

BOSTON RETIRED PILOTS ONE CLAW

EARLY SPRING-94

ISSUE # 7

• One Claw and Whale Dung

We had two phone calls and one letter in regard to the astir after Tiny's name on the retired list. The letter stated; I thought I had better let you know the reports you have of my demise are greatly exaggerated. I do use a stick to help me stay vertical but so far so good ! Thanks for the CLAW, enclosed is stamp money. Regards Tiny. OOPS !!!

The Claw now has the feeling of whale dung after the error we make in regard to Tiny Rollins. We were to say the least elated with the letter from Tiny. In the future we will check and double check our facts and hope we do not repeat such an error.

• Spring Fly-In June '94

The 1994 spring Fly-In will be June 6th and the rain/snow date will be June 8th. This is yet another reminder, be sure to call Bill, Al or Bill at 603-536-9808 with the name and number that will attend at least a week before the 6th. The more the merrier but the guessing for the food gets more difficult each time. Last fall there were over 54 hungry mouths to feed and more attend each time. If you have not attended a Fly-In, Come On UP (PEMI-RIVERSIDE Airport Elevation 474), local frequency 122.8 and we can listen enroute to 122.75. Pemi Riverside is just off Route 93 in North Ashland NH (N43 44.4, W71 40.0). We had 22 airplanes but also a good many autos were present for the festivities.

The One Claw Board met and by an unanimous vote decided to limit the Fly-In's to two a year. They do not wish to tax the good will and resouses of Pemi

Riverside or Bill Grady and his band of workers. The other reason given, the rest of the summer would be free for grand children and what ever activities that might come up, also chance of fog or CB's will be at a minimum. We will plan the Fall Fly-In on 6 October.

• Jackson/Presidential Open House

Jim Jackson on December 17 at Presidential Aviation Sanford Airport had his annual open house. The hanger had several A/C inside, one was Dan McQue's L-39 Czech. trainer he uses for Air Shows. A large number of Delta types were counted, Arnie & Linda Kenneson, Norm & Kay Houle, Dave & Lisa Bushy, Carl & Pat Bean, Bill Harmon (AA), Hugh Murphy, George Chaudoin. Also saw Dave Newkirk, Steve & Peg King, Bob & Lil Patrick, Frank McKowen, Mike Farrey, Dan McQue and Jack & Martha McCarthy. A number of locals from Sanford Airport added to the group and overall good attendance.

• Stamp Fund

Contributions to the stamp fund keep arriving and we want to thank the following; Bert Russell, Ted Roberts, Dick Wollmar, Dick Walsh, Tiny Rollins, Vin Franco, Bruce MacGilvra and Frank Santo.

• Letters from Basil & Carl

Enclosed is a few bucks to help out with postage. I enjoy reading about the goings on of the retired pilots.

I have been retired over 18 years (1993) and time has been flying by. The last five years I have had a Citabria on floats. did not fly it much so sold it to a pilot in New Bedford. Every year I go up to Greenville, ME to the seaplane Fly-In

there. I usually see some of the old Northeast pilots there.

I have a motor home and we go South every winter. The last two winters we stayed in Florida Keys. Always good weather there.

I might just get to the next Fly-In.

Thanks for sending me the news letter. Happy Holidays, Basil Beck

A brief note for the Claw. Over the Christmas holiday I spoke to George Kendall, he had a heart attack a few years ago followed by a stroke and can not drive or fly. George is unable to attend any of the Fly-In's but would like to hear from of his fellow pilots.

George Kendall
Route 9 3C
Windsor, MA 01270
Phone; 413-684-1633
Regards, Carl Beatrice

- **Retired in Fall 93**

The last landing club now includes Pete Radish, Oct. 93 and Jack McCarthy, Nov. 93.

- **Air Show**

Spoke to Dan McQue at Jim Jackson's open house and Dan said he would like to present an Air Show at the spring Fly-In with all the FAA approvals granted in advance. He plans to use either his Aero L-39 Czech. two seater jet trainer, built in the late 1970's or his YAK-11 Czech. trainer that he converted to an P/W R-2000. It should be a great time if all goes as planned. We can only hope for the best weather and Dan can get the time off.

- **Boston Center Tours**

The Boston Center at Nashua would be happy to give a small (grand kids) or larger group a tour of there facility. Telephone contact: **Patty Clark 603-886-7644**, tell her how many and see when they can

accommodate you. Good luck and let us know how the tour went.

The Reach Out Team

The Boston Reach-Out Team is composed of a group of concerned pilots who either are or have been in a Disability Status at one time during their careers. Their purpose is to meet periodically to develop better methods of maintaining contact and providing assistance to pilots who are sick, disabled or involved in a personal family crisis. In short, they are "pilots helping other pilots."

The Chief Pilots Office acts as the administrative center for the Team, but the work is done by the volunteers. To date, two pilots on disability have been helped by members of the Team. In turn, they are looking forward to joining the Reach-Out Team upon their return.

Luncheons for the Reach-Out Team were held at Jevelli's, attending the November 4, lunch were; Dr. Tim Packard, John Blake, Dan Hurley, Joe Shea. Ned Hammond, Fred Christian, dick Ballerini, Paul Heckard, george Chaudoin, John Fraser, Joe Kelly, Joe Gurnick, John roquet, Bob Parrick, Tom Hunter, Gary Annis, roger Green and Dave Bushy. Introduction by Roger Green and Dave Bushy and a check list update was given by Joe Shea and Bob Patrick Guest speaker was Dr. Tim Packard FAA Senior Aviation Medical Examiner. Dr. Packard spoke at some length about how threatened each of us feel when we get our physicals and just how important that little piece of paper is to each of us. He also related that there are not many things that are irrevocable disqualifying. Dr. Packard spoke about the procedural process relating to getting a new medical if a pilot is physically disqualified. He also covered some of the FAA rules and stated he would speak with and try to help any pilot that has a medical problem. Dr. Packard make a

point that the FAA can be very helpful in getting pilots back there medical but they do not like suppresses at the late minute when reapplying for a medical. Dr. Packard office phone number is, 603-382-4733.

On January 6, 1994 the Reach-Out Team had a lunch at Jevelli's, introduction by Roger Green and Dave Bushy. Bushy's replacement Dave Oden, Supervisor of Line Operations, was introduced to the group and stated he looked forward to working with the Reach-Out Team. Guest speaker Mike Lloyd, System Chairman of DPMA, informed the Boston Reach-Out Team that it is the one and only such group and other bases are beginning to taking an interest in the formation of a similar Teach-Out Team that helps the long term pilot that feels cut off the system.

• Delta Pilots Wives Christmas

The Delta Pilots Wives Christmas Party was held at the home of Ann & George Chaudoin on December 12. The weather cooperated and 17 couples made the drive to Danville, NH for a festive afternoon get together. The wives supplied dishes and all were consumed. The gathering was a mix of old retired, to active pilots from several to many years with Delta. It was a great mix and everyone as you might assume embellished the you won't believe what happen to me story. Attending were; Leone & Dino Atsalis, Madeline & John Stumpf, Caroline & Dave Newkirk, Lydia & Dick Eklund, Kay and Norm Houle and Joan & Frank Keefe. The list continues with; Cathy & Ryan Rickarby, Linda & Arnie Kenneson, Mary & Jim Genter, Brenda & Chris Conroy, and Ginny & John Gitzus. Filing out the couples are; Norma & Don Graf, Lorraine & Dick Pazolt, Sherry & Berry Watkson and Mo & Ted Roberts.

• Note From Carl Larson

Dear, George

I understand from Dick Pazolt that you are the "main man in charge" of this little group of bent-wing aviators. He called me the other night and suggested that I might send a little "*blurb*" on what I have been up to in the last four and a half years, and that he would send it to you .Before I start, I hope that retirement has been good to you, and that you and your family are enjoying good health.

At any rate, if anyone is interested in what happened to me, this is the *straight-poop*. I was taking a tree down on my property and climbed above a cut that I had made near the top of the tree. Big mistake! The top broke off with me above it, and without wings, I made a speedy descent to the ground, where the permanent damage was to the vertebrae in my back, compressing the spinal cord at the T-9 level, (approximately 2 inches above my navel) which has rendered me paralyzed from that point on down. I have no bowel or bladder control, no feeling and no motor function below this level, and as it has been four and a half years since the accident, there is practically no chance now for improvement. Also, I do not have much in the way of back muscles, so my balance is not too good. Now, I do not say this to elicit any sympathy, merely to explain the way things are. As it is, I feel very fortunate to have the use of my arms, because I could still be much worse off than I am, especially after seeing what has happened to a lot of other people up at the spinal center. Enough on this!

I also feel extremely fortunate to have been working for the "Big D," as they still pay me and take care of my medical bills. I am sure everyone in this group feels the same. I have not looked for a job since my injury, but I think I am now at the point where I might try to do some volunteer work for the town or some city agency, on

a limited part-time basis. I have done some speaking to school students on disabilities, and how to try to avoid spinal-cord accidents. I also spend some time up at the spinal center talking to newly injured patients and showing them that they still can have a life. Right now a lot of my time is spent trying to keep up my health, by rolling in my chair about 40 miles a week around town, and standing in my long-leg braces. Thanks to Dick Pazolt, I got a computer and have spent quite a bit of time in learning how to operate it. I am also able to operate the lawnmower, and I spend a considerable amount of time during the year taking care of the lawn at my house and my father's. I also had my plane outfitted with hand controls [Piper Archer], took some lessons and got re-certified by the FAA back in April of 1990. I don't fly as much as I would like to, but manage to get in about 50-60 hours a year. Not really profitable to own it, but it gives me a lot of pleasure to still be able to fly. Besides, it gives the people at the different airports we go to something to talk about when they see me get out of the plane.

We also have a van with hand controls and a wheelchair lift on it, so I can go off by myself. All in all, things are ok, as we can travel a little bit and still have a pretty good time. There are always a few problems when it comes to traveling, though (stairs, narrow doorways, no curbs-cuts, not being able to get into the bathroom, etc.), but as long as we are not rushed, we can usually work around the problems. Also with the new ADA (Americans with Disabilities Act), things are slowly changing, which will eventually make it easier to travel around. One of my main concerns is that it still takes me longer to do everything, and with that in mind, we always have to allow lots of extra time for the inevitable problems that crop up, but again, that's life. I hope this

doesn't sound like all I do is complain, because I try not to do that too much!!

I also can't give enough credit to my wonderful wife, for without her, I don't know what I would have done. She has been excellent throughout this whole ordeal, and I am very glad that after our initial year of adjusting to my unique set of problems, she was finally able to leave me alone for awhile and go off and do something for herself, instead of taking care of me 24 hours a day, even though she never complained about it. All in all, we still consider ourselves to be very fortunate. I still miss the airplane flying and the *comraderie* very much, but that was another time and another place.

I didn't plan on this being so long, so I will close before it becomes a real letter. If anyone would like to drop a note and tell me what they're up to, here is my address:

Carl Larson
161 Park Circle
McDonough, GA 30253-2149
404-957-8446

• 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 date for the new retirees and their last touch down.

Class of 94: Bob Patrick, 27 yrs, Jan.; Bill Danaher, 27 yrs, Apr.; Jim Tagg, 32 yrs, Apr.; Dick Korsman, 36 yrs, May; Ed Moore, 29 yrs, May; Jack Harper, 27 yrs, Jun.; Ron Harnish, 27 yrs, Jun.; George Cooper, 27 yrs, Jun.

• Milestone Year

During the year 1993 we found nine retired pilots that reached milestone years. Topping the list is Tom Thasher at 80 years young; we have five that crossed the 75 years mark, Lou Ballestra, Jim Dodge, Frank Kowalski, Gene Rooney and George Wright. The youngest at 70 years were, Andy Andon, Charlie Holman and John Stumpf. Congratulation guys and

may you have many more. We hope there is a minimum of errors and we will try to keep our records up to date. Any one that has a birthday in the years of 1914, 1919 or 1924 let us know.

- **1931 Kitty Hawk For Sale**

Ed Waters, a friend of Pete Kallander, from Sutton MA. has a fly able 1931 Kitty Hawk that he would like to put up for sale. It was built by Victor Machine Foundry Works of New Haven, CT and has a 160 HP Kinner Engine. Ed could use some impute as to the price. It is one of only a dozen or so that built, should be worth a few dollars. Ed has a private landing strip at his Sutton home, his phone number is 508-865-9885.

- **Dick Hubble**

Dick might like to hear from a couple of the old times. He has been able to take short walks each day before this cold and snow hit in January. This report comes from Scituate, Quilty and Stumpf reporting. Dick's phone is 617-545-1451, or note; 85 Indian Trail, N. Scituate, MA 02066

- **Boston Fire Department**

It has been suggested that we show the Logan Fire Department out apparition for all the water they have sprayed over the years. We could fly (at not landing fee to us) or drive to Logan when the weather warms a bit and have a lunch type get together at the fire house. Details to be worked out over the next couple of months

- **New England Escadrille**

Bruce MacGilvra was speaking to his long time dentist, Paul Conley, the Delta Fly-In and George Chaudoin came up. Paul and George were in the same Navy Pre-Flight class almost 40 years. Paul Conley is a founding member of the New England

Escadrille and wrote the following letter to George. Thanks for giving me a chance to tell you about the New England Escadrille. It was formed in 1985 by ten of us and it was around Bob Collings collection of WW II aircraft. He began with an unflyable B-24 Liberator that we lovingly cleaned up, and Cliff Robertson was there for the formation of the Escadrille. We had our first airshow in 1986 around Bob's private B-17 Flying Fortress. It was a success and we have had airshows every September ever since. Bob now owns, all flying, B-25, B-24, B-17, A-26, SNJ, Stearman, and Bleriot. To be restored are a TBM, P-51 early model, Razor Back, Corsair and a TV-2. Bob's chief restorer is Nate Mayo who lives in Bolton, MA close to route 85 just off route 495. Nate's phone is 508-779-6685, give him a call and see what a good time would be to drop by and see work in progress. Nate is an X-Navy S2F jock and a fantastic machinist. We are currently working on a TBM that is beautiful. It is right in a building in Nate's back yard and we welcome visitors. Our next project will be a F4U Corsair, that flew in Korea off the Essex. Always looking for new members to the Escadrille. As Ever, Paul

- **Delta Digest**

The name has been changed to Delta NewsDigest and enclosed with the last issue was a post card that you must return to Delta if you wish to continue receiving the Digest. Some of you may not be receiving the Digest for one reason or another and if you would like to be on the mailing list of the Delta NewsDigest mail a post card now to;
Delta Air Lines, Inc.
Corporate Comm./NewsDigest-Dept 954
Hartsfield Airport
Atlanta, GA 30320-6001

- **Final Flight**

Pete Carey died January 19 after a long illness, The family held a private service.

From:
ONE CLAW
Retired BOSTON Delta Pilots
156 Beach Plain Road
Danville, NH 03819

TO: