



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

THE rEAL WORD



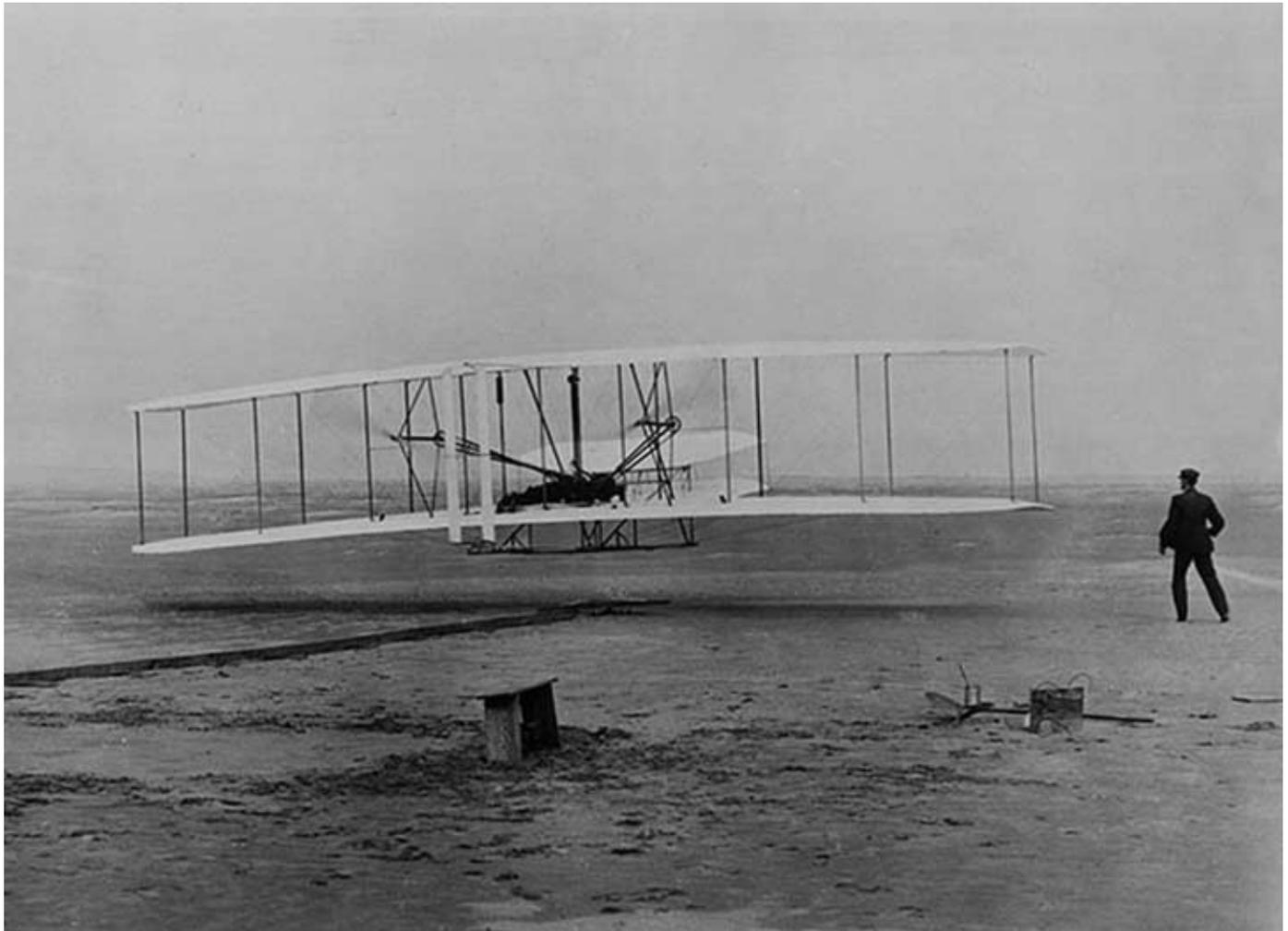
Official Newsletter of the The Silver Falcons

Volume 7 Number 3

www.silverfalcons.com

Summer 2003

CELEBRATING THE FIRST CENTURY OF POWERED FLIGHT



or

**FROM IDEALISTIC PIONEERS TO
GREEDY CORPORATE THIEVES IN
JUST ONE HUNDRED YEARS**

The
**SILVER
FALCONS**

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Newnan, Georgia
30271



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*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.*

Newsletter layout by KFD&P; Tel: 770 474-1953; kellie@kfdp.com

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.

A quarter page ad for one year (Four issues) is \$250. A half page ad, either horizontal or vertical, is \$500 a year. Every attempt will be made to put these ads on the outside of the page rather than toward the middle. The back cover and the inside of the front cover will be offered for full page ads only and will cost \$1000 a year. If you have a special event that needs attention for a short time, we will accept single issue ads at \$62.50 for a quarter page, \$125 for a half page, and \$250 for a full page (if available). We will not decrease the content of the newsletter, but will increase it's size to accommodate our advertisers. Every attempt will be made to insure that there is no more than one ad per page. The editor will have the right to reject any ad that he deems objectionable, although we do not anticipate this as a problem. All ads must be in black and white since we do not have color capability at this time.

It will be the responsibility of the advertiser to supply a print ready ad to the editor at least thirty days prior to publication of the newsletter. Every effort will be made to accommodate any specific requests you may have. Publication dates are January 15, April 15, July 15, and October 15 each year. All materials can be mailed to The Silver Falcons, P.O. Box 71372, Newnan, GA 30271, or contact Dick Borrelli at this address, by fax at (770) 254-0179, or by E-Mail at conob@numail.org if you plan to participate. Deadline for ads is at least 30 days prior to the publication dates stated above.

From the President



Ladies and Gentlemen of The Silver Falcons,

I would like to begin my letter by thanking all our service men and women who participated in the Iraq war. Let us all take just one moment to say a prayer for those who have served and especially those that gave their lives in the war. It is without saying that we would not have the freedoms that we enjoy if it were not for our military personnel that gave their lives so we can live in the greatest country in the world.

Now I can proceed with the matters at hand. We are quickly approaching the Orlando Silver Falcons convention deadline. **Captain Dennis Cholley** has updated our convention information and from all indications we will surpass all previous convention attendance numbers. I strongly advise, if you have not reserved your room at this time, to do so immediately as we may not be able to guarantee that the rooms or the special room rates will be available at a later date. There is also the matter of the convention registration fee. That should be sent in to the Silver Falcons so that we can get an accurate count of the number of attendees, and what events that you will be participating in. Those of you that will be requesting a retirement poster must have your information sent in immediately so that the artist that designs our posters will have time to complete the task. The Silver Falcon convention registration form can be printed from our web page if you do not have one available to you. Please tend to this matter as quickly as possible if you are planning to attend the convention. Also, several pilots have asked me if we were having a motor home convoy again this year. Dennis is looking into RV Parks and will give us more information later. If there are attendees that want to convoy to Orlando please send me an Email and I will try to organize something. I will not be driving my RV down because of a prior engagement and will be flying down instead.

The Silver Falcons organization is doing very well with our membership numbers. We usually have a loss of some members, and we also have new applications that replace lost members and our organization continues to grow. As you look through our new roster you will see some of the changes we have made, the presentation is easier to read and is better organized. We have purged our membership roster and it represents only those that are currently paid up members. Please check your information to see that it is correct and if not please send us a correction notice and we will update our files. We will then correct the roster for the next printing. Those of you that are in contact with members that were removed, I ask that you contact them and remind them to send in their dues and be reinstated into the organization. We all know that the Silver Falcons group has a limited life and hopefully we can keep in contact with the all the remaining rEAL pilots.

This brings up the subject of the up coming elections. Please look over the list of nominated candidates and make your selection now, then get your ballots in the mail today. We need your input into this important matter, and as you know, the new board members will determine the future direction of the Silver Falcons. Make this your number one priority and get your ballot in the mail. Have a great summer and see you at the Orlando Silver Falcon convention.

Hank Sanak
President
The Silver Falcons

ORLANDO CONVENTION 2003



Silver Falcon **Captain Denny Cholley**, along with a select group of volunteers, has graciously offered to host our 2003 convention in beautiful Orlando, Florida. He has already contacted the hotel, reserved the days, and negotiated the contract. It's a done deal a full year in advance! The dates are from Monday, October 20 through Wednesday, October 22, with checkout October 23. These dates were selected carefully since it is between seasons, making the room prices more reasonable, and the weather is generally outstanding in Florida at this time. The early check in day for golfers (Monday) has become so popular that it is now considered an official convention day. As usual there will be an informal cocktail party in the Hospitality Suite on Monday. A more formal cocktail party will be held in a private room on normal check in day (Tuesday) with our usual bountiful repast. A continental breakfast for everyone will be held outside the meeting room Wednesday morning with a catered lunch for the business meeting participants as well as surprise entertainment and a luncheon for the spouses. In the evening, of course, we will have our world famous banquet with door prizes, golf prizes, guest speaker, and fifty-fifty awards.

Our hotel this year is the Adam's Mark, Orlando, a four star facility, adjacent to The Mall Of Florida. The hotel is considered part of the mall and therefore we have unlimited mall parking available to us free of charge. RV's may be parked there during the day, but must be moved



at night since there are no hookup facilities. The anchor stores in the mall are Burdine's, Lord and Taylor, Nordstrom's, Dillard's, Saks Fifth Avenue, Penny's, and Sears. This is Florida's premier shopping facility. By the time you receive this we will already be in the hotel database and reservations can be made. Be certain to mention The Silver Falcons Convention. The rooms are \$89 a night and may be reserved from three days prior to the convention until three days after at this rate.

There will be more in the January newsletter about the golfing facilities, but **Denny** already has a golf chairman in place and there will definitely be a tournament. With any luck, **Gray Bailey** will break an arm and a normal golfer will become our champ.

To make reservations you may call the hotel directly at (407) 859-1500 or call central reservations at 1-(800) 444-2326. In 2002 we used all the available rooms in San Antonio and had to book additional rooms at another hotel at a major increase in cost, so it is to your benefit to make your reservations as soon as possible.

Remember, if for any reason you are unable to attend, The Silver Falcons will give you a full refund up to 24 hours before the early check in day and the hotel also has a very reasonable cancellation policy.

If you have any further questions call **Denny** at: (407) 343-6262 or e-mail him at: dcholley@cfl.rr.com.

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.

It's easy to get on the layabed list. All it takes is a bad headache and a big-mouthed friend. Getting off is another problem altogether! No one ever tells us when they get well! Therefore, we have had to make rules to control this situation. *In the future:*

1. When the flower dies, take your name off the layabed list whether you are sick or not.
2. If you are still sick, put your name back on the list and we will send you a new flower.
3. Go back to rule one!

Capt. Bob Ramsey
3173 Inman Park Court
Marietta, GA 30062
Tel: (770) 977-5424
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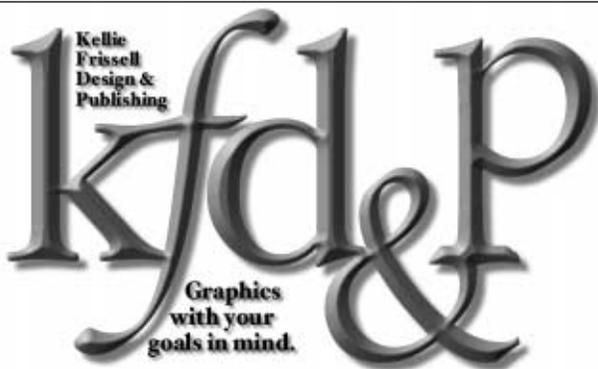
Here's a wonderful picture of Jim and Cheryl Furlong taken on their tenth anniversary and marriage renewal celebration. Jim and Cheryl met on the picket line and are, I believe, one of the few really good things to come out of the strike.



MYSTERY FLIGHT ATTENDANT



Each newsletter we seem to come up with a new hit on our mystery six. Jane Trammell has identified the Flight Attendant on the lower right as Pam Japour who walked the line with us. We have now identified four of the six. Top row, right end, Pam Ware. Bottom row left, Marie Krill, deceased. Bottom row center, forever nameless and insignificant scab. That leaves only the two on the upper left. The picture will continue to run for a while until, hopefully, we will identify them all.



Need a big graphics job done on a small budget? Logo? Brochure? Web site?

Not everyone can afford to hire an agency or design firm to do their newsletter, design their logo, get a basic web site going, create an ad campaign, get their letterhead created professionally, produce a magazine...

Call KFD&P today! We'll provide great graphics for your growing company or organization, including nonprofit groups. We have more than 12 years experience providing graphics for companies in the aviation field including the Silver Falcons, and more than 20 years experience in graphic design.

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Special thanks to Silver Falcon Jim Holder for his support in a recent mission trip. To view photos, visit <http://www.bethel-gmt.onestop.net>.

GRANDBABY UPDATES



This issue we proudly present Master Davis Robert Madala, son of Mr. and Mrs. Dustin Madala, and grandson of Jay and Candy Madala. Davis was born June twenty third and weighed in at seven pounds, twelve ounces. He obviously takes after his Mother's side of the family! Congratulations Jay and Candy!



Due to requests from numerous grandparents we are running an update on previous grandbabies. In order, they are Georgia Irene Wade at sixteen months. She is the grand daughter of Dave and Shay Hamon. Next we have Cole and Dane Sanak at four months. They are the grandsons on Hank and Darlene Sanak.



Next we have Lauren Borrelli at eight months. Lauren is the granddaughter of Jane and Dick Borrelli. Finally we have Mario Pizer at nearly four months. Mario is the grandson of Jim Holder .



THE EDITORIAL

Accompanying this newsletter is a ballot to elect three new members to the Board Of Directors of The Silver Falcons. Those people nominated are an outstanding group and all of them would be welcome as BOD members! Our nominees this year are **Paul Fischer, Clancy McKinney, Jerry Frost, Ken Sorenson, Doyne Langrell, Al Courtney, Jim Fullerton, and Gray Bailey**. Please take the time to complete the enclosed ballot and vote for the three people you would like to represent you for the next two years. My personal preferences are all of the above! The two Directors remaining on the BOD are **Gil Gilbert** and **Bud Robbins**. No matter who is elected, the new Board Of Directors will be as good or better than any we have had in the past. At the convention in Orlando please be certain to tell **Hank Sanak, Sandy McCulloh, and Stuart Hughes** what a great job they have done and how much you appreciate their efforts. These three gentlemen have gone well beyond the call of duty—**Hank** serving as President for two years, **Sandy** taking care of all our E-Mail obligations, and **Stuart** maintaining our master data base! As usual, without the hard work of **Joe Zito**, ably assisted and reinforced by **Paul Fischer**, our finances would not be in the excellent condition they are now. **Paul** and **Joe** have been working on a program to computerize our books and standardize our book keeping procedures. The job is just about done and it is first rate. **Jerry Frost** has worked diligently to provide us with our outstanding web site and keep it updated and maintained. **Denny Cholley** has been working 24/7 on the convention and is putting together a package that will be bigger and better than ever. **Chuck Heddon** has organized a world class golf tournament, and **Al Courtney** has scouted out and negotiated a tremendous motor home park for the annual caravan. In the next paragraph I intend to whine and complain about member participation in the activities of The Silver Falcons, but with the help of this outstanding group of volunteers we can only get better. To the best of my knowledge, no one who has been asked to volunteer for a job has ever refused!

In The Silver Falcons we do not have a nominating committee and leave the selection and election of Officers in the organization completely in the hands of the membership. It was the belief of the founders of our group that control of The Silver Falcons should rest exclusively with the general membership and that The Silver Falcons leadership should be required to answer to the members. We presently have five hundred twenty five members of which about four hundred are Charter Members, eligible to nominate and vote for officers. From this nucleus of four hundred members we received a total of six ballots! This is ridiculous! On the other hand, when you consider the number of Pilots that attended ALPA meetings, it's about par for the course!

Member input for the newsletter is always welcome. I will make every effort to publish everything and anything that is sent. Guest editorials are welcome as well as are criticism and dissent. Any member will be granted a forum to express his or her views upon request. Letters and opinions of non members will also be published if the content is of interest to the membership. I would like to see far more input and participation from our Flight Attendant members and would welcome a volunteer to write a quarterly Flight Attendant column. If any member would like to send a regional column or update such as the Chicago area announcement in this letter, I'll be happy to print it. Baby pictures, or for that matter, any pictures of interest are more than welcome. It's difficult to keep the lay-a-bed column current when I don't know who's sick!

*Dick Borrelli,
Editor*

As always, the views expressed in the editorial column are my own and do not represent the position of The Board Of Directors or The Silver Falcons.

LETTERS TO THE EDITOR

Dear Dick:

I have been awfully remiss in not thanking you and the Silver Falcons organization for your kind thoughts during my recent setbacks. I have survived major cervical surgery and my second prostate operation and am doing much better although being 63, I feel the aches and pains of old age every day. As many of you know, Delta has decided to park all its MD11s (15) by the end of the year and this means that a number of our instructors are out of work. We had not anticipated this happening, so trying to find a job out there at this age is not a pretty thing to watch. I have some hopeful options that may come to fruition soon, so keep those prayers coming.

I want to thank **Dick Borrelli** for taking the time to post my name in the newsletter (sick bay). It was through **Dick** and **Chuck Kendrick's** help that I was able to make the transition from line pilot to non-seniority list Instructor at Delta when all we had was a menu of maneuvers but no time lines whatsoever. Those hand written crib sheets were worth a million dollars to me back then.

You all have every right to be proud of the Silver Falcons organization....just a dream several years ago that has blossomed to what it is today....many thanks go to all those who have unselfishly contributed their valuable time and efforts to the success of this group. I hope to attend one of the conventions and renew old acquaintances....until then, thanks again and continued success....with warmest regards....

*Rams
robjet@bellsouth.net*

Dick/Joe:

My name is John Adams. I am a 777 Captain with United Airlines based at Dulles. I am also a 25 year member of ALPA. I have many friends who went through the destruction of EAL. As you may know, United hired more ex-Eastern pilots and flight attendants than all other carriers combined. I am writing you today as the Regional Director, Northeast, Airline Pilots Against Age Discrimination (ALPAAD). I attempted to email Sandy McCulloh, but it came back as undeliverable. I am asking you to send a mass emailing to all of your members concerning our organizations efforts to change through legislation the FAA's mandatory retirement age of 60 for pilots.

I realize that many of your members are not pilots and may not have any interest in this issue at all. but I also know that a LARGE percentage of your pilot members WILL have a great interest in it.

We have a web site (www.ALPAAD.org) and I ask that you encourage your membership to check it out if they would like to become involved in our efforts or to just keep up with the legislation as we attempt to move it forward.

We have a decent chance to get the rule changed this year. We could use more help. Please contact me if you have any questions. You may publish my email address and my telephone number.

Thanks,

*Captain John Adams, United Airlines,
ALPA #0497917
301-365-4715*

A LETTER FROM WILLIAM L. HIRSCH

Captain Gerald V. Frost
Eastern Air Lines
5990 Sequoia Lane
Douglasville, Georgia 30135

Captain Frost,

May 14, 2003

It's been awhile since we have spoken to each other but things are moving along, but not as fast as I would like. As you know I now own Lockheed L-1011 aircraft N308EA, an Eastern Air Lines Douglas DC-3 nose section, Lockheed L-1011 aircraft N335EA complete cockpit nose section, and now own Douglas DC-8-21 aircraft N8604 entire fuselage from nose to wing leading edge and from wing trailing edge to tail complete with interior. We have already started restoration work on the DC-3 nose which will be brought to the East Coast when finished.

In January we filed the papers with the state of Florida to charter the Eastern Air Lines Historical Foundation. We have already started to set up our offices in Miramar, Florida which have been donated to us by the Eastern Federal Credit Union. Also the CEO / President of Eastern Air Lines Inc. has donated all the executive furniture and several computers from the Corporate offices to us. We have moved all the memorabilia out of the storage warehouse in FLL to this location and over the last couple of months we have been receiving more donated items each week. We have items that date back to the 1940's.

Enclosed you will find copies of two of my advertisements that will be running in both the EARA and REPA newsletters, newspapers, magazines, and web-sites. The Mouse Pads I have been selling now for about two years and I am the only one licensed by EAL to produce these. We just finished the DVD movie and it will be going on the market latter in June but we want to make it available to EAL people first at a lower rate. This DVD is based on Aleutian Airlines but the first segment is all based on Eastern Air Lines. Would you please check with your people and see if they would be kind enough to include these in your web-site and newsletters. All Proceeds from these items will be donated to the Eastern Air Lines Historical Foundation. Please let me know what your people say about the advertisements and if they want to know more please feel free to call me.

Sincerely,



William L. Hirsch
Trustee: Eastern Air Lines Historical Foundation
Co-Chairman: Eastern Air Lines Aircraft Restoration Committee
Board Member: Lost Birds Aviation Historical Foundation

NOTE: IF THE BOARD OF THE SILVER FALCONS WOULD LIKE TO VIEW THIS DVD MOVIE PLEASE CONTACT ME AND I WILL SEND YOU A SAMPLE.

ANNUAL EAL FLIGHT OPERATIONS PICNIC/MINI FLY-IN

The Annual EAL Flight Operations Picnic/mini Flyin was a raging success! We had 176 tickets sold (or to be bought at the door) and our final actual attendance was 170!!! So much for being water shy! (Actually the rain stopped about 11:30 am and so we were able to use the concrete pad in front of the hangar). And on the good side the temperature was very mild!

Some of those unable to make it were flying in from Florida or Texas and the weather was just too bad for their flights Saturday. We did have some guys fly up from Florida a few days earlier (Don Grisham and Alex Borrego in Don's Lake and also Steve McDonald in his C-170) but they were unable to make the trip over to Eagles Landing from where their planes were tied down in the Atlanta area.

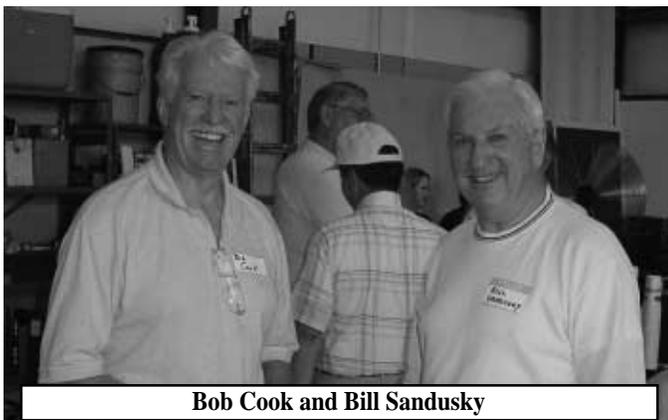
Corky's BBQ really outdid themselves this time! We had not only pork sandwiches but also chicken breasts. These was supplemented by a sour cream based potato salad, potato chips, cole slaw, chocolate fudge cake and iced tea. Additional dessert were hundreds of chocolate chip cookies. In spite of the very large turnout anyone wanting seconds had the chance for them and many had thirds too! We received MANY compliments on the food,,, including Alex Davis who told us 3-4 times how much he enjoyed it! Again Ray Crumbley did an outstanding job in handling the food for us!

We were happy to host the North Georgia OX-5 group too,,, Attending and having their quarterly meeting were Roger "Mac" Mackenzie (with his wife Lenna), Martin Gaither, Jim St. Julien and our own Steve MacDonald.

Also we were pleased to see some guys that have been gone far too long.... Dick Barnes, Bill Moore and newly retired UAL Captain Whitney Gee.



Bill Cannady and Grant Fields



Bob Cook and Bill Sandusky

Just as we were finishing eating the skies cleared a bit and we were surprised to see Spence Grant come roaring in! He demonstrated the remarkable cross wind and short field characteristics of his Maul then he and his lady friend shut down, sat down and ate their dinner! So the Flyin part was not a complete washout!

We had too many door prize winners to name but the big money ones were:

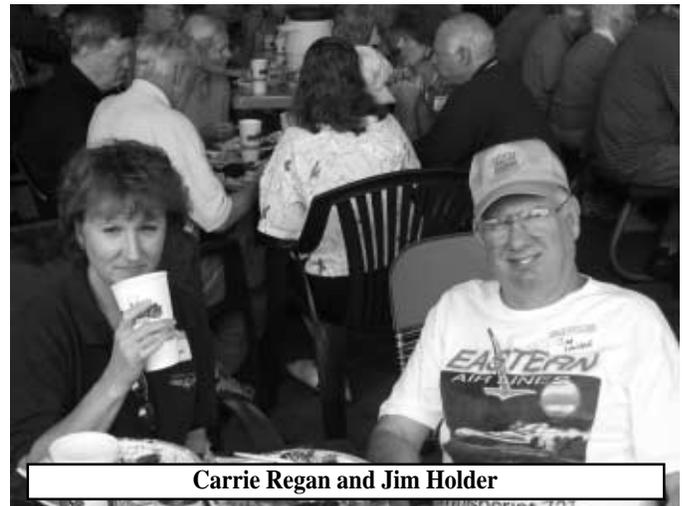
\$100..... Patty Wilmoth (BW's daughter-in-law)
 \$50..... Grant Fields
 \$25..... Frank Hancock
 \$25..... Bill Anderson (who won for coming the longest distance, San Diego).

Rick Fox, from the Griffin Spalding airport, brought over 19 valuable door prizes which were generally won by airplane owners as they were gift certificates for aviation fuel, oil and such. Also contributing were the Silver Falcons in the persons of Joe Zito and Dick Borrelli who provided us with many T-shirts. They also sold T-shirts and such with part of the proceeds going into our REPA-ATL fund. Al Brillaud (who could not fly up due to the weather in Florida) FedExed us some items from REPA which were awarded as door prizes also....

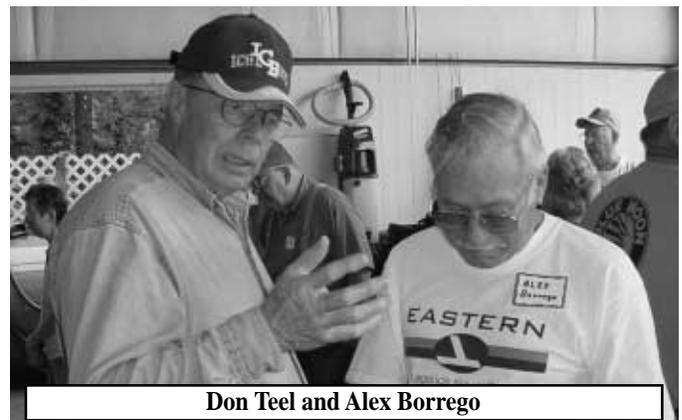
Of course our Picnic would not have been possible without Bob and Marilyn Bruce again hosting the event. The work, time and expense expended by the Bruces was and is very much appreciated by all ...

Thanks again Bob and Marilyn!

Jim Holder



Carrie Regan and Jim Holder



Don Teel and Alex Borrego



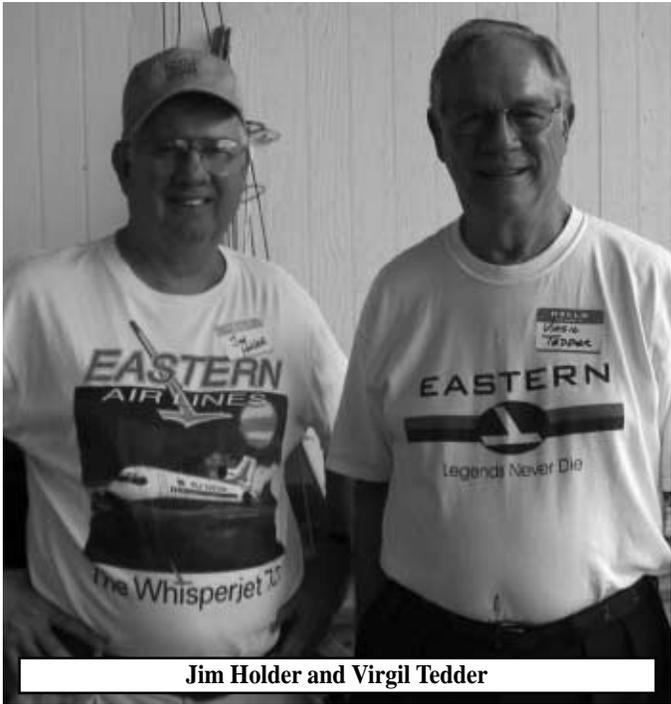
Bud and Adolyn Robbins



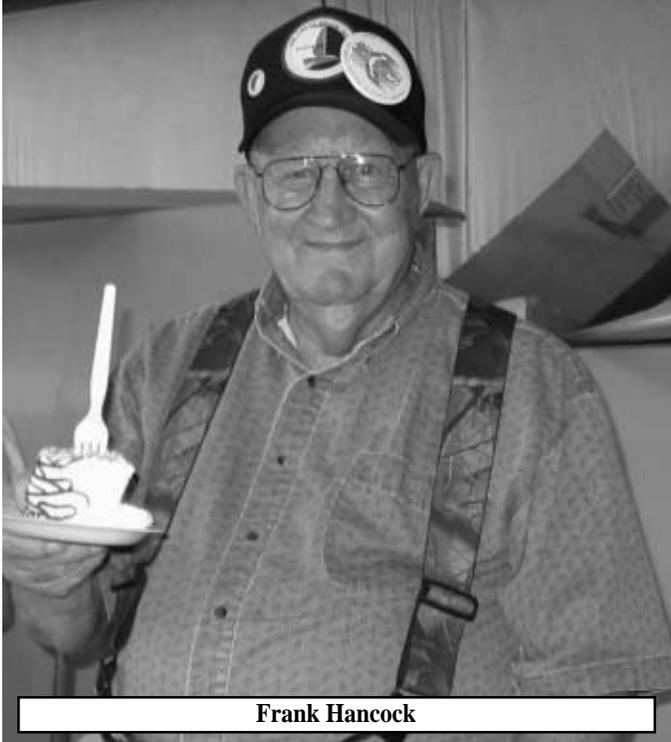
Chuck Taliaferro and Ernie Boetz



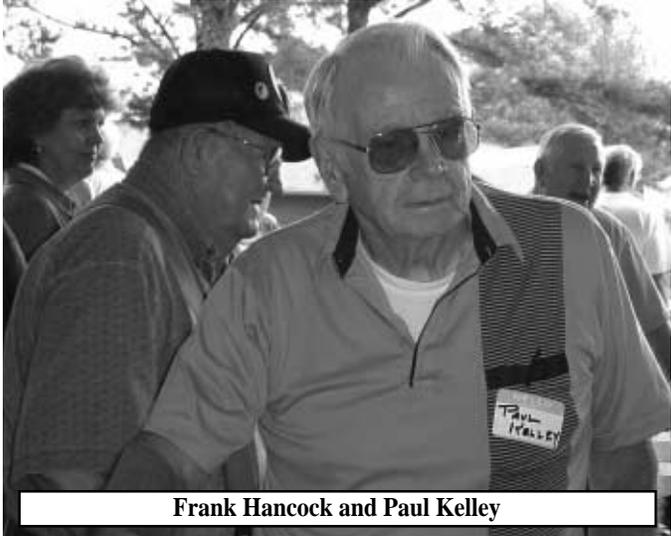
Don Teel, Paul Kelley, and Bill Lesegne



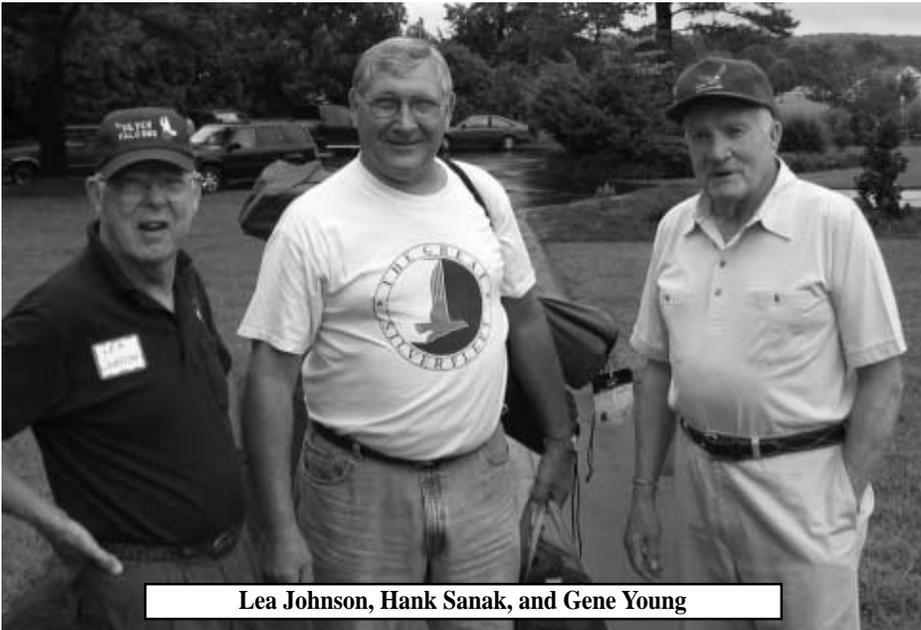
Jim Holder and Virgil Tedder



Frank Hancock



Frank Hancock and Paul Kelley



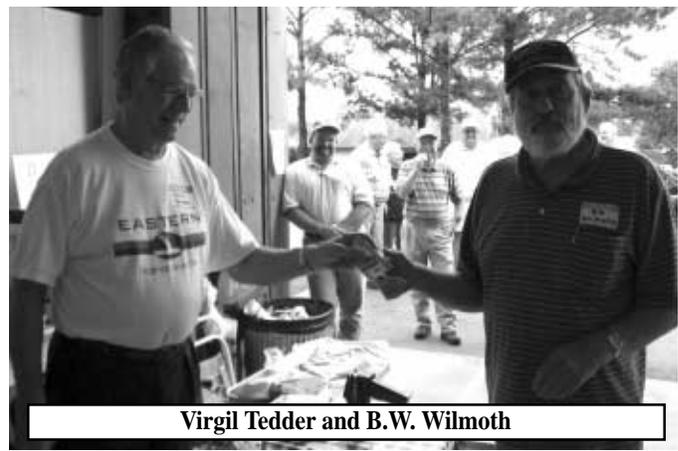
Lea Johnson, Hank Sanak, and Gene Young



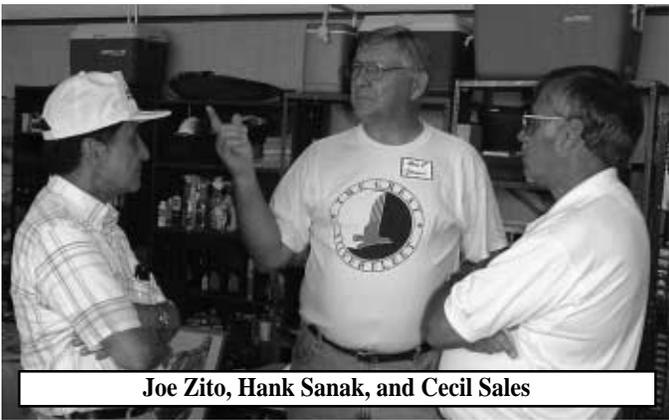
Penney Swezey



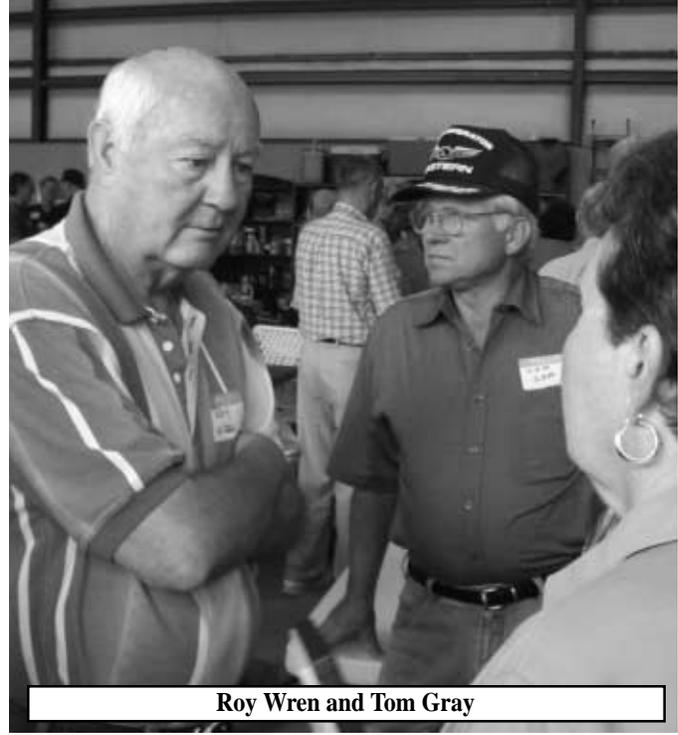
Spencer Grant



Virgil Tedder and B.W. Wilmoth



Joe Zito, Hank Sanak, and Cecil Sales



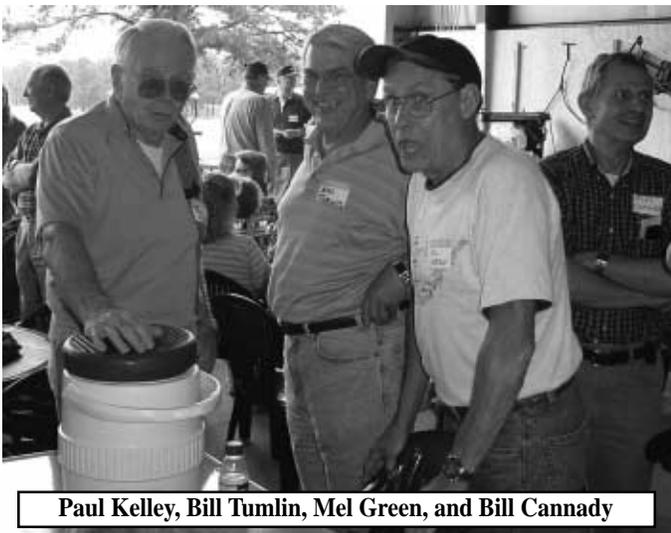
Roy Wren and Tom Gray



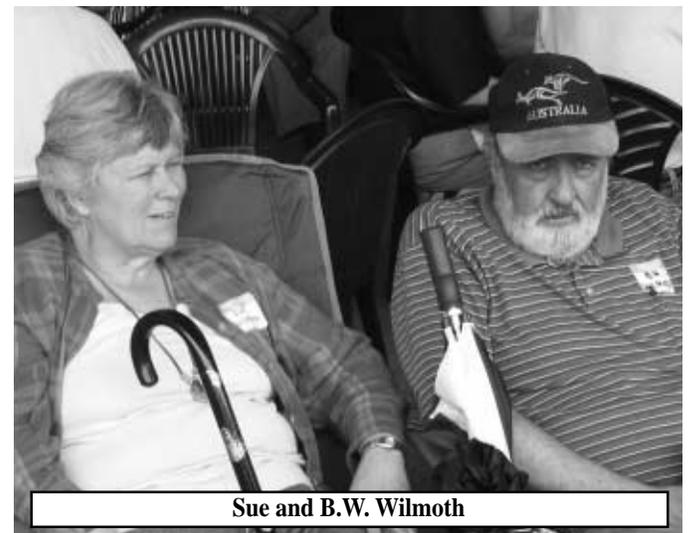
Tom Gray, Waldo Harrington, Bobby Gray, and Bill Lesegne



Pete and Pauline Mallory



Paul Kelley, Bill Tumlin, Mel Green, and Bill Cannady



Sue and B.W. Wilmoth

FANTASY OF FLIGHT BIRTHDAY

Monty Chumbly was born June 13, 1909 in Pulaski County, West Virginia.

Monty became an enlisted pilot in the Navy in 1929 and later a commissioned officer. He was called to active duty in 1941 as an instructor pilot on flying boats. Shortly after that he became the personal pilot for Admiral Adolphus Andrews, commander of the Eastern Sea Frontier. The Admiral's personal airplane was a DC-5, an airplane that not many pilots have heard about and fewer have flown. When the war started in December of 1941 Monty asked to be sent to an active squadron in a combat zone. Admiral Andrews didn't want to get a new pilot during wintertime and told him to ask again in the spring. When Monty asked again he was sent to VR10 in Honolulu to do transport duty over the parts of the Pacific that were under U.S. control. While there he flew PBM and Coronado flying boats. Later he was one of the few pilots to fly the Martin Mars as an instructor pilot. He also flew the Mars on the San Francisco/Honolulu run. After the war Monty stayed in the reserves and got to fly the Phantom I, an early jet fighter. Monty served our country for 13.5 years active duty and over thirty years total including the reserves.

Monty's civilian career was even more impressive than his time in the military. He ran a charter service out of Roosevelt Field Long Island with a Cabin Waco. In October 1933 he won the first night cross country race between Los Angles and New York in a Cabin Waco. The race was spon-

sored by Metro Goldwyn Mayer Studios to promote their film "Night Flight". His trophy was presented by Helen Hayes the star of the picture. He also worked for Howard Hughes for two weeks in 1934. Howard Ailor, the owner of Waco Sales of New York called Monty one day and told him that Hughes would buy the new Waco Cabin demonstrator if it was in Palm Beach, Florida the next morning. He asked Monty if he would fly it to Palm Beach. Monty left around 5pm and landed at 10am. Hughes met him at the airport and remarked that he was surprised that he had flown all night. There was a dispute between Hughes and the dealer about the engine not being new. The dealer told Hughes that he had bought it and it was as represented. After three days of hanging around, Monty told Hughes that he had to get back to New York. Hughes responded that he would put Monty on the payroll at ten dollars a day plus hotel expenses. Monty says that was quite a deal in those days. He hung around for two weeks and heard nothing more from Hughes, then he got a call from Hugh Perry at Waco. Perry said that WACO was sending a fighter they had built to South America and asked if he would he fly it? Monty figured it would take four months, but it turned into almost a four year tour of duty in Rio. Monty says "that Hughes treated him very well even if he didn't work for him very long".

Monty's airline career began with TWA. He was trying to sell a Waco to them for their emergency field checking. He made the deal and the Chief Pilot asked him about coming to TWA. Monty said he would as long as he

continued on page 12

could be based in Los Angeles. He hired on in LA and due to low seniority was soon transferred to San Francisco. Wasn't thrilled there and he quit and went back to work for WACO again with an office in Los Angeles. Waco closed the LA office and wanted Monty to go to Troy, Ohio. At this point in time Monty hired on with one of the best airlines in the world, Eastern Air Lines. He was with Eastern for one year and a day when he was called up for active duty with the Navy in July of 1941. He returned to Eastern after the war. An interesting sideline was that some of the pilots, who did not serve in the military, did not want to see the returning veterans resume their rightful seniority. That didn't last long and the veterans took their proper place on the seniority list.

When the Korean War broke out in 1950, Pan Am had an airlift contract from San Francisco to Tokyo. They leased four DC-4s and six captains from Eastern. Monty was one of the successful bidders and was once again off helping our country for a few months.

Monty was in the Eastern Training Department for many years. In 1950 Varig the Brazilian Airline bought two Connies for international routes, but had no pilots with four engine experience. Varig needed someone to train the pilots, get the ratings and set up the operation. A friend of Monty's John Wagner of the Lockheed sales department recommended him and Eastern to do the job. Captain Eddie Rickenbacker the head of Eastern was contacted and gave his OK. Monty stayed six months. He trained all their pilots, checking and signing their Brazilian license for their rating. There was no other four engine pilot in Brazil to do the exam and the Minister of Brazil Aviation authorized Monty to sign the licenses. He also wrote the operations manual for Varig, but admits that he copied the Eastern manual and just altered the name. At the end of all the training Monty was the captain for the inaugural flight from BA to NY. He says "it was a Looong flight in a Connie".

In 1956 Monty was contacted and asked if he would like to fly for Lufthansa the German airline for about six months? Eastern agreed to let Lufthansa have six captains to help them get restarted. Monty was the person who got to choose which six got to go. He spent six months flying Connies from Hamburg to New York.

In 1967 Eastern assigned three captains to Aero Naves de Mexico to help them get their DC-8 service started from Mexico City to New York. Monty was again chosen for this job.

In 1968, Saturn a cargo airline bought some DC-8s. Again Eastern got the job of training the pilots and once again Monty was one of three Captains chosen.

On June 13, 1969 Monty had to retire from Eastern because of the age sixty rule. That didn't stop him for long. He got a job instructing pilots for Loftleider (Iceland's airline) when they obtained DC-8s. He got all their pilots their ratings and then flew the line as co-pilot for several months. Loftleider acquired another DC-8 to fly New York/Luxembourg. Monty again got the job using Eastern's simulator and airplane,

trained the pilots and flew the line as a captain. This took a little over two years. He also trained pilots for a company named Spear Air from Helsinki, Finland

Monty next went to work for Air Jamaica flying a U.S. registered DC-8. He set up five crews, mostly retired Eastern Captains and furloughed World Airlines Flight Engineers. He flew captain at Air Jamaica for over two years and was once again forced to retire at age 65. He ferried a few airplanes after that and for a short time flew co-pilot on a B-707 hauling meat to Venezuela.

Perhaps it was fate; in the early 80's Monty was the last Eastern pilot to fly an old Eastern DC-8-21, ac# 604 from Miami to an aircraft grave yard in the Desert. That same aircraft is now having the cockpit section restored.



Captain Monty Chumbly and Kermit Weeks, July 2nd at Fantasy of Flight in Polk City Florida. This combined a reunion of aerobatic competitors and a 94th birthday party for Monty Chumbly.

At the tender age of 65 Monty bought his Pitts S1c and began his many years of aerobatics. For many years he competed in the advanced category with his Pitts. When his airplane was almost destroyed by a hurricane in the early 1990s he rebuilt it and then decided that at age 87 (I believe) and not having flown a Pitts for two years, to hang up his goggles thus ending a remarkable aviation career. While Monty didn't build his Pitts, he rebuilt it twice from the bare fuselage up. He has also over the years done a lot of fabric and woodwork for Kermit Weeks. He also served as boundary judge and assisted judges at numerous aerobatic contests. If you needed to get something done ask Monty.

I am nominating Monty Chumbly for the Homebuilders Hall Of Fame because he is without a doubt the finest individual I have ever known. I first met him in 1969 when I was a young Eastern Air Lines Pilot and he has always been an inspiration to me and so many other pilots. I have NEVER heard Monty say anything bad about ANYONE! He always finds the good in people. There are not many pilots remaining today who have experienced what Monty has in aviation over his lifetime. His career in aviation has spanned bi-planes on floats to modern jet airliners. Even fewer that have accomplished what he has. While he may not technically be considered a homebuilder, I hope you will consider this nomination. Perhaps a special category could be started honoring people who inspire others in aviation. It is my special honor to know Monty Chumbly.

Sincerely,

Norman P. Nielsen
691 Magnum Court
Henderson, Nevada 89052



**Reserve your
rooms in Orlando
NOW!! They may
be gone if you wait.**

NO MILE HIGH: SUIT HITS AVIATION BIGS

By Brad Foss, Associated Press

This article about former Eastern President Phil Bakes reinforces the already high opinion rEAL Pilots and Flight Attendants have of those "Executives" Frank Lorenzo hired to inspire the Eastern Employees.

A former president of Continental Airlines and the president of North American Airlines are accused of sexually harassing a woman who worked for both over a two-year period at the Wings Club, a New York-based social organization for aviation professionals.

Alison Minton, 37, former general manager of the Wings Club, alleges in a complaint filed Monday with the Supreme Court of the State of New York that between April 2000 and March 2002 she was pressured to have sex, subjected to sexist comments and ultimately forced from her job for rebuffing the advances and complaining to her superiors.

In addition to compensation sought for "mental anguish, pain and suffering," she is suing for \$45,333 in severance, bonus and retirement pay she claims is still owed her by the club.

DEFENDANTS NAMED

The defendants named in the complaint are the Wings Club, its former vice president, **Phil Bakes**, 57, and its former president, Dan McKinnon, 69.

"It is our position," said Rob Milman, of the New York law firm Milman & Heidecker, which is representing the defendants, "that this is a disgruntled former employee looking to destroy the reputations of high-level individuals in the aviation field."

Bakes, a former president of Continental and Eastern Air Lines and now chief executive of a Miami-based travel agency, is accused of creating "a hostile and offensive work environment" by repeatedly making advances toward Minton in person, via e-mail and over the telephone beginning in spring 2000.

Minton said she rebuffed **Bakes** — twice inside hotel rooms and once at her home — because he was married.

"Wouldn't logic dictate that a woman who didn't want any involvement sexually with this man would not be in a hotel room with him if it wasn't consensual?" the defense attorney asked.

SEXIST REMARKS

McKinnon, president of the New York-based charter carrier North American Airlines and former chair of the Civil Aeronautics Board, is accused of frequently making sexist and antigay comments to Minton.

The suit alleges that he told Minton that her job performance was "good for a woman" and that he questioned her sexual orientation.

It also claims that after Minton objected to such treatment in mid-2001, he began complaining about her work.

ALLEGATIONS DENIED

McKinnon referred a call for comment to Milman, who said his client "denies outright" the allegations.

According to the complaint, **Bakes** offered to protect Minton's job at the Wings Club and to increase her salary significantly if she agreed to have sex with him.

The offer was allegedly made in early February 2002 over dinner at the Muse Hotel in New York. Minton asserts that she rebuffed a sexual advance by **Bakes** later that evening in a room at the hotel. Minton's last day of work for the club was March 28, 2002.

IT IS NOT JUST A THEORY: IT'S A PROVABLE FACT!



Take the Army. When the crap hits the fan, the young Army private wakes up to the bellowing of his first sergeant. He grabs his BDUs out of his footlocker, dresses, run to the chow-hall for breakfast on the fly, then jumps in his tank. Pretty soon, the company commander, a captain, arrives, gives him a big salute, and says, "Give 'em Hell, soldier!"



Now take the Navy. When the crap hits the fan, the Sailor is eating breakfast in the mess. He hustles the 20 feet to his battle station, stuffing extra pastries in his pocket as he goes. There he sits, in the middle of a big, steel target, with nowhere to run, when the captain comes on the MC and says, "Give 'em Hell, sailors! I salute you!"



Now take the Marines. When the crap hits the fan, the young Marine is kicked out of bed by his First Sergeant and puts on the muddy set of BDUs he was wearing on the field exercise he was part of three hours earlier. He gets no breakfast, but is told to feel free to chew on his boots. He runs out and forms up with his rifle. Pretty soon, his company commander, a captain, comes out, gives the Marine a sharp salute, and says, "Give 'em Hell, Marine!"



And then there's the Air Force. When the crap hits the fan, the airman receives a phone call at his off-base quarters. He gets up, showers, shaves, and puts on the fresh uniform he picked up from the BX cleaners the day before. He jumps in his car and cruises through the McDonald's drive-thru for an Egg McMuffin and Coca-Cola on his way into work. Once at work, he signs in on the duty roster. He proceeds to his F-16, spends 30 minutes pre-flighting it, and signs off the forms. Pretty soon the pilot, a young captain arrives, steps into the jet, and starts the engines. Our young airman stands at attention, gives the aviator a sharp salute, and says, "Give 'em Hell, Captain!"

MEETING NOTICE

The Eastern Airlines Chicago O'Hare Pilots Association will be holding their annual meeting at the Oakwood Inn at Syracuse, Indiana from the afternoon of Thursday, September 11th through Sunday morning, September 14. All attendees must be rEAL pilots and either have been based at ORD or wish they were based there! Events are party & hospitality cottage, evening dinner cruise, boating, golf, sightseeing, great food and good old story times. Come one or all days and have fun. For details and a registration form contact Tom Helms, 1826 North Vail, Arlington Heights, IL 60004. Phone (847)577-7785. E-Mail HelmsEAL@AOL.COM

PILOT SURVIVES DRAMATIC LANDING PLANE TAKES HEAVY FIRE, LIMPS TO SAFETY

Posted on Wed, Apr. 09, 2003

by Crystal Carreon, Mercury News



Air Force Capt. Kim Campbell assigned to the 23rd Fighter Group was flying over Baghdad in her A-10 Warthog fighter jet when it was hit by enemy ground fire.

Large chunks of her plane shot away, the hydraulic control

system dead, Air Force Capt. Kim Campbell pushed and pulled at a backup set of manual controls, struggling to keep the anti-tank aircraft from crashing as it limped away from an ambush over Baghdad.

The A-10's hydraulic systems were damaged, disabling the flight controls, landing gear and brakes among other critical systems, including part of the plane's stabilizer.

But the manual flight controls continued to work.

For one tense hour, crew members at the air base and other A-10 pilots anxiously awaited Campbell's return. Emerging from the murky morning skies, Campbell landed her battle-scarred A-10 nearly perfectly, the Air Force Times reported.

The A-10, which flies lower than other warplanes to support ground troops, is armed with a seven-barrel Gatling gun and Maverick anti-



Landing finally in the safety of a coalition air base in southern Iraq on Monday, Campbell was greeted with applause, relief and awe. Maintenance personnel gawked, took photos, and clapped "Capt. K.C." on the shoulder.

But stateside, her father, San Jose Councilman Chuck Reed, was moved to tears.



"I cried," Reed said Tuesday. "It's been a roller-coaster day. Most days, pride wins; some of the time, fear wins. Today, the pride is still winning."

Campbell, who called her father shortly after her return to the air base, also told him in a later e-mail that "It's been a rough few days for the A-10," and referred him to a Web site with photos of the damaged jet.

"I had no idea that her aircraft was shot at so badly," Reed said. "There are hundreds of bullet holes."



tank missiles. Campbell had assured her father in a recent e-mail that her Warthog is "a durable and reliable plane."

"That is a classic understatement," Reed said, noting the damage to her plane seen in a photo on a Web site for A-10 pilots.

The images show dramatic damage to the jet's rear, which was bullet-riddled and pocked by Iraqi fire.

Reed received a phone call from his daughter at 1:30 a.m. Monday, shortly

after she had returned from her mission.

"She was OK and wanted to let us know that before we started to see stuff on the news," Reed said. "She couldn't tell us what had happened or where she had been. But she said she was ready to go back."

Tuesday evening, Reed checked his home e-mail to see if there were any messages from his 27-year-old daughter. He checks for her messages every day. In her message Tuesday, Campbell wrote: "It's been a rough few days for the A-10, but we're here doing our job of helping our guys on the ground when they need it most... I have to say that I'm very

Campbell, who is assigned to the 23rd Fighter Group from Pope Air Force Base in North Carolina, was flying over Baghdad in her A-10 "Warthog" on Monday when she received a call for assistance from troops on the ground. On her way back after the mission, Campbell told an Air Force reporter, she felt an abrupt jolt as something struck her aircraft. Warning lights started to flash on her cockpit panels.

"The plane rolled left and pointed at the ground, which is not a comforting feeling over Baghdad," Campbell told the Air Force Times. "The jet wasn't responding to any of my control inputs."

thankful to be flying the 'Hawg.' ”

Campbell, a 1993 graduate of Piedmont Hills High School in East San Jose, was deployed to Kuwait about a month ago, her father said. At the start of the war, she flew at least two missions a day over Iraq.



According to the Pentagon, there were 114 active-duty female fighter and bomber pilots in the U.S. military in 2001, and 7,735 male fighter and bomber pilots. Women have been permitted to fly combat aircraft



in the U.S. military since 1993.

Last year, Campbell flew 20 combat missions in Afghanistan and had experienced enemy fire while patrolling Iraq's "no-fly zone."

"I think the A-10s are getting shot at on

every mission," Reed said. "I hope she's not in Baghdad every day.

"But that's her job, and she'll do it. As long as those guys are on the ground, she'll go."

FINAL FLIGHT, HIGHLIGHT OF 39-YEAR FLYING CAREER

rEAL pilot **Gary Duplissey** retired from Southwest Airlines after a 13 year career there. **Gary** flew at Eastern for 17 years on the Boeing 727 and 757, flying out of the Houston, Atlanta and Miami bases. To round out his 39 year flying career, **Gary** also flew 5 years on active duty with the Air Force and 22 years in the Texas Air Guard, flying the F-100, F-4 and F-16 aircraft.

Gary's final flight was flight 176 from SAT to DAL on May 7, 2003. Accompanying him on that flight were 13 family members and friends who all enjoyed the special occasion. After a party in DAL, **Gary** and his wife **Susan** (the former **Susan Crockett** who was a Customer Service Agent at Eastern) returned to their home near Utopia Texas. **Gary** plans to enjoy his retirement by working on their place in Texas. They would love to hear from friends.

ORLANDO GOLF TOURNAMENT INFORMATION

Stoneybrook West is the winner—it's an Arthur Hill design that everyone should enjoy playing. We'll ask them to set it up a little over 6000 yds. so it won't be too long. Registration will start at 1000 with a putting contest the first thing after; lunch at 1100 will be a sandwich buffet, including all the condiments.

A shotgun start will commence at noon with:
Long drive on separate holes for men and women.
Nearest to pin on separate holes for men and women.
Prizes for low net—men and women.
Prizes for low gross—men and women.

Right now about 15 members have registered, so we are well on the way to 30-35 players. For the newsletter please let everyone know to include preferred pairings and a handicap if they have one. Have been sending confirmations by postcard, so have them let me know if they don't get one. Looking forward to seeing everyone in October.
Chuck

P.S. If you plan to be a golfer please contact Chuck ASAP. He can be reached at: (407) 862-7562 or cheddon@mpinet.net.



Ladies and Gentlemen,

Al Courtney has negotiated a rate of \$22 per night at the Tropical Palms Resort and Campground near Kissimmee (<http://www.tropicalpalmsrv.com/index.asp>). This rate, about 1/3 off, is available to us starting October 15th and good through October the 26th. Tropical Palms is located 1 1/2 miles east of I-4 on US 192.

There are presently eighteen spots RESERVED for the Silver Falcons.

You do not need to call the campground to make reservations. SEE NEXT !

To guarantee YOUR spot at the \$22 rate you must contact Al Courtney at: courtneyalc@aol.com or (305) 230-0606 with your name and the specific dates you plan to stay.

Do NOT delay, Al NEEDS this list as soon as possible to coordinate with the campground.

*See you there,
Sandy McCulloh*

Andrews, Guiliano & Mussig

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The following masterpiece was written and submitted by Captain Kit Baker and is printed with pride and appreciation

REMNANTS

Three Score has passed Since Johnny and more Started at Richmond And opened the door.	At office-head tower To ashes, not power... This Prince proved false, As all disappeared. Soon all there was left Was rightful men's glower.
They were the first To keep wings aloft... But not long alone, Their number had grown.	For his dark greed Turned only to gold... Now this black Prince Held no sword...behold! He slipped quickly away, That story yet told.
Came thousands To fly and to fix And to load, On wood and spread dope Their passengers rode.	Then those called Real Stood scorned and forgot. Their flight got through, The landing was naught.
They made a fleet silver... They made a fleet great And Captains loved Captain... But Spads soon gave way To spaceships and all And soon it began - A painful last fall.	The torch has been passed To those next on the line To stand for their ground And prevent such a crime.
Winter came late - Then Silver and Blue Stayed helpless aground... Till fakes Came around.	They made a fleet silver... They made a fleet great.