



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

THE rEAL WORD



Official Newsletter of the The Silver Falcons

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Summer 2002



Family Portrait

We have with us Capt. Henry Tyndall (Dick) Merrill, his lovely wife Toby Wing Merrill, formerly of the stage and screen, and their bouncing bambino, Richard Wing Merrill.

The cameraman discovered the Merrills in their attractive and cozy home at Miami Beach.

The picture and text on this cover were taken from the Summer 1941 issue of *The Great Silver Fleet News*.



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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,

Well, summertime has arrived and the San Antonio convention is just around the corner. Our final convention details are being completed at this time. Those of you planning to attend should have already made all your reservations. This will be our best-attended convention to date, based on the number of attendees signed up. This large

number is due in part to the past convention chairpersons doing such a magnificent job making our conventions so successful. This also puts the pressure on **Bob** and **Lil Ayars** to continue the tradition. I have no doubt that this year's festivities will surpass all previous conventions and our sincere thanks go out to the **Ayars**.

With this success comes some added costs, and thus a looming problem for our organization. Our by-laws state that the convention must support itself. We have been able to operate within the by-laws so far, but we will likely have to increase our fees to maintain this position. Since we have a very small group of sponsors that help defray our expenses, and with the greater number of participants, our limited sponsorship money has to be spread among more people. We have made great strides in giving our membership exceptional amenities during our conventions. For example our hospitality room remains open during the entire convention with no charge for the drinks or snacks. We also have an open bar prior to the banquet, and all this has created our dilemma. We have several means by which to cover the deficit. These include: getting additional sponsors, reducing our convention amenities, or by increasing the convention fees. We do not want to reduce the quality of the convention, and sponsorship monies have decreased over time, not increased. I hope that you understand we would really like to keep your fees to a minimum, but due to increasing costs of food, beverages and the overall convention expenses, combined with the limited amount of sponsorship moneys, we will likely have no other choice but to increase our convention fees next year.

This also brings up our over-all costs for running the Silver Falcons organization. As you all are aware, the cost of postage and materials are on the increase. Until now we have been able to defray some of these expenses through frugal buying techniques and limited mailings. The newsletter has been greatly improved over the past few years and we plan on maintaining it's higher standards. We have exhausted all apparent means of cutting expenses and have come to a point that our dues must be increased to cover our cost of doing business. We are at this time deliberating on a decision about the level of increase in the dues, this will be discussed at the convention business meeting. I would appreciate any help from the membership in getting more sponsors or enticing larger sponsorship funds. See you in San Antonio in 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 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!

All rooms at the Hyatt are currently booked although you may request to be put on their cancellation list. We still have quite a few rooms (20 each night) available at the Menger Hotel which is a short two block walk from the Hyatt. These rooms are \$125 per night and you must request The Silver Falcon Rate. Cutoff date at the Menger Hotel is August 22. If you have not made reservations yet, PLEASE do so now as this will be our biggest convention ever! We have passed the cutoff date for retirement posters and no more will be available at this convention. If you are a new Captain during the past year, don't forget to bring a uniform shirt to be signed by all your friends. We are proud of you and would like to show it!

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. Tues-

day 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 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 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 reserved 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

I believe **Hank** has explained our expense situation clearly and in sufficient detail in The President's Letter that it requires no further embellishment.

Recently all of our Pilot members received a letter from a number of the Directors of REPA. I applaud their efforts and commend them on their actions. For the past two or three years both the officers of REPA and the officers of The Silver Falcons have done a lot of fence mending and have established a good, solid working relationship. Philosophically, of course, the two organizations differ totally in matters pertaining to membership that probably will never be resolved, and our by-laws specifically prohibit any possibility of merger. This does not mean that we cannot cooperate with REPA in matters that benefit both groups. As an example, we welcome most REPA members to our annual Christmas dinner and, in turn, have been invited to participate in the annual Flight Operations Picnic that they have indirectly sponsored. All of these are welcome and positive steps that can only benefit us all.

The Silver Falcons have never dictated to the membership who they may associate with or to what organizations they may belong. A large number of our members also belong to REPA and are apparently comfortable in both groups. If you feel that membership in REPA will benefit you personally for whatever reason, then by all means join.

Be aware, however, that the letter you received was written and signed by all of the REPA BOD except one and only expresses the opinion of this group. It does not represent official REPA policy! We are extremely fortunate that the entire BOD of REPA except one are also members of The Silver Falcons and this certainly speaks well for the progress they have made over the past few years. They very specifically mentioned in the letter that they have no intention of bringing our past differences concerning activities during the strike before the membership for resolution since it could prove divisive and create controversy in the group. In other words, for the foreseeable future, nothing will change in REPA concerning the scab issue.

The fact that such an enlightened group has gained so much power and prestige in REPA speaks well for their future and we can only hope that this will eventually create an atmosphere that will further enhance cooperation between our two groups. I wish our friends in REPA well and hope that eventually their dedication and fervor will create the organization that REPA should have been in the first place!

As always, the editorial expresses my personal views and in no way reflects the feelings or opinions of The Board Of Directors. I welcome rebuttal and will be happy to print your responses in future issues of the newsletter.

—*Dick Borrelli*
Editor

As of today, June 17, 2002 we still have not received a response from anyone at American Airlines concerning our contribution to their crewmembers survivor fund. The following E-Mail was sent by me to the Comm Chairman of APA at their website: Comm.chair@hq.alliedpilots.org. Once again they have chosen not to respond!

—*Dick*

Gentlemen,

I speak for the membership of The Silver Falcons and am past President of the organization. We are a group of former and retired Eastern Air Lines Pilots and Flight Attendants who DID NOT cross the picket line during our war with Frank Lorenzo.

Immediately after 9/11 we sent a contribution of \$1000 to the fund for NYC Firemen and Policemen survivors. The response was immediate and gratifying! A number of our members suggested that we also send contributions to help the dependants of the crewmembers who were killed on that day. United had two separate funds—one for Pilots and one for Flight Attendants. We sent each fund a check for two hundred fifty dollars. We received a certificate of appreciation from the United MEC and a lovely letter of appreciation from the Association Of Flight Attendants.

Since American had a single fund for the entire group we sent a check for five hundred dollars to assist the survivors of your crew members. The check was cashed immediately, but to date, some nine months later, we have received no acknowledgement of any kind from anyone associated with American Airlines! This is rude, arrogant, thoughtless, and inconsiderate!

I have included the correspondence that accompanied each contribution as an enclosure. A copy of this E-Mail will be included in our next newsletter to the membership on July 15.

— *Captain Dick Borrelli*
Eastern Air Lines, Retired
Past President, The Silver Falcons
Web Site: www.silverfalcons.com

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!**

WORDS OF WISDOM

Aviation is proof that, given the will, we have the ability to achieve the impossible.

A recession is when you have to tighten your belt; depression is when you have no belt to tighten. When you've lost your trousers—you're in the airline business.

If the Wright brothers were in business today Wilbur would furlough Orville to reduce costs!

As a business man, Frank Lorenzo gives capitalism a bad name.

United hired gentlemen with the expectation of training them to become pilots, Northwest hired pilots hoping to train them to become gentlemen. To date, despite their best efforts, neither carrier can be considered successful!

Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills!

It's better to be down here wishing you were up there than up there wishing you were down here!

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop and watch the pilot sweat!

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn them back off!

Standard checklist philosophy requires that the pilots read to each other those items that they perform every flight, and recite from memory those that they need every three years!

Experience is the knowledge that enables you to recognize a mistake when you make it again.

Hovering is for pilots that have no place to go!

The probability of survival is equal to the angle of arrival!

Little boy "When I grow up, Daddy, I want to be a pilot." Father "Son, you can't have it both ways!"

-
1. Name the five wealthiest people in the world.
 2. Name the last five Heisman trophy winners.
 3. Name the last five winners of the Miss America contest.
 4. Name ten people who have won the Nobel or Pulitzer Prize.
 5. Name the last half dozen Academy Award winners for best actor or actress.
 6. Name the last decade's worth of World Series winners.

How did you do? The point is, none of us remember the headlines of yesterday. These are no second-rate achievers. They are the best in their fields. But the applause dies. Awards tarnish. Achievements are forgotten. Accolades and certificates are buried with their owners.

Here's another quiz. See how you do on this one:

1. List a few teachers who aided your journey through school.
2. Name three friends who have helped you through a difficult time.
3. Name five people who have made you feel appreciated and special.
4. Think of a few people you really enjoy spending time with.
5. Name half a dozen heroes whose stories have inspired you.

Easier? The lesson: The people who make a difference in your life are not the ones with the most credentials, the most money, or the most awards. They are the ones that care.

YEARS AGO AMERICA BEAT THE ODDS

The prior first six months of the Pacific War had not gone well for America—still stunned from the surprise bombing at Pearl Harbor.

Besides the defeats at Wake Island and the Philippines, we had lost dozens of warships—destroyers, cruisers, battleships and carriers—in a series of naval setbacks.

Adm. Chester Nimitz's commanders at Midway, Adms. **Frank Jack Fletcher** and **Raymond Spruance**, could only scrape up little more than three aircraft carriers and one battleship to meet the most powerful fleet ever assembled up to that time: Adm. Isoroku Yamamoto's 200-ship armada displaced more than 1,500,000 tons, replete with 100,000 sailors and pilots, and was commanded by 20 admirals. The flotilla stretched from Midway to the Aleutians.

On the eve of battle, the confident Japanese air commander, Mitsuo Fuchida, scoffed that the green Americans simply lacked the will to fight. Hardly. In the space of six minutes, American pilots blew up three enemy fleet carriers (Agaki, Kaga and Soryu), and then sank Hiryu, the fourth, the next day—all at the cost of one carrier, U.S.S. Yorktown. The cream of Japanese naval aviation—322 crack carrier pilots - was lost, along with 5,000 well-trained mechanics and seamen.

Outnumbered, with obsolete planes, and little experience, American pilots outfoxed and outfought the Japanese veterans for four days. In the most famous attack, 82 doomed airmen headed out against the Japanese carriers in 41 lumbering Devastator torpedo bombers—obsolete craft that could scarcely fly 100 mph—in a desperate effort to strike the first blow. Only six planes returned. Thirteen men alone survived.

But as the sleek Zeros easily blew apart the Devastators at sea level, high above undetected U.S. dive bombers made good their comrades' sacrifices by screeching out of the clouds to smother the Japanese fleet with bombs.

When it was all over, indomitable Americans in a single blow had inflicted the first real defeat of the Japanese navy in 350 years and ensured that there would never be enemy ships east of Midway again.

How did such men pull it off? Rare courage, of course, and some luck. But the battle also displayed the innate genius and character of a united American people:

In the days before Midway, 1,400 welders and pipe fitters at Pearl Harbor worked fiendishly to repair Yorktown—heavily damaged weeks earlier at the Battle of the Coral Sea—in a mere 72 hours; this ensured her vital presence at the battle.

In a basement in Honolulu, some oddball cryptographers in bathrobes and

slippers cracked the Japanese naval code, apprising us well in advance of the Japanese deployments.

Unlike Adm. Yamamoto and his subordinates, the U.S. admirals talked with each other constantly, revised plans and saw American spontaneity as a strength rather than a dangerous challenge to accepted hierarchy.

Our pilots - tough stalwarts with names like **Max Leslie**, **Lem Massey**, **Wade McClusky** and **Jack Waldron**—showed the same individuality and so on their own made ad hoc changes and split-second alterations in their repeated sorties against the imperial fleet.

For all the talk of American decline, little has changed six decades later as we press forward in our own war against zealotry and fanaticism, midway between Sept. 11 and our eventual victory over al Qaeda and its supporters.

The terrorists bragged that, after a decade of murderous bombings, free citizens of a democracy were cringing and would not fight. And they, just like the autocratic Japanese, were proved deadly wrong.

The same American genius for improvising on the part of our commanders and pilots likewise allowed us in the space of days and thousands of miles from home to scatter the terrorists and in one fell swoop rout the Taliban.

Like our forefathers who were warned of the deadly Japanese fleet, we were lectured that Afghanistan was too formidable an enemy, with its cold, high altitudes and warlike tradition. No matter: The Taliban, like Yamamoto, sorely misjudged the resolution of an aroused democracy and met the same fate.

Midway can teach us lessons about our own future, as well. After the victory of June 1942, no one in America was content to stay on the defensive. Instead, all steeled themselves for the horrific fights ahead that would culminate in ghastly places like Guadalcanal, Tarawa, Iwo Jima and Okinawa.

Midway was not merely halfway across the Pacific, but a reminder to Americans that the job was only half done. Unconditional surrender, not a brokered peace, was the creed of the battle's veterans—and so it should be for us as well as we plan to go beyond Afghanistan to rout all the terrorists and their state sponsors.

In this historic week, let our enemies ponder the lessons of June 4-8, 1942, and so realize that this generation is just as dangerous and likewise only midway through.

—By **VICTOR DAVIS HANSON**

The New York Post

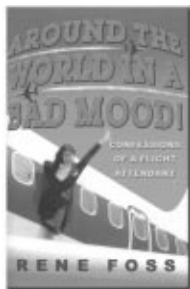
June 6, 2002

Victor Davis Hanson is a military historian and author.

BOOK REVIEW

Around the World in a Bad Mood

By Rene Foss



A Flight Attendant often has a healthy sense of humor about her job—she has to! One of the funniest people flying the friendly skies today is Rene Foss, who has been a Flight Attendant for 16 years and counting. Set against the backdrop of the fictional airline WAFTI (We Apologize For This Inconvenience Airlines), “*Around The World*

In A Bad Mood” confronts every aspect of a Flight Attendant’s existence—from the dumb questions the passengers ask (“Is that your natural hair color?” “has anyone told you that you resemble Monica Lewinsky?” “Where are we?”) to the secret language of Flight Attendants (You’ll learn what “I’ll be right back” REALLY means)

As Rene points out, both the ability to take abuse and to collect trash in confined areas are prime job requirements for a Flight Attendant. You must also be a top notch psychiatrist, policeman, banker, waitress, and baby sitter.

This clever and entertaining book—which also provides some real insight and information about the world of air travel—is the perfect read for those long layovers and a great gift for any frequent flyer.

Rene Foss, a second generation Flight Attendant, has been an employee for a major airline for sixteen years. A native of Minneapolis, she currently lives in New York City. The book may be purchased at most major bookstores, on E-Bay, half.com, and other on line sources

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.

Capt. Jack Blonsick

1 South Cloverdale Court
Palm Coast, FL 32137
jetta@pcfl.net

Capt. Jim Deeton

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

Pauline Harris, wife of Silver Falcons Capt. Dave Harris

95 Bay Drive
Newnan, GA 30263
Phone: (770) 253-0635

Capt. Charlie Huggins

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

Denise Pell

5375 Ridgehill Way,
Avon, IN 46123
Phone: (317) 745-0462
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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

Nena Seifert, wife of Silver Falcon Capt. Len Seifert

8006 Lakeview
Leander, TX 78641
Phone (512) 250-5606
E-Mail: 9aCfert@compuserve.com

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.

My first name is **Pat**, I flew in the early fifties, and was probably based in Atlanta.



Mystery Solved: Dick, the gal in the picture sitting at the 727 panel is Barbara Rutherford/Zeiler. I used to fly with her a lot and I introduced her to my friend in the Navy Reserves named Ken Zeiler. He eventually got with SWA and they got married long enough to have kids. That didn't last too long though. I am still in contact with him but have not heard from Barbara. If someone needs to contact her, Ken will probably still know how to get in touch with her.

—Tom Brown

WANTED: YOUR VIDEOS

My name is Doug Vernon. I am the Moving Image Archivist at the San Diego Aerospace Museum, San Diego, California.

A committee of the museum board has been given the task to update our Airline History exhibit with a video presentation of the past and present major U.S. air carriers. I have been instructed to contact various sources in hopes of obtaining filmed or video histories of the lines and for this reason I am contacting your organization. Will you be able to help us in finding a moving image history of Eastern Airlines?

Thank you very much...and good luck to your organization and its continued success.

Doug Vernon • Moving Image Archivist

*San Diego Aerospace Museum
2001 Pan American Plaza, Balboa Park, • San Diego, CA 92101
e-mail: sdam.mia@usa.net
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LETTERS TO THE EDITOR

Dear Silver Falcons,

My compliments on your fine publication, "*The rEAL Word*", the membership roster, the annual conventions and the fine job you are doing in keeping the Eastern Air Lines spirit alive and well. A special "Well Done" to **Captain Tristani** for his extensive article and views on airline hijacking in the Spring 2002 Word.

Where were you on March 17, 1970? I know where I was on that infamous and tragic day and it was a date I'll never forget. I was at an EAL MEC meeting in my capacity as First Officer Representative from Chicago and Vice Chairman of the MEC. Two days later I was in Washington, D.C. with the entire MEC, the ALPA President, and the MEC Chairmen of every major airline in the United States meeting with Transportation Secretary Volpe, the FAA administrator, and their staffs. By that day I was Chairman of the MEC Hijacking and Sabotage committee. Subsequent to that I was a member of the national ALPA Flight Security Committee.

First of all, one must realize the ALPA and the pilot groups of The United States are not as strong and unified as they could be or think they are! We were only about 60,000 total at that time and there were over 300,000 "practicing accountants. Think of all the doctors and lawyers there are and each one of these give much more to political action committees than the average pilot! We pilots just don't have the political power we should have. How much have you heard from ALPA in the media and Congress since September 11? In addition, it seems to me that each ALPA group (MEC), not to mention the American pilot group, has their own personal agenda, weaknesses and ideas of every conceivable subject and it is very difficult if not impossible to obtain a clear consensus on many subjects: some type of weapon or even "any" weapon in the cockpit just for one!

Captain Tristani is correct that the "ALPA" proposals were quite detailed and that ALPA demanded bulletproof cockpit doors "AND" bulletproof bulkheads. We even had the perfect material on hand, a carbon fiber matrix that would stop any kind of small arms fire, was relatively light weight and was used in helicopter seats during the Viet Nam War. The rest of ALPA's demands were numerous and very comprehensive

continued on page 8

Letters to the Editor, continued from page 7

and much too extensive to be detailed here, but of one thing I am firmly convinced: If ALPA could have been successful thirty one years ago in having the FAA implement all the recommendations there would never have been the terrorist attack of September 11, 2001!

*Best wishes and good luck,
—Tom Helms*

“Guys and Dolls;

We must have gotten the attention of someone over at CAL. Rather than just the local counsel they usually send to the Bankruptcy Court to file flummox motions to delay us and cause unnecessary work and expense, they have noticed the Court that they are sending NINETEEN lawyers for Friday’s hearing at 1300!

Having made a deal with the Class Counsel to buy a few token guys off and close the door, they are disturbed that **Ray** and I (and you), have upset the applecart, forcing him to add 226 more names to the deal, as poor as it is. I think they are beginning to realize the camel’s nose is under the tent, and the rest of the camel is about to follow. I have a message for them: prepare to wallow in camel-shit.

Now, you and I know that are more than 226 extra pilots beyond Trailins’ bogus “Class”, that simply being the number he had to add due to us forcing the judge to force him to go back to 1987. But it’s a start. The only real number that can be provided under the RLA is one that must be decided by, you guessed it.....an arbitrator. (every time I send something to

the Court or appear there, I want a big banner over everything saying, “ITS THE ARBITRATOR, STUPID!”).

So, tra la la, it’s off to the arbitrator’s house we wanna go. Let’s be packed and ready. To accomplish this, I want forty volunteers to set up a communications tree. Your job will be to track down the current whereabouts of every person that appears on an EAL seniority list since the contract was signed in 1986. Each will be provided with the last known address/phone of a group of pilots and asked to update it. You will be given info on how best to do it, and with the internet and some personal networking it should be a snap. You can reduce your workload by farming some pieces of it out. Don’t delay, email me now!

Then we’re going to need about ten to sit down in one city and go over the resultant list and merge it into CAL’s. You will be put into contact with the guy who is already slated to head it. You should be able to travel to the arbitration and assist it. You will probably have to front your expenses.

Speaking of expenses, start saving up \$25 for an ante. It will cost some more later, but not very much if everyone kicks in. I am going to find a volunteer to set up an account to pay the necessary expense of legal representation. Your voluntary help has gotten us this far, and it will get us to the finish line. Thanks to all of you who keep asking me what I need. So far it has not been more than I can afford, but it will get that way during the arbitration. (And it’ll be the most satisfying money you ever spent...nineteen lawyers. See, you’re having fun already and your hand is not yet in your pocket.)

One last item: If you haven’t done so, copy this, print and sign it and send it to me:

—Trigg

I, _____, a flight deck crewmember working under the EAL-ALPA collective bargaining agreement, do not recognize anyone other than John Loomos as my representative concerning any matter under the Railway Labor Act, and have made no such appointment nor representation since the retirement of ALPA as such. Be it hereby known that John Loomos is my only designated representative before the NMB or any other body having jurisdiction over my LPP Claims under the Railway Labor Act, until rescinded in writing by me.

Signed this _____ day of _____, 2002

(type name here)

EAL employee # _____

Address/phone number/email addr _____

Send it to me via U.S. Mail:

Trigg Adams
3824 Park Ave
Miami, FL 33133

ANNUAL EAL FLIGHT OPS PICNIC

Ladies and Gentlemen,

Those of you unable to make the annual EAL Flt Ops Picnic and Fly-in really missed a fine time!!

We had by far the biggest group ever! Only a very few of the 174 who made reservations failed to attend and were easily offset by the 12 or so who were able to come at the last minute.... We had over 180 people attend and 15 airplanes were flown in. Many pilots were able to give rides including your faithful scribe who gave **Bob Bruce's** (our host) grandson, **Danny**, his first plane ride. I had done the same a few years ago for his brother!

Ray Crumbley honchoed the BBQ lunch again and helped **Ms. Tracey Browning** serve us. Amazing how fast the lines went, even though we had such a large gathering!

We were blessed with partly cloudy skies and gentle winds however the temperature got into the high 80's. Thus the many shade trees were highly sought after. (In this regard **Bob** says he is going to have a large vent fan installed in the upper rear of his hangar! This should provide some competition for the trees next year!)

As the Silver Falcons, **Penny Sweezey**, **REPA**, **Jim Whitlock** and **Johnny "Eastern" (Steinmetz)** contributed so many items for Door Prizes, the longest event of the day was the drawing of the Winner's Names. This seemed to go on forever and **Virgil Tedder** says over 100 Prizes were won!!!

Again, many, many thanks to **Bob** and **Marilyn Bruce** for hosting this extremely successful get-together! We can't wait till next year!

—*Jim Holder*





Last race for cross-country pilot

103rd event may be finale for Fayette pilot

By **ABBY G. BRUNKS**
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Sometime Friday, pilot Pauline Mallary will be lowering her flaps in preparation for her final landing, after logging more than 2,000 miles in a cross-country air race.

Mallary, a private pilot, has been flying her Beechcraft Musketeer in the 26th annual all women's Air Race Classic which began Tuesday at Silver City, N.M., and ends in Norfolk, Va.

More than 40 teams took off with refueling stops in Colorado, Oklahoma, Arkansas, Tennessee and South Carolina.

"All I'm thinking about is winning. This is my 'ego' trip," Mallary, 69, said before the race.

"I think it's an ideal air race because the route is suitable for my aircraft since I don't have to be above 8,500 feet at any one time."

The Fayetteville resident is no stranger to the skies. With more than 49 years of piloting small planes, this is her 13th classic air race and her 103rd race overall.

While winning the race has been on her mind, Mallary said she has an even loftier thought.

"I want to be able to fly until I'm 80. That is kind of a special goal to me," she said. "Those people are called UPOs, which stands for United Flying Octogenarians."

Mallary's husband, Pete Mallary, is a retired Eastern Airlines pilot who spent his years flying at 31,000 feet and at "great speeds."

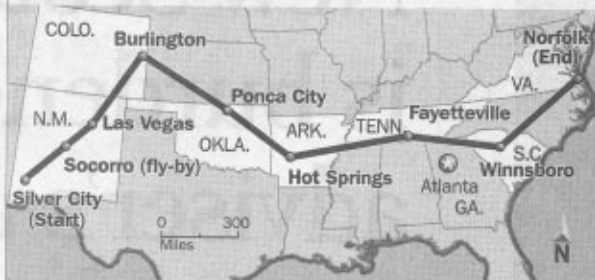
He hadn't been particularly interested in spending long hours in a small plane, his wife said, but all that changed last summer when Mallary flew her husband to Alaska.



Fayetteville resident **Pauline Mallary** is competing this week in the 26th annual all women's Air Race Classic. Mallary has been racing airplanes for 49 years.

AIR RACE CLASSIC ROUTE

More than 40 teams of female pilots from the United States, Canada and New Zealand will participate in the 26th annual all women's Air Race Classic, which started Tuesday in Silver City, N.M., and will finish Friday at Norfolk, Va.



CHUCK BLEVINS / Staff

"The idea of going 130 miles an hour at 5,000 feet for 25 days didn't exactly excite him, but I kind of talked him into it," she said. "I told him it would be a trip of a lifetime."

Once they were home from their excursion, Pete Mallary summed up his thoughts

about his experience on a plaque that hangs in their house.

It reads:
"Thanks for a great adventure. I know I worried a bit about most everything. You said 'no problem' and there were none.

"To my only captain. Thank you, love, Pete

Air Race Classic board President Dottie Anderson, 76, of Ohio, who is flying her Piper Cherokee 184, has known Mallary for more than 40 years. Before the race began, Anderson said Mallary has the right stuff for competitions.

"We've flown many races together, and she is out there to win," she said. "Pauline is always full of vim and vigor and she literally bounces."

So when the clock strikes 5 p.m. in Norfolk on Friday and the winner is declared, Mallary said it might be the last time she will compete in an air race.

"It's time for some of the older ones to step down and let the young ones take over," she said.

"I always say that the last race is always my favorite, but this really could be my last one."

Pauline is the wife of Silver Falcon **Captain Pete Mallary**. She has written a book about her exploits which was featured in the winter 2001 issue of *The rEAL Word*. Anyone wishing to purchase a copy may contact **Pauline** at 916 Kite Lake Trail, Fairburn, GA 30213-9608. Enclose a check or money order for \$16.95 plus \$3.00 for shipping and handling. **Pauline** may also be contacted at 7666r@prodigy.net.

Do you remember the DC-8?

