

BOSTON RETIRED PILOTS

ONE CLAW

SUMMER-93

ISSUE # 5

• **Still looking for computer folks.**

The Boston Chief Pilots Office has set up a computer Bulletin Board System network, called the WINDSOCK. Phone 617-561-2566 with your handy dandy modem set for, 8,N,1,F. Your computer will be asked a couple of questions (name, address and password) you can have color, which is a little slower, and away you go. Pete and George (PeterK 1755 and GeorgeC631) [>INTERNET: peterk1755@aol.com] are on 'American Online' a commercial network and waiting for their first contact from the CompuServe active pilot computer group that is out there.

• **Letter from Carl**

Was on the Cape in early August and called Fred Stanwood who informed me that Al Zwink has passed away. Fred is doing OK, but has lost some vision and had major surgery not long ago. Fred sold his boat, but would love to hear from anyone who is passing through the Cape. On August 10th I was accompanied by Hugh Murphy, his first flight in 10 years, and found that we could not find the hole over Riverside, so we did a little local sightseeing. Hugh really enjoyed the flight but we were sorry that the weather was not better. See you all in the Fall. Carl Beatrice

• **Yellowbird Fly-In**

The annual Yellowbird fly-in and hangar party at Bill & Dot Donahue's will be held on the 9th of September. A good time will be had by all. Details in the next newsletter.

• **Health Cardiac Center Program**

A reminder for those who might have missed the six nationally known Preferred Care Cardiac Centers. The Cleveland Clinic, The Hospital of the Good Samaritan (LAX), LDS Hospital (Salt Lake City), Texas Heart Institute at St. Luke's Episcopal Hospital (Houston), Saint Joseph's Hospital (ATL), and Massachusetts General Hospital (BOS). Delta stated that cardiovascular surgery is one of the fastest growing health care costs and varies significantly in quality. This new Delta cardiac program will give employees and their dependents access to care at a lower cost than they would normally pay.

• **ALPA Safety Award 1993**

Captain Paul McCarthy is this years recipient of the ALPA Air Safety Award, Delta MEC Safety Committee's highest honor. Paul has devoted most of his career to Safety issues, lately with emphasis in the international arena. Congratulations Paul from the older set.

• **Delta Golden Wings**

The 1993 Twenty Fifth GOLDEN WINGS Reunion will be October 10th to 14th at Atlanta Airport Marriott. There will be a full agenda of events, meetings, and a tour of the company's new addition to the hangar. Hope to see you there.

• **FALL Fly-In**

October 5th is the selected date for the gathering and eating at Riverside Airfield; North Ashland, NH (N 43 44.4, W 71 40.0) snow date will be the 7th. It has come to our attention that Riverside does listen to

122.8 when visitors are expected and for those with two coms it might be a good idea to guard 122.75 for air to air. If there is a better frequency that we should be using, by all means let us know and we'll get the word out.

• **Flight to Sanford**

Departed DCI (Danville Chaudoin International) 0830 on the clear morning of August 10th, destination Hampton Airfield for scheduled pickup. Pete Loranger, Bill Kenny and Paul Donaghue booked passage on my 182 for the trip to Riverside Airfield for lunch and a general good time. We were winging out way Northwest heading for Plymouth NH and it soon became apparent that holes would not soon be found. Reversed course and landed at Sanford Airport, parked at Presidential Aviation. Jim Jackson, owner and still employed, took pity on us retired pilots and sprang for coffee and bagels. We again checked the weather and the reports were getting better at CON and LCI. We departed and headed for Lake Winnepesaukee and Squam Lake. The haze, scud and local high granite was more than we had planned on, so back to Sanford and a four-person lunch. Better luck in the fall.

• **Delta Digest**

From time to time the Delta Digest and the Dispatch may not arrive at your house, or if you moved and forgot to notify them of your address change. Now is a good time. Phone 404-715-5497 or write. Delta Air Lines, Inc.

Distribution, Dept. 954
P.O. Box 20706
Atlanta, GA 30320

• **Mailing Costs**

One Claw is now being mailed to 173 retired and disabled pilots in the New England area. The cost for these mailings,

as of now, has been borne by Roger Green, Dave Bushy, George and Pete. An annual fee does not seem the way to go at this time. We could use a few stamps from time to time, money will also be accepted. There is no way at this time of evaluating our effort with ONE CLAW. We only hope that some of the information is useful and informative but mostly enjoyable. Everyone is encouraged to drop us a note with questions. We will try to get an answer. I know it is a pain to write a letter but a short phone call will also do. It would be nice to hear from some of you.

• **August Fly-In 1993**

10 Aug'93 dawned dark and dreary at Riverside Field, Ashland, N.H. but optimism rained? Reigned as Bill Grady pushed his 170B out of the hangar into the weeds. This was the day that his fellow crustaceans would be descending like aquatic pterodactyls to scavenge the hangar chow line that was now being set up. Lo and behold but what should appear first! A Lake Buccaneer amphibian! Lenny Poor and his ex-C.O. Harry Wheeler scud-runner the valley and the only comment about the weather was that over I-93 one could expect not to run into any granite cumulus or tall towers! Don Champagne, Charlie Parrot, Dave Newkirk was accompanied by Mo and son John Picard, Dave Hancock, and Keith Parker escorted Tom Kirby all were also able to slip the surly bonds. The rest of us present remained Earth-bound. Bud McClellan and I arrived from Naples, Me. via the Kancamagus Highway in his Geo Tracker. Other land arrivers were Bob Patrick, John Wojas, Bill Donahue and Bob Smythe. The list of the earth bound goes on, Bud Balch, Ray Gosselin and son Ray Jr. also Ralph Hackley and John Gitzus and last by not least Carl and son Scott Higginson. The phone lines were also busy.

Lloyd Fiske called and reported he would be unable to attend, as did Frank McKowen. Those who tried by air but were unable and called were Bob Trink accompanied by John Stump and Vin Franco in his 1940 vintage C45 with the Old Air Corp colors Blue and Yellow with Red stars, circled but found no holes suitable for a landing. Also George Chaudoin got as far as the hills of Holderness when his daring-do was out voted by three typical white-knuckled deadheading airline pilots (Pete Loranger,

Bill Kenney and Paul Donaghue) and the 182 did a 180. Next time you are talking to Bud, ask him what fits into a 36x12x12 hangar? aol PeterK1755

• **Final Flight**

This will always be the most difficult part of any newsletter.

Al Zwink died earlier this summer, and Hank Johansson passed away August 20th and was cremated.

From:
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TO: