



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



THE rEAL WORD

Official Newsletter of the The Silver Falcons

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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 \$25 per year for a Charter member and \$10 per year for an Auxiliary member. A life membership may be purchased for \$500 for a Charter member and \$200 for an Auxiliary member. Dues and all correspondence should be mailed to: The Silver Falcons, P.O. Box 71372, Newnan, GA 30271.

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.

FROM THE PRESIDENT



To all Silver Falcons and their spouses,

As the winter ends and we enter the spring season, we look around in awe at all the beauty that surrounds us. The colors, fragrances and new life that spring up around us are just spectacular. As I've gotten older I appreciate all these wonderful things so much more. A good friend of mine constantly reminds me of the

TR factor (time remaining), enjoy life and all that it brings. With that thought in mind it is a good time to renew old friends and acquaintances by joining or renewing our memberships in the Silver Falcons. I have had the opportunity to talk to several of you about the Silver Falcons organization, and I have tried to convey my thoughts and the direction that this organization should follow. I would like to see more of our fellow pilots and flight attendants join our group, and as I see it, the best way is through our present members bringing in their friends.

With these thoughts in mind, now is a good time to make your reservation for the San Antonio convention. **Lil and Bob Ayars** are organizing a great convention. The time is fast approaching and will soon be upon us, so act now and make your plans to attend. While I am discussing the convention here are a few of the details as of this date. **Virgil Tedder**, as Tournament Chairman, is heading up the golf tournament. A \$50.00 fee will include the green fee, golf cart, a box lunch and possibly the transportation. A river cruise is planned for the women with a luncheon and activities. We will have our usual hospitality room open, Cocktail Party and Banquet dinner. There are plenty of great sights to see and places to go in San Antonio. There are more details to follow in this newsletter. With all these activities and functions going on, how can any of you pass up this convention, get your reservations in today.

The last several months I have been traveling in our newly acquired motor home. I, like most of us have seen this beautiful country from 31,000 feet and never really seen it from 5 feet. Thus I have been taking small trips and putting together the high altitude views with the low, and really enjoying the scenery. This should be something all of us should experience, depart about 9 a.m. and toddy time by 3 p.m. **Darlene** and I will be journeying to San Antonio in our coach and at present have 5 other coaches going in a convoy. We will travel approximately 6 hours per day, with over nights in Mobile, AL, and Lake Charles, LA, for those of you who would like to join us and travel to the convention you can call or email me. See you all at the Silver Falcons Convention in San Antonio on the 22 September.

Hank Sanak,

*President
The Silver Falcons*

SAN ANTONIO CONVENTION 2002



As most of you are aware, the 2002 Convention is being hosted in San Antonio by **Lil and Bob Ayars**. They have already booked the hotel, confirmed the dates and we are ready to go. This will be our sixth

base at the hotel and reservations may be made at this time. The number is **(800) 233-1234**. Be certain to specify that it is for The Silver Falcons Convention at the Hyatt Regency on Riverwalk. Once



convention and, if the past conventions are any indication, it will be the best we've ever had. Our first one was outstanding and they have gotten progressively better each year!

This year we will be staying at the Hyatt Regency on the Riverwalk in San Antonio, Texas. The dates are September 22, 23, and 24 with checkout on the 25th. As always we will have early check in on the 22nd for sightseers and golfers. The early check in day has just about become an official part of the convention schedule and we will have a welcome aboard cocktail in the hospitality suite that evening. This is not to be confused with our formal welcome aboard cocktail party the following evening. The schedule, therefore, is: Sunday early check in and cocktail party in the hospitality suite. Monday regular check in, golf tournament, formal welcome aboard cocktail party in the evening. Tuesday continental breakfast for all at meeting room, business meeting and catered lunch, field trip and luncheon for spouses, banquet in the evening. The hotel has it's own riverboat with dining facilities and we have tentatively booked this as the spousal trip and luncheon. Wednesday will be breakfast and check out. Those wishing to stay longer or arrive earlier may do so at the convention rate.

We are already in the data



again we can offer the convention to our members for \$120 per person. We will accept signups from anyone desiring to attend beginning with receipt of this newsletter. A registration form will be included with the Spring newsletter and there is also a registration form on the web site that can be printed. Each guest is responsible for his or her room fee and also green fees if they are golfers. Included in the \$120 are the cocktail party for early check-ins, the formal cocktail party the following evening, continental breakfast, catered lunch and dinner on banquet day, and a complimentary breakfast on checkout day. The hospitality suite (Still the best one in the convention business!) will be open whenever it does not interfere with a scheduled event and is completely free to everyone attending. Once again we will have the company store open in the hospitality suite and will also offer retirement posters to those that desire them as well as shirt signings for new Captains. Remember, we provide the retirement posters as a courtesy and to

show our admiration and respect to the retirees (Eastern as well as other airlines), but you need to supply your own shirt if you are a new captain!

If you have any questions please contact **Lil or Bob Ayars** at **(830) 833-4659** or E-Mail them at **hiflt@moment.net**.



AN EDITORIAL

A few weeks ago The Silver Falcons received a letter of resignation from one of its founding members. This is a good person, a rEAL Pilot, and a tremendous loss to the group! In the letter he made a few points that were for the most part valid. The member, from the Northeast, stated that when he attended one of our conventions in Atlanta he had not known anyone attending and had felt like a stranger. He also stated that although we had conventions in Atlanta, Denver, Las Vegas, and Indianapolis, we had never had one in the Northeast and he felt this was indicative of Atlanta dominance in the organization and a lack of consideration for members in other areas. The point was made that this was predominantly an Atlanta organization controlled by Atlanta Pilots and that the New York, Boston, and Washington groups were, for the most part ignored. He stated that The Silver Falcons did not meet his needs!

As previously mentioned, these are valid points, but merit discussion. In my reply to his letter I mentioned that after all the years since Eastern's demise the *only* method of acquiring new members was through recruitment by existing members. Each year we lose a few members, but we attract more new members than we lose and we continue to grow. Today, as I write this editorial, we have five hundred fifty-four members. They reside in most of the continental states, Hawaii, Alaska, Germany, Korea, Thailand, and Canada. *Each has joined through the efforts of an existing member. Presently we have more members in the state of Washington than we have in the states of New York, Connecticut, Massachusetts, and Rhode Island combined!* The solution to an equitable distribution of members throughout the world is through the concerted efforts of the members residing in these regions. If you want a regional presence in The Silver Falcons the answer is simple – **Recruit, Recruit, Recruit!** Express your satisfaction or dissatisfaction in letters to the editor or directly to our President and Board of Directors. The rEAL Word will print any letter from a member regardless of opinion and welcomes dialogue, controversy, and dissent between members. Attend the conventions and speak up at the business meeting. Make yourself known and participate in the business of The Falcons. Let the Board Of Directors know your opinions and ideas and they will act on them. It's that simple. If you just complain and quit you have accomplished nothing, The Silver Falcons will have lost a member, and nothing positive

will be accomplished! The Silver Falcons cannot meet the needs of the members unless the members make their needs known!

In response to the lack of a convention in the northeast, The Falcons would be more than happy to have one in the northeast if someone up there would simply volunteer to host it. All of our conventions have been held in cities where members have come to us and volunteered to be the host. We have a convention advisory group consisting of **Doyme** and **Ruth Langrell** and **Bob** and **Lil Ayars**, but their job is to offer advice and expertise to the local chairperson, not travel to the site and run the convention. The Silver Falcons will provide support and assistance to any convention chairperson in any city.

There are untold numbers of eligible Pilots and Flight Attendants out there that are totally unaware of our existence or have misconceptions of who we are and what we do. It is *your* responsibility to find them and bring them into The Falcons. I honestly hope that the group in the northeast becomes so large that, in a few years, we will hear the complaint that this is a group controlled by New York or Boston! Membership applications can be downloaded from the web site or will be mailed to any member on request.

As **Sandy McCulloh** has eloquently stated in his E-Mails, let's make this the year of expansion. If every member makes an effort to recruit *at least* one new member we will grow and prosper beyond our wildest dreams! If you participate in the group then the group will listen and try to meet your needs! If you are unhappy with The Silver Falcons, express your discontent *as a member* and give the organization an opportunity to meet your needs. Quitting solves nothing!

Come to the convention in San Antonio. If you have not attended a Silver Falcons convention you have probably missed one of the best times of your life. Talk to members that have been to previous conventions and ask them whether or not they had a good time. Once someone has been to one of our conventions they generally return every year! Although we have golf, formal cocktail parties, banquets and other activities, the hospitality suite and the camaraderie we feel there has always been the focal point of the gathering.

Dick Borrelli
Editor



The Cover

An interesting footnote to our Spring cover is that **Captain Rickenbacker** made the announcement that Eastern Air Lines had earned \$2,000,000 in 1949 and that it was our fifteenth consecutive year in the black. In 1950 Eastern had 90 planes and 7,778 employees compared to 1937 when it had 22 planes and 923 employees. In 1947 when the airline industry as a whole lost \$20,000,000, Eastern made a profit of \$1,300,000. Those were truly the good old days!

2002 CONVENTION GOLF TOURNAMENT

From: Virgil Tedder (Tournament Chairman)
To: Silver Falconers going to the San Antonio convention in September:

It seems that during last year's convention in Indianapolis, I volunteered to be in charge of the golf tournament this year. **Bob** and **Lil Ayars** swear, after I denied it, that they have witnesses to that effect. It must have been after **Dick Nellis** forced a couple of martinis on me!

Bob called and said he has a course lined up called the Woodland Golf Club. It's a public course and the price is right! For a total cost per person of \$50.00 (our current estimate) the greens fee, golf cart, a box lunch and possibly transportation to and from the course will be covered. In addition, we will have some left over for prizes. Also, clubs can be rented for \$15.00. It is a very good deal, to say the least. The format will be similar to last year—prizes for longest drive, closest to the

pin, low gross and low net for both ladies and gentlemen.

So, in order to make plans I need to have some idea of how many will be playing. Please let me know by E-mail at virgiltedder@attbi.com. Join us, it will be great fun! More details will be coming later when they are finalized.

—Virgil

Golf will be on Monday, September 23, 2002

—Sandy McCulloh

Phone: (404) 351-4960

Address: 2987 Margaret Mitchell, Atlanta, GA 30327-1651

**SIGN UP FOR THE
CONVENTION NOW!**

SANDRA L. MICKLEY SCHOLARSHIP FUND

My husband, **Jack Henry** (a rEAL pilot), and I (an EAL f/a) have been members of the Silver Falcons for several years. As a part of my "birthday celebration", I was writing a check to the **Sandra L. Mickley Scholarship Fund**. **Sandra** was a very dear friend of ours and I had a small part in helping to set up the fund. As I was writing the check, it occurred to me that perhaps the Silver Falcons would like to know about this fund for two reasons: 1) perhaps there are those who would like to make a contribution and 2) perhaps there is someone who knows of someone who might apply for a scholarship during this difficult time for the airline industry. I believe the attached letter has all the necessary information so if you think it appropriate, please pass it on.



Thanks, Michaelene "Mike" Henry

In July of 1993, we suffered the loss of a dear friend and union sister, **Sandra Mickley**. We still miss her leadership, loyalty, energy, dedication and commitment and, most of all, her valued friendship. **Sandra's** friends, **Mary Jane Barry** and **Mark Richard**, Esquire, searched for a way to pay tribute to her. Later during that year, the **Sandra L. Mickley Scholarship Fund** was established and became a reality due to the contributions made by her friends, union affiliations, and family members.

After the shutdown of Eastern Airlines, **Sandra** enrolled in the legal assistant program at Miami-Dade Community College where she excelled and received a scholarship from the college. During the past eight years, the initial contributions remaining in an interest bearing account until funds reached an amount where the scholarship would be perpetual. In subsequent years, scholarships have been awarded to former dislocated Eastern

flight attendants and another well deserving student in that same program. Two of the candidates that received the scholarships had a high grade point averages comparable to **Sandra's**, but also were full term strikers at Eastern, where Sandra spent so many of her years as a flight attendant and union representative.

We are pleased to announce the **Sandra L. Mickley Scholarship Fund** has affiliated with the newly formed union, the United Faculty (professors) Miami Dade Community College. This recent affiliation will allow for a scholarship to be awarded at six of the MDCC campuses each year.

In some way, all of us have been affected by the tragic events of September 11, 2001. As a result of those events, there is tremendous upheaval in the airline industry and many airline employees are being forced to prepare for new careers. We would like to assist some of those dislocated employees who might choose to go into the legal assistant field as well as other programs at MDCC. You can join us in accomplishing these goals and honoring Sandra by making a contribution to the Scholarship Fund. **Please forward your contributions to:**

Sandra L. Mickley Scholarship Fund
c/o United Faculty MDCC
6950 N. Kendall Dr., Miami, FL 33156

If you are aware of anyone from the airline industry who is a dislocated worker or a family member of an airline employee that was affected by September 11, 2001, please let them know about the available scholarship(s) or write to the Scholarship Fund on their behalf.

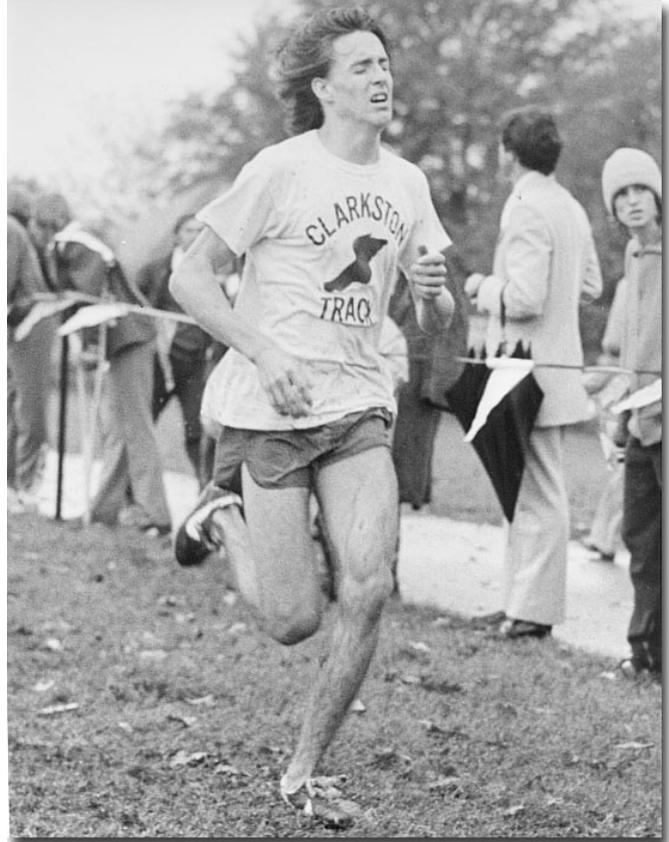
In Solidarity,

Committee for Sandra L. Mickley Scholarship Fund
United Faculty MDCC, Fundraising Committee

MARK JOHNSON AND ALS

A few weeks ago rEAL **Captain Leamon Johnson** attended our breakfast meeting in Atlanta and addressed us concerning his son, **Mark**, an ALS (Lou Gehrig's disease), sufferer and his efforts to raise money for ALS research in which he and Mark are very active. As luck would have it, his visit coincided with the large monthly REPA luncheon as well as a walkathon for ALS and he and **Mark** addressed the REPA group concerning this. The rEAL Pilots in REPA responded heroically and raised nearly \$1700 in contributions. They also fielded a group of 100 participants in the walkathon which raised \$135,000 for ALS research. I would like to express my personal pride in the Eastern Pilot group and the rEAL pilots in REPA that participated in this effort! Since The Silver Falcons is organized differently on the local level than REPA and does not have a large monthly gathering like our REPA friends, we elected to address this issue in the newsletter where it was felt that the larger number of people could be reached and allowed the opportunity to participate. There is a coupon in the envelope with this letter that explains how you may contribute. Do it today and you won't forget! Please send whatever you can comfortably spare.

Leamon Johnson is a long time Silver Falcon as well as a member of REPA and as such is entitled to the full resources and support of both groups. Our friends have set the example! This is not, and should not be construed to be, a competition with REPA. It is simply an effort to assist one of our members in an extremely worthwhile endeavor. The picture of **Mark** accompanying this article was taken when he was a high school track star about twenty years ago and in perfect health. It is our hope that, with your participation, ALS research will find a way to arrest his disease and return him to the point where he can



function normally again. Kindly try to have your contribution returned to us by May 1, 2002. You may enclose your check with your ballot and mail everything at once if you'd like. Make your checks out to "The Silver Falcons" and we will write a single check for the total amount and present it to Leamon.

HELP TO GET DELTA JUMPSEAT

Hello Everybody

I am flying for USA3000 a new FAA Part 121 carrier which is owned by Apple Vacations. We are a new charter airline which was just certified this past December. Equipment New A320 aircraft current bases PHL-EWR-ORD. Currently operating 3 aircraft with two more coming this year expecting to have a fleet of 14 within the next few years.

I need to know if anyone has a good contact with anyone at DELTA to help me obtain jumpseat privileges for my company.

Does anyone one know the VP of Ops or Mr. Carlos Fernandez his helper?

*Thanks
George Ellis*

AVIATION SAYINGS

"I would like to die in my sleep like my father did, not in screaming terror, like his passengers."

If God had meant man to fly, He would have made him a reservation.

"Gravity always wins!"

You know you're flying a Cessna when you have a bird strike and it is from behind!

747 on final approach at 1000' off the deck. First Officer asks Captain "Are you happy with the position of the landing gear, sir?" Captain reaches down, lowers the gear and lands safely.

Lost Cessna Pilot: "Big airport with a Cessna 150 overhead, please identify yourself!"

"I hate to wake up and find my copilot asleep"

OBITUARIES

Marilyn Jean Muir Sandusky

The Love of my Life

Oct 7, 1936 - Feb 6, 2000

Photo take on our wedding day... February 8, 1958



Marilyn Jean Muir Sandusky

of Roswell, Georgia, passed away on February 6, 2002 at age 65. She is survived by her loving husband of 44 years, **Bill Sandusky** and their children

Charles Edward of Lilburn, **David Brian** of Redmond, WA., daughter **Cheryl Anne Prudencio** of Alpharetta and grandchildren **Caroline** and **Charles Sandusky** of Lilburn.

She believed in Jesus Christ as her Personal Savior and practiced her discipleship to the Lord Jesus Christ at Rivercliff Lutheran Church of Atlanta, Georgia. The family will receive friends from 7:00 to 9:00 PM on Friday, February 8, 2002 at the Roswell Funeral Home, 950 Mansell Road, Roswell, GA. Chapel services will be held at the Funeral Home on Saturday morning, February 9, at 11:00 AM. In lieu of flowers, the family is requesting that donations be made in memory of **Marilyn Sandusky** to Rivercliff Lutheran Church, 8750 Roswell Rd., NW Atlanta, GA 30350; United Hospice, Attn: Pam Brown, 4151 Memorial Dr. Suite 211 E, Decatur, GA 30032; or to the American Cancer Society, 6500 Sugarloaf Parkway, Suite 260, Duluth, GA 30097. Roswell Funeral Home, 950 Mansell Rd., 770-993-4811

Obituary run in Atlanta Journal Constitution on February 7, 2002.

The sympathy, condolences, and support of all The Silver Falcons is extended to Bill and his family.

MYSTERY OF THE MONTH

Who am I? Where am I now? In each issue we will publish a picture taken from our archives of a crew member, not necessarily



a member, who we are unable to identify. If you know this person or know where they are now please advise the editor.

THE LAYABED LIST

The following Silver Falcons and family members are currently under the weather and would appreciate calls, cards, and visits from friends. We have included all pertinent information.

Lee Carey

1046 Roxbury Rd.
Rockford, IL 61107-3755
Phone: (815) 397-9337
E-Mail: lpcarey@juno.com

Capt. Jim Deeton

1823 Rockridge Place • Atlanta, GA 30324
Phone: (404) 249-9818

Capt. Tom Gray

202 Fernvale
Peachtree City, GA 30269
Phone: (770) 487-8320
E-Mail: ptcremax@bellsouth.net

Capt. Charlie Huggins

13463 Ellsworth Lane • Jacksonville, FL 32225
E-Mail: chuggfly@aol.com

Capt. Bill Rogers

11235 Holly Hill Road • Suches, GA 30572
Phone: (706) 747-5601
E-Mail: billrogers@stc.net

Capt. Walt Shelton

2145 Hampton Trail
Conyers, GA 30013
Phone (770) 483-1019

Although **Capt. Gary Deskin** is no longer included on the layabed list, we have been advised that he is still recuperating at home under the tender care and devoted guidance of his loving wife **Ellie**. He celebrated his seventieth birthday February 1 and, rather than have him feel neglected and lonely, I suggest you all send him a belated birthday card or congratulatory E-Mail. **Gary** is currently an active BOD member with REPA and is a former Secretary of The Silver Falcons. Once, when we were flying the CV-440 together, he even managed to get the Bahamian Government to impound my airplane! I'm still convinced it was because he was Navy and I was Marine!

Someone like that can't be ALL bad! (This is payback, **Gary!**)
His address is:

Capt. Gary Deskin

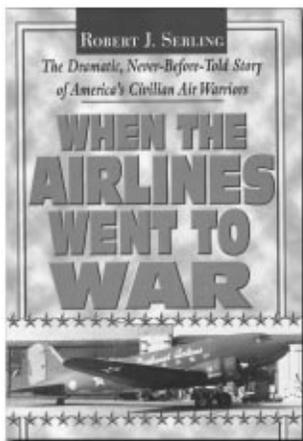
2422 Emerald Drive
Jonesboro, GA 30236-5288

His phone number is: (770) 478-0149 and his E-Mail is Garydeskin2132@aol.com

BOOK REVIEW

When the Airlines Went to War

By Robert J. Setling



our fledgling military pilots as well as the support missions flown

When The Airlines Went To War by **Robert J. Serling** is a must read book for anyone who is interested in the history of airline travel and the contributions of the industry to our victory in World War II. It tells in great detail of the amazing effort by the big five, Eastern, American, United, TWA, and Pan American, to establish instrument flight schools to train

by civilian airline pilots and their assistance in establishing MATS and NATS. Many people are unaware that the airline industry gave half its fleet and half its pilots to the military for the duration of the war. In addition those airline pilot reserve officers who were recalled to active duty spearheaded the efforts to expand the Army Air Corps and produce a cadre of trained, instrument qualified, transoceanic transport pilots from a group of eager and inexperienced high school graduates and college students. This book is available at Amazon.com, E-Bay, and Half.com, as well as all major bookstores. Don't miss the opportunity to read it!

Hi all you Sky Gods and Sky Goddesses,

Thought for something different, I'd do a quick little read on great books to read! If you are a John Nance fan, as I am, be sure to read *Blackout* and his newest, *Headwind*. Both good reads and about Aviation! Which is what we love so much, in spite of all the changes!! If you like **Nelson DeMille**, as I do, be sure to read *Lion's Gate* (uncanny) and his newest, *Up Country*, which was just given to me as a gift and I haven't started yet, but haven't been disappointed yet! Just also received a new book from my niece called *Plane Insanity* by **Elliot Hester**. It is absolutely hysterical and all current or ex-crew members should read! Boy, does it bring back some great memories and stories of my own!

Enjoy! It is geared towards F/A's, but the stories about pilots, are too funny!

Hopefully, everyone is doing well and surviving the "Skies" out there! You are our Heros and Heroines! Take care and we'll party in San Antonio!

Love you,

*Aging Ex-Sky-Goddess
Old Lady in Purple
aka: Ruthie Langrell*

GRANDBABY SPOTLIGHT



The average pilot, despite the sometimes swaggering exterior, is very much capable of such feelings as love, affection, intimacy, and caring. Unfortunately these feelings don't involve anyone else! (Except grandbabies, of course)

This is **Georgia Irene Wade**, born January 6, 2002. She arrived about one month early to daughter **Cindy** and son-in-law **Donnie** in Atlanta. Baby and mom are both doing well. Mom's birthday is in May and she hopes to receive by May 5th a full nights sleep.

Dave and Shay Hamon

To participate in our new Grandbaby Page feature, please forward your photos to Dick Borrelli at conob@numail.org with a line or two of information about the baby. Please send as high-res of a photo as you can.

TASK FORCE 187

The following article was submitted through Capt. Jim Holder and Capt. J.P. Tristani. Capt. Richard Osborne, although not a Silver Falcon, is a rEAL pilot currently residing in Miami and flying the MD-11 for World Airways. Eastern may be gone, but the Eastern Spirit lives on!

An aircraft filled with 101st Airborne Division soldiers en route to Afghanistan circled the World Trade Center disaster site in lower Manhattan last week to remind the troops of why they were deploying. It was the first time since Sept. 11 that the Federal Aviation Administration allowed a commercial plane to fly over the site.

Capt. Richard Osborne, pilot of a World Airways MD-11, radioed 20 minutes ahead to coordinate the maneuver and the air traffic controllers were notably moved by the request. "They were happy to do it when we told them the 101st Airborne Division (Air Assault) was on board," said **Osborne**. "These people are going over there and are literally risking their lives in response to the terror that occurred at that place; it was very significant that they get an opportunity to see it."

For the soldiers of Task Force 187 making the trip, it was a reminder of what the mission is all about. "It was definitely a sobering moment, (a reminder) of what we're doing here," said **Spc. Raymond Ballance**, Company D, 311th Military Intelligence, ground surveillance. "It brought it back to the front of my mind, of why we're doing this, by seeing those two barren sites."

Ballance is also prepared to make the sacrifice to help eliminate terrorism. "Hopefully I'll find some bad guys and detain them so we can bring them to justice," said **Ballance Osborne**, who was an Army aviator during Vietnam and is a former Eastern Air Lines pilot, said he was proud to have the job of flying the "Screaming Eagles" to their destination. "I'm glad we're able to bring them on this leg and what we're really looking forward to is bringing each and every one of them back home," said **Osborne**. "I was proud when I served in the military and I'm proud of the quality of people who are on board today."

EPILOGUE

Ramsey, NJ.
31 December 2001

I wrote this story at the behest of the Eastern Air Line Pilot's Retirement Group, the "Silver Falcons," whose expressed desire was to commemorate this tragic and heroic event on the thirty year anniversary of the occurrence.

After the destruction of Eastern Air Lines, **Bob Wilbur** continued his flying career as a Captain for Saudi Arabian Airlines based in Jeddah; I continued mine as a Captain on Aero Lloyd based in Munich. Both of us retired at 60-years old. However, since my German ATPL allowed me to continue air carrier flying beyond age 60, I flew an additional 3-years as a European freelance pilot during the months of May-October.

My personal friendship with **Bob**, his wife **Anita**, and their two children **Allison** and "**Robbie**" continues to this day. Although **Bob** and **Anita** now live in a secure enclave in "God's Waiting Room," [Florida], we all get together during their numerous returns to this area to visit with their children, grandchildren and **Anita's** family.

Allison and her husband **Mark** have beautiful twin daughters; **Robbie** was recently married. It was my pleasure to give them copies of this booklet so that they can fully appreciate the sacrifice made by **Jim Hartley** and the heroic flying of their father. They were just babies when this happened, and **Bob** never talked about the incident to them. In fact, like many true hero's, **Bob** is extremely reluctant to speak to anyone about what happened, in part because in my opinion, he has never come to grips as to

why he lived and **Hartley** died. Also, because of the sudden violence that occurred in his cockpit, he doesn't have a clear memory of what all his actions were because he was then reacting on instinct, training and personal ingrained courage. While he appreciates the knowledge (when I remind him of it), that there are 73 others who had their lives continued—for good or bad times in the past 31-years—he honestly does not believe that they owe him anything.

On 11 September 2001, Muslim terrorists used three hijacked American and United Airline passenger flights as flying bombs to murder some 3000 + civilians and military in combined attacks on the World Trade Center and the Pentagon. Another United aircraft hijacked and diverted towards Washington, D.C. crashed in a wooded area of Pennsylvania after passengers using cell phones became aware of the true intentions of the hijackers, and elected to fight the hijackers with incredible bravery and acting in a manner that I consider to be true heroism...*a selfless act taken without regard to consequences to self*. They stormed the cockpit, engaging in mortal hand-to-hand combat any hijackers positioned to stop them from entering the cockpit to engage the hijackers at the controls. The passengers won, the hijackers lost.

These nineteen hijackers did not use any exotic measures to break airport security and bring illegal weapons on board the aircraft. They bought their tickets through normal methods, had assigned seats, and boarded the aircraft carrying, allegedly, "*box cutter*" knives. Under the FAA and airline security system in force, knives with blades under 4-inches were acceptable; passengers carrying buck knives or box cutters would have not aroused any curiosity.

They also counted on the knowledge that U.S. air carrier pilots were trained to offer only passive resistance to any hijackers and would most probably agree to fly to any destination possible with fuel on board. Access to the cockpit may have been forceful and very rapid after immobilizing flight attendants, or simply by the attendant opening the door for them while under extreme duress.

Thirty-one years ago, **Bob Wilbur** and his crew gave cockpit access to a passenger brandishing a gun, never suspecting—or probably could not even conceive—what the consequences of the lax airport security, easy cockpit access, and passive resistance would result in.

As I pointed out in this story, aircraft hijacking was not a novel action in the late 60's, and the ALPA was extremely concerned. What was heartbreaking to read after 9-11 was a 31-year-old news story stumbled upon by a reporter named Diane Kezerle.

The story, written by the Copley News Service, had a Washington dateline of 1970: “Bulletproof Cockpit Doors Asked to thwart Hijackers.” It began: “Airline pilots have demanded bulletproof cockpit doors and bulkheads to thwart would-be aerial hijackers.”

The story reported that **Charles Ruby**, President of the ALPA, had written to the FAA asking for “*action now*” to protect passengers and flight crews. He said what was needed were bulletproof partitions separating the cockpits from the cabins, bulletproof doors with electromagnetic locks, bulletproof windows, and a sliding panel in the cockpit doors so pilots could use defensive measures.

The news story said that “*almost every incident of air violence has seen a demand to enter the flight deck and to confer with the captain.*” By making it impossible, or at least extremely difficult, for a hijacker to get into the cockpit, the story quoted the pilots’ official as saying the FAA and the airlines could avoid situations in which violence towards the cockpit crew could lead to tragedy.

The ALPA proposal was quite detailed—right down to the kind of equipment best for communicating with the passenger cabin from behind the locked cockpit door, and the type of hinge pins that should be used on the door for safety reasons. The letter also stated that, “...the materials required are currently available, lightweight and relatively inexpensive. The technology is available and extensive modification is not necessary.” It finished with an earnest request to the FAA, and a warning that would become prophetic on 9-11: “For the protection of passengers, crews and the American public, no halfway measures should be acceptable, and that the U.S. government must be the international leader in security measures. Otherwise, hijackers could do something to the cockpit crews that would mean disaster for all aboard the aircraft.”

A Wall St Journal article on Sept. 25, 2001 discussed past hijackings: In September 1970, the Palestine Liberation Organization (PLO) sized control of four airliners over Europe,

flying them to Jordan and Egypt, and then blowing them up in the desert. On Sept 6, an attempt was made to hijack an El Al 707 that had departed Amsterdam bound for New York, and the same day hijacking of a Pan Am 747, ironically done by the two first class passengers that the El Al captain had security remove from his aircraft in Amsterdam.

As the El Al aircraft, commanded by **Captain Bar-Lev** approached its cruising altitude of 31,000 feet, the cabin crew rang to alert him to a hijacking in progress. A man was holding a gun to the head of one stewardess, and a woman had pulled grenades from her brassiere. One steward attacked the male hijacker, who shot him five times.

The terrorists demanded that **Capt. Bar-Lev** open the cockpit door. One of the cockpit crew suggested he comply. But **Capt. Bar-Lev** quickly decided he would have no control over their destiny if he surrendered. In an interview after 9-11, he said his reply was, “*Sit down, we are not going to be hijacked!*” Figuring almost everyone but the hijackers would be strapped in, he put the airplane into a negative “g” dive, throwing the hijackers from their feet, and the two plainclothes El Al marshals on board pounced. The male hijacker was killed, and the woman knocked unconscious. He then diverted his aircraft to London.

I do not believe that 9-11 is a day that will live in infamy; rather it will remain as a nightmare in the history of this nation. The terrorist use of commercial aircraft as a flying bomb to murder civilians was both predictable, and once the terrorists were aboard the aircraft, unstoppable by any normal methods we pilots had been trained to utilize or have available.

During the Eastern Air Lines strike in 1989, I stated the possibility of such an event in an argument to DOT/FAA officials in their Washington office. Eastern had begun replacing striking pilots with street pilots. I was the Political Action Chairman for the EAL Strike Committee and our informants at EAL alleged that some of these street pilots were former Iraqi Air Force pilots and some others had criminal records. **Captain Cliff Marek** came with me to the meeting I had requested; I also asked the DOT to have a military intelligence officer present.

During the meeting, I expressed outrage that these individuals, subjected to no meaningful background investigation, would be piloting aircraft for a company with access to major cities throughout the USA as well as various military bases through our contracts. “*Some of these pilots,*” I stated, “*could be agents of drug cartels, foreign intelligence agencies, or worse, involved with present or future terrorist groups.*”

I went on to say how easy it would be for one of our aircraft taking off from Washington National to be taken over by a suicidal terrorist pilot, and within minutes, if not seconds, be in sight of government buildings such as the White House and Capitol. No pilot sitting next to the terrorist could possibly recognize the threat and react in sufficient time to thwart the inevitable crash.

Needless to say, my pleas fell on ears filled with their quiet laughter from lips that barely repressed a sneer. I think I provided them with amusing happy hour imaginative stories.

New York mayor Rudy Giuliani after 9-11 stated, *“We’re not in a changed world. It’s the same world, only now we understand it better.”*

In the New York Times Magazine of Dec. 2, 2001, there is an article that discusses a tidal wave of terrorism and political fragmentation. It states that, *“The first deep trend is obvious enough: the spread of terrorism—that is to say the use of violence by non-state organizations in the pursuit of extreme political goals—to the United States. This kind of terrorism has been around for quite awhile. Hijacking planes is certainly not new: since the late 1960’s, when the tactic first began to be used systematically by the Palestine Liberation Organization and its sympathizers, there have been some 500 hijackings. As for the tactics of flying planes directly at populous targets, what else were the 3,912 Japanese pilots doing who killed themselves and many more American servicemen flying kamikaze missions in 1944 and 1945? All that was really new on Sept. 11 was that these tried-and-tested tactics were applied in combination and in the United States.”*

Between 1995 and 2000, according to State Department figures, there were more than 2,100 international terrorist attacks. But just 15 of them occurred in North America, causing just seven casualties. It was the successful extension of international terrorism to the United States that was the novelty.”

What has surprised me after 9-11 is while many fingers point at those agencies considered responsible for the attack, there has been no accountability of individuals. Early after the attacks, the officials at Boston Logan International Airport replaced their security chief; the FAA did the same. Yet, *it was the airlines that fought security upgrades tooth and nail because they had to pay for them. It was the FAA that was in charge of airport security, and ever mindful of the economic well being of airlines, they ignored countless breaches of security and settled for a lowly paid and trained workforce that had yearly turnover rates reaching 400%. They are an agency that had security go to the lowest bidder who had orders to keep the passenger lines moving. We had a government which ignored its own warnings about a porous system and worse, would not recognize that the attacks against American citizens and property overseas were a prelude to that which would be visited upon these shores. We also have our passengers; always in a hurry and looking for the cheapest fare.*

Now the FAA security role will be replaced by its parent, the DOT. The security workforce, once handled by private corporations (the three largest with USA offices but controlled by parent European corporations) will be brought into the government employment system. But what about we pilots and our unions?

Because airline flight crews were victims in this nightmare attack, it seems to me that accountability for our inaction over these 31-years has been ignored, glossed over, or not spoken of. Perhaps it is because some might be offended... a lessening of respect for those crewmembers whom lost their lives.

The 9-11 attack resulted in a stock market loss of \$1.5 trillion dollars. A recent study by the Milken Group has stated that aside from the economic downturn preceding the attack, a loss of 1.8 million jobs can be directly attributed to the attack itself.

Thinking back 31-years to that mandate issued by the ALPA president for impregnable cockpit doors, how many airline strikes have there been for better pay and benefits versus safety of airborne aircraft? What about the FAR that states *“The Pilot in Command of an aircraft is directly responsible for and is the final authority as to the operation of that aircraft.”*

How many tens of millions of dollars have the airlines spent on passenger entertainment systems, revenue enhancing cell phones in seat backs and now Internet access? At this writing, a Special Federal Air Regulation (SFAR) was issued after 9-11 by the FAA requiring stronger cockpit doors. AirTran and Jet Blue went for bullet proof cockpit doors costing some \$10,000 each, as did some overseas air carriers. U.S. major air carriers went for a steel bar reinforcement of the existing door as a quick response. Some air carriers are evaluating cabin cameras that the pilots can monitor in the cockpit.

The “wannabe gunfighters” are now back, just as they appeared after the murder on this EAL flight. In greater numbers now, boasting special frangible bullets that are safer to fire with plans for specialized training of “selected volunteers,” and threatening to “shut down the airline system if they are not allowed to protect themselves.”

I am now “out of the line of fire.” However, I remain opposed to pilots having firearms in the cockpits. I believe the best deterrent remains an impenetrable cockpit door, cameras in the cabin that are monitored in the cockpit, a well advertised modus operandi that the cockpit door will not be opened under any circumstance, and pilots trained to maneuver and use their aircraft systems that will result in extreme discomfort to anyone standing in the cabin, with the objective of landing at the nearest suitable airfield in the shortest possible time.

JP Tristani

Do you remember the Airbus?

