

BOSTON RETIRED PILOTS ONE CLAW

Fall-93

ISSUE # 6

FALL-93

ISSUE # 6

• One Claw's New LOGO

When you get the chance, toast our new logo with Champagne, Don that is! He penned a facsimile of a singular appendage of a member of the genus Homarus, added a "50 mission crush" cap, distant vision eye ball, close vision pince-nez glasses (or is that a propeller arc?) The first joint, A-La vertical stabilizer, is suitably adorned with a reminder of the source from whom all blessings flow. The toothy maw bespeaks perhaps, of an individual patiently awaiting the conclusion of a long-winded anecdote from another, all the while searching his database for a similar tale that can be embellished sufficiently to score some points. □Read into Don's rendition what you will- I've had my shot at it! Lets hear from you! Pete

• List at October 93 Fly-In

- | | |
|--------------------|----------------|
| 1. Don Champagne | Aeronca 7AC |
| 2. Pete Kallander | Lake Amphibian |
| 3. Norm Abare | C-172 |
| 4. Dave Hancock | Twin Comanche |
| 5. George Chaudoin | C-182 |
| 6. Norm Houle | Warrior |
| 7. Dave Bushy | C-175 |
| 8. Bob Lebewohl | Super Cub |
| 9. Carl Beatrice | C-172 |
| 10. Mac McKowen | C-180 |
| 11. John Fleurent | J-3 |
| 12. Chris Johnson | Cherokee 140 |
| 13. Bob Trinqu | C-45 |
| 14. Steve Baker | Be-76 |
| 15. Jim Baker | L19 |
| 16. Mo Picard | XP-175 |
| 17. Dave Jansen | C-172 |
| 18. Forrest Nelson | C-180 |
| 19. Dino Vlahakis | Stearman (PAA) |

- | | |
|---------------------|-----------------------|
| 20. Lee Van Oss | Acro Duster |
| 21. Bruce MacGilvra | PA-28-140 |
| 22. Dave Newkirk | C-195 |
| 23. Bill Larson | |
| 24. Ray Curti | 40. Bob Ward |
| 25. Dick Cummings | 41. Art Williams |
| 26. Norm Abare Jr. | 42. Dan Hurley |
| 27. Bob Smythe | 43. John Coyle |
| 28. Lou Fradette | 44. John Burkholder |
| 29. Roger Green | 45. Bill Grady |
| 30. Bob Patrick | 46. Bill Dustin |
| 31. Paul Heckard | 47. Al Speckman |
| 32. Paul Donaghue | 48. Ed Splaine Mec |
| 33. Lou Balestra | 49. Jack McWalter |
| 34. Joe Kelly | 50. Frank Ryan |
| 35. Dick Chickering | 51. "Bush" Dave's Dad |
| 36. John Wojas | 52. Larry Schlumper |
| 37. Ray Pendergast | 53. Mike Cupka |
| 38. Karl Higginson | 54. Jim Barnhart |
| 39. Arnie Kenneson | |

The totals are impressive; 22 airplanes and 54 bodies that we counted. For those that would like to attend, why not call one of these with a plane that at one time pulled gear for you. I know they will be happy to make arrangements for the next Fly-In. I was thinking that in the spring we could arrange a pickup at Lawrence and or Hampton Air Field. If you do not call, we with planes can't know who would like to attend. Come join the festivities

• Pete's Trip to the Fly-In

Pete Kallander, AKA "the nut with a runway on the side of a cliff".
On 5 Oct. 1993 @ 0900 hours Lou Fradette and Jack McWalter were preflighting my Lake amphibian in front of my hangar. I anticipated dealing with ex-professionals and had already kicked the tires pretty carefully. Hah!--'Course there have been times--but that's another story.

Anyway, they didn't find anything but a dirty windshield. Hey, I had to give them something to do! Pretty soon we were auguring into the air bound for Pemi-Riverside. First a splash and a dash across Newfound Lake to show 'em what real pilots can do, then a superlative grease job at Bill Grady's. There was no groveling, no flowers at my feet, hardly worth the effort!

Yet a crowd had gathered-- around the muffins and coffee in the hangar.

One of the first I ran into was Bob Ward. Did you know he's had two hip replacements this year? Feels great, and has a lot more freedom of movement. Bob related also that after some exciting seaplane flights in Alaska last year he vowed to have an ASES on his ticket- (that's "airplane single engine sea" before you try to read anything else into the acronym). Now he's renting a C172 on floats on the Merrimack River! We were treated to a double round engine roar when Bob Trinqué came in with his C-45 circa WW-2 blue and yellow, with roundels, yet! Bob really has a handle on that machine- came and went in less than a thousand feet of ground roll! Jim Baker has added another plane to his livery. A L-19 in Marine O.D. and rocket pods on the wings! Son Steve arrived with the Beechcraft Duchess and Jim Barnhart on board. Barnhart is a recipient of a golden parachute from Delta, retiring this month as Director of Marketing in Boston. He was the sole (Boston Irish Catholic) survivor of the Northeast Airlines management team, he said. B'Gorra and B'God and God Bless, Jim, and may you join us on many more fly-ins in your own Aeronca 7-AC!

Bruce MacGilvra surreptitiously slid a long white tube out of his plane, whipped out a can of WD-40, charged the tube with it, dropped in an apple, then shouldered the thing like a Bazooka, and BANG! Applesauce in your plate from 200 yards! The secret? WD-40 uses propane as a propellant! This is just a sprinkling of what I heard and saw when roosted with some members of ole One Claw. If you want to hear the rest, come join with the Best, Spring-cleaning time, I suggest. When

she says, "lift your feet", take her words literally, and come fly with us! --- Pete

• **MIT Experiment for ATC**

The director of M.I.T.'s FLIGHT TRANSPORTATION LABORATORY, Professor Robert W. Simpson, has asked for some volunteers to participate in an experiment that hopefully will improve communications between pilots and controllers. It consists of three 45-minute tests during which a tape is played of an ATC controller delivering clearances in different ways, and the pilot must read back, and set the numerical values on a panel as though the FMS/autopilot were present. It takes a morning or afternoon at MIT to complete, and free lunch or beer is offered afterwards! Call 617-253-3756 to sign up or ask questions.

• **Mini Reunion**

October 16, 1993 was the date, Castle In The Clouds the place, Soft Touch was the band, Dave Jansen was a trombone player. Sounds like a reunion with; Larry and Jackie Schlumper, John and Dee Riffle, Don and Barbara Keenan, George and Ann Chaudoin, (C B) Chuck and Mary Smith, Jim and Debbie Baker, Ralph and Mary Lou Hackley, Ken and Shela Aitken and host Roger and Ann Scott. It was in fact the wedding reception for Roger and Ann's daughter Melissa the new Mrs. Thomas Tuttle. The above group were only a portion of the about 150 guests attending the reception.

• **The Reach Out Team**

At the September 16, 1993 meeting of the Disability Reach-Out Team, group communication needs, regarding newly disabled pilots were discussed. It was decided that a pilot that becomes disabled should be immediately contacted by other pilots who know him and by others who are disabled, and especially by those of us who have had similar or related problems. Each of these specific groups can satisfy a need which may include friendship, advice, guidance, visitation and other assistance to the pilot and to his family.

Some of us have "been there" while some may serve as important continuous connection to the life we all shared. Established family routines have been suddenly or subtly but devastatingly altered. It is a time of great confusion and apprehension for the newly disabled pilot and his family. In his greatest hour of need most often he is left professionally alone. Impatiently trying to return control and order back into his life, he often makes costly timing or procedural mistakes.

If Boston Chief Pilot Captain Roger Green and his Assistant Captain Dave Bushy have their way, established procedures will soon be in place to contact the newly disabled pilot and assure him that he has friends in his fellow pilots who may or may not be in a similar situation, but can be relied upon for any needed assistance or perhaps just to listen! I'm sure I speak for disabled pilots who have wished such procedures were in place years ago and for those whose fate is yet to come. I applaud you Roger and Dave! Dan Hurley

John Roquet, Team leader of the Disabled Pilots Reach Out Team, has asked us to remind all disabled pilots that there will be a Luncheon at 1130 at Jevelle's about every third month, call John at 603-889-1762 or Chief Pilot's Office at 617-561-2563 for the date of the next luncheon get together. Hope to see you there.

• **Retirees 1994**

The class of 94 has been selected and the names are out. Call the Chief Pilots Office (617-561-2563) for time and dates for the new retirees and their last touch down. Class of 94: Jack McCarthy, 34 yrs, Jan; Bob Patrick, 27 yrs, Jan; Bill Danaher, 27 yrs, Apr; Jim Tagg, 32 yrs, Apr; Dick Korsman, 40 yrs, May; Ed Moore, 29 yrs, May; Jack Harper, 27 yrs, Jun; Ron Harnish, 27 yrs, Jun; George Cooper, 27 yrs, Jun.

• **Stamp fund**

The response has been very good to the stamp fund. A note from Bob Ward, who came

to the Fall Fly-In, and Ed Holland who said he bumped into Bob Gasko and Ken Aiken. Paul Quilty has been in Atlanta with his WW II P-47 squadron reunion then up to North Carolina to visit Parker Schofield who was Captain on Paul's first trip. Jack and Elaine French are heading back to FL for the winter. Thanks also to Norm Houle, Bob Cottrill, Hugh Murphy and Joe Kelly. I want to thank all the folks that gave me a contribution at the Fly-In. I planned to keep a list and thank each of you for your contribution but too much was going on, and the names got away from me. Be assured we appreciated your thoughtfulness. Make check to either George or Pete. Thanks again.

• **Recovering**

Bill Kenny had heart surgery the last week of September and the stitches were coming out the day of the Fly-In so he had better thing to do but will try to come again in the spring.

• **Winter Fly-In 92-93**

Norm Houle's idea for a winter lunch Fly-In and or Drive-In on the second Tuesday of Dec., Jan., Feb., Mar. and April, 1100 at Sanford Airport Restaurant is still valid. We hope for better Tuesday's this winter. Weather last winter did not cooperate if it was not rain or fog it was a lot of snow. This year we hope that both the attendance and the weather will be better.

• **Plaque Awarded to Grady**

The 54 pilots attending the fall Fly-In at Riverside Aerodrome were witness to the presentation of a 5 by 7 inch plaque to Bill Grady. The plaque is a copy of his FAA license and is for his unselfishness in hosting and preparing for the Fly-Ins. The 2000-foot grass strip is not only kept in great shape but Bill is a most gracious host.

• **Rumors And Other Facts**

Chief Pilot Roger Green informs us that about 536 pilots will be furloughed over the next couple of months and the planned call back will not be until 1996.

Captain Dave Bushy will be returning to the line as of January 1, 1994. That means Dave will now have to work for a living.

Bill Alby at Riverside has quoted a price of \$33.45 per case of Aero Shell 15-40, only if we can take a full pallet, 98 cases. Call George at 603-642-5368, The oil will have to be prepaid and picked up at Riverside. Regular price for small orders per case will be \$37.00 and same requirements apply.

Roger Scott will retire for the second time as a Chief Pilot on December 31, 1993. The word is that Roger will make two trips a month to CVG so Ann can clean up around his chair in the family room.

• **Atlantic Flyer September 93**

There was a nice article in the Atlantic Flyer about the golf course we fly over on our

From:
ONE CLAW
Retired BOSTON Delta Pilots

156 Beach Plain Road

Danville, NH 03819

approach to the Fly-In at Bill and Al's Riverside Airport. The author (Herb Hill older brother of Noel) seems to think they are one and the same. Bill Grady said one of these days he plans to tow a golfers plane out back if they do not have the courtesy to at least ask to park while playing golf. The author did mention Bill and a lot of airplane parts in different stages of being built, also the UPF 7 that is in the hanger.

• **Final Flight**

Lee Walsh was killed Oct. 13, 1993 in a farm implement accident no other information, Lee was last reported living in Sun City AZ and was the owner of a Mooney M-20.

TO: