive pay was 50% of comparable Company remuneration. Asked about the 5% pilot pay reduction management wanted, Harry said a 20% cost reduction was needed to be on a par with American and United and would be achieved with a negligible change in the pilots annual income. This would come about by eliminating perks like the 48 hours free of duty before vacation, the seventh week of vacation , etc.- well, I didn't take notes guys, and you're going to beat me over the head pretty badly as it is.

To sum it up, before I lose your interest, the company has a plan- to carry it out we have to reduce our debt so there will be some fat to get through the next down-cycle. If our crew costs aren't competitive in the short haul markets, we can make money from our feeder carriers flying these routes. Marketing has lost it's clout dictating what planes would be flown and fleet simplification is the buzz word again. Again?!

The North Atlantic routes have gone from a \$450 million loss to a \$150 million profit-that's a \$600 million turn-around in one year! Tell your friends still flying to get on board with the rest of the team. Harry says that the customer drives this company. If we remember that and control our costs, we'll be in the game long after the others fall by the wayside. Pete Kallander

• **Letters and Stamp Fund**

Dear One Claw, Here's something for the stamp fund. I enjoy the newsletter. Al Noftzger, 6 years retired, Don't miss it a bit.

Dear Pete & George, I am sorry to have taken so long to contribute to your stamp fund. It's a lot of news for so little. I don't know how you cram so much news into four pages. I read it at least twice so I don't miss anything.

It's easy making out the amount of the checks. The difficulty is figuring out *who* to make it out to and where to send it. I hope I do alright and you receive it.

Don't mingle much, but I did go to Bill Donahue's gathering in the spring in Jupiter. He has a great place and I met a lot of Northeast people.

I move around a lot. Go to Clearwater, Florida, for winters and take cruises. My wife and I are in good health and very fortunate to be able to do this so far. Really enjoy the newsletter. Ray Roy

Here's a little help with the stamps. Really enjoy reading about the activities of all. Keep up the good job. Best to all, Charlie & Hope Parrott

George, Enclosed find my donation. Keep me on the mailing list. I'll volunteer for the next telephone list!! I'll call Ed Butler and me - we are all that is left out here. Hope to see you all at the Delta wingding in Boston next month.

Charlie Liebman, in San Diego

Dear Pete & George, After attending the October 10th Fly-in, I have to wonder how any future Fly-in could top this. Bill Grady sure must have a guardian angel over the hangar to come up with weather like we enjoyed. Seems as though the attendance get bigger and better each time. There isn't a retirement party that can top these Fly-ins. There were some faces that I missed seeing and a few that I had not seen for quite a spell. So, all in all, it was a most pleasant day. I was sorry to see the "gorilla's" father stuck

in a wheelchair, but at least I was able to talk to him as a captive audience.

The ONE CLAW also is getting better with each issue. Enclosed is some small incentive to keep it coming. I'm already looking forward to next June. List me as a most satisfied customer. Regards to all and stay healthy, Bob Ward

Hi George I received issue #12 a few days ago. Super Job! I am flattered that you think I am the famous Ed Baldwin, but I must confess that I am only George Baldwin. Please keep this enjoyable newsletter going. I like it. Sincerely, George

George, Appreciate your efforts in keeping us abreast of events. Enclosed is a small contribution to help defray expenses. Please note my correct address:

Walter C. Alkire

303 High Road

Newbury, MA 01951 Thanks, Bud

Many thanks for keeping us informed with the ONE CLAW. Enclosed is a small donation toward the expense of mailing, etc. Mike Farrey

Dear George,

Enclosed are DC3 pictures you asked for to put in the One Claw. Could not make up my mind which ones were best so am sending them all to you for a major decision! The fly-in was great, looking forward to the next one. Enclosed also is a check for letter and stamp fund.

Yours in Retirement, Dick White (Ed Note: Picture in Spring Claw)

Dear Pete and George,

I was saddened to hear the other day that Dick Grahn had passed. Pat Malone called me from ATL to give me the word. I then heard from Ray Pendergast, and we planned to go to the funeral together. Ray called quite a few people here on the Cape. In fact, Ray and I and Okie Kuronen and Paul Fichtner were the only pilots there that I know of. I don't know if it was a lack of communication or what, but I thought that was a pretty poor showing.

Dick was at the Delta Golden Wings last year at SAN and we had a good time together. I missed him at BOS this year, but didn't know why he wasn't there. Incidentally, the DGW reunion at BOS was a good take. Some more of the gang should go.

Dick Kennelly was in FL as far as I know, and Ralph Hackley had been in France.

I will be leaving for FL this weekend, God willing, and will fly home for the holidays and then back for the winter. I heard that Jerry St. Hillarie is in Bonita Springs, which is only about five miles from where we are, so I will try and find him when I get down there if he is still floating. They have had oodles of rain down there.

Guess this is it for now. Keep the newsletter coming and see what you can do to activate the phone tree for future use. Sincerely, Angus Perry

Dear Pete & George, AI have a new address; 504 N. River Rd. Apt 1B, Manchester, NH 03104. Thanks Ephraim Hal

• **DPW Christmas Party**

The party will be held on Dec 9 at 1930 at the home of Dino and Leone Atsalis, 2 Pumpkin Circle, Exeter, phone 772-8863 for directions. Hope the turn out is outstanding as will as the weather.

• **Gitzus's celebrate 50 Yrs.**

Eleven couples had a luncheon in MHT on Nov. 1 to help John and Ginny celebrate their 50th. John offered to foot the bill for all after the next 50. May you have many more.

• **Stamp Fund Stamp Fund**

Bob Lebewohl Dana Callanan, John Gitzus, Jack French, Mike Fiorillo, Lee Trenholm, Lou Balestra, Paul Donoghue, Moe Picard, John Wojas, Ray Pendergast, Bill Donahue, Austin Briggs & Dan Hurley. If we over looked any one feel free to drop us a nasty note and we will try to make amends. Many thanks for your help.

• **Letter from Gran Family**

Dear Pete, Attached is the piece I wrote on my father for the QB magazine. Thanks for your interest and thanks to all of you for stopping by to pay your respects. It meant a great deal to all of us. Take care, Doug Grahn

Richard E. Grahn (1920-1995)

Dick Grahn was born Dec. 18, 1920, and went west Oct. 17, 1995, succumbing to lymphoma.

His family lost a caring husband, father, grandfather and friend. mechanic at the Dennison Airport in Squantum, Massachusetts. He earned his pilots license in Feb. of 1941 and was hired as a mechanic by Northeast Airlines in Boston later that month. World War II saw Northeast pressed into service exploring the northern transatlantic routes to Europe. As he later stated, he was "awarded" the opportunity to repair aircraft in Goose Bay-Labrador, Baffin Island, Greenland and Iceland. When Northeast later consolidated its maintenance facilities in Presque Isle, Maine, he chose to give up his deferment and enter the Navy. He spent the balance of the war working on SNJ's and flying them whenever possible. After the war, Dick returned to Northeast and became one of three lead mechanics. His dream to become an airline pilot came true when he was hired by Northeast as a DC-3 co-pilot in 1951. He flew many aircraft for Northeast and Delta over the next 30 years, accumulating a total of nearly 30,000 hours of flight time while based in Boston, Miami and Atlanta. Convair 240s, Viscounts, DC-4s, DC-6s, DC-9s, Boeing 727s, and finally Lockheed L-1011s. Along with his ATP and A&P licenses, he held instructor and instrument instructor ratings. He and his wife retired to Cape Cod and later Ocala, Florida. They were able to travel the world extensively in retirement. Dick also owned

Dick graduated from Boston Trade School and started flying while employed as an aircraft mechanic on a Cessna 172 and continued to fly, including three trips to Oshkosh, until illness forced him to give it up.

His love of flying was surpassed only by the love for his wife of 47 years, Doris, their three children, spouses and three grandchildren. He was a very special man who always put his family above all else.

Many knew Dick as a quiet, thoughtful and modest man. He was one of a rare breed of pilots. He loved to fly most when the weather was the worst, and was quick to attribute "greased landings" to his co-pilot. Finally, he enjoyed the companionship of those in the QB Hangars and EAA Chapters on Cape Cod and in Ocala, Florida. We'll miss you, Dad. Have a safe trip. The Grahn Family

• **Final Flight**

Dorothy Dowling wife of Jim died this summer.

Gloria Rollins wife of Tiny died on June 6th.

Dick Grahn died in October 17 in FL and was buried in Walpole, MA.

Bert Geiger died on Nov 2 and was buried in Miami.

ONE CLAW
Retired BOSTON Delta Pilots
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TO: