



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

THE rEAL WORD

The Official Newsletter of The Silver Falcons



Volume 9, Number 4

www.silverfalcons.com

Fall 2005



Norm Kwist, our new golf champion, receiving the winner's cup from Doyne Langrell at Convention 2005 in Golden, Colorado.



P.O. Box 71372
Newnan, GA
30271

Board of Directores

Paul Fischer
President and Finance Officer

Tel: (770) 487-8677
Fax: (770) 487-8677

ptcfish@earthlink.net

Alan Trammell
Vice President

Tel: (770) 487-7593
Fax: (770) 487-0107

awortht@mindspring.com

Gray Bailey
Secretary

Tel: (706) 579-2004

grayb777@earthlink.net

Doyne Langrell
Member

Tel: (303) 688-9751
Fax: (303) 688-6441

dlangrell@aol.com

Jerry Frost
Director & Webmaster

Tel: (770) 947-6367
Fax: (770) 577-9726

gvfrost@comcast.net

Joe Zito
Finance Officer

Tel: (770) 252-0761
Fax: (770) 252-0758

jezdc9@numail.org

Dick Borrelli
Newsletter Editor

Tel: (770) 254-1748

Fax: (770) 254-0179

conob@numail.org

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; kfrissell@mac.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.

To All Silver Falcons,



Convention 2005 has now come and gone and a great time was had by all in Denver. Many thanks to our hosts **Gil and Gaye Gilbert** and **Doyne and Ruthanne Langrell**. A great job, very well done and very much appreciated. Though the attendance was a bit less than recent times, the camaraderie, old war stories, reminisces of "that other life", reflections of de-je-vu at Northwest and Delta, and well lubricated exaggerations

were warmly shared by all.

Your President chose to make the trip by automobile in order to assure safe arrival of Duane's golf clubs and thus also took-in some of the sights of our nation that are better appreciated up close than at FL310. An 80 MPH speed limit in South Dakota really made quick work of the vast prairie. The stark ruggedness of the Bad Lands gave way to the Black Hills and the inspirational sights at Mt. Rushmore and Crazy-Horse monuments. Huge bison herds grazing on both sides of the highway and only a few yards away were a thrilling experience with truly great American wildlife. Colorado has some truly beautiful vistas but traffic congestion in the "big city" was too much like "home" and it was nice to again experience open prairie in Kansas—at least it was until the differential broke in Abilene. A 24 hour unplanned visit found a superbly inspirational Eisenhower Memorial and an evening theater show. Yes, the convention was a great time and so was the going and coming. I encourage everyone to augment the convention experience and make the most of what life has to offer.

The business meeting ratified a by-law change that now provides for a BOD selected nominating committee to submit a slate of BOD officers for the membership to elect. **Joe Zito** gave his "speech" and assured us that the association is in sound financial condition. The Board Of Directors beginning January 1, 2006 will be: **Paul Fischer**, President; **Jim Holder**, Vice-President; **Alan Trammell**, Secretary; **Joe Zito**, Member; **Dave Hamon**, Member. A donation to ALS was approved and **Ed McGarvey** made a pitch for Angel Flight. **Hank Sanak** announced the dates for the annual Christmas dinner in Atlanta and also presented some of the planning for the 2006 10th anniversary convention to be in Atlanta.

After the official meeting close, I made a few comments regarding the future of the Silver Falcons. Should Atlanta be a central point for the BOD and/or for conventions? This has operational convenience but would it discourage our dispersed membership? **Bob Shipner** has suggested that a joint convention in 2007 with a Chicago Eastern Pilot group would provide mutual interest and potentially lead to some manner of merger. The BOD plans to pursue this potential. How should we address finite mortality and inevitable declining membership? How can we attract eligible non-members to become members? The Silver Falcons is worthless unless it serves its membership. How can future activities and services be attractive to you? The BOD needs your comments whether by rumor, by telephone, by e-mail, or by "snail-mail" please let us know.

2006 is closer than we think. Make plans now to join us in Atlanta.

*See you in Atlanta,
Paul Fischer*

SILVER FALCONS CHRISTMAS DINNER 2005

The **Seventh Annual Silver Falcons Christmas Dinner** will be upon us very shortly. This is the third year that Darlene and I have hosted the dinner and prior hosts have been, J.B. Holder for three years, Nick Roberts for one year, and Joe Zito before that. The Dinner will be held on **December 2, 2005**, at the **Petite Auberge Restaurant**, please mark your calendars now. This event has grown larger each year and exceeded 100 people last year. We have had a large number of attendees from Florida and the Carolinas. This year we hope will better last year's attendance. Please put the date on your calendar and plan to attend. We welcome everyone and I hope those of you that may live out of the area will plan to attend the Christmas Party. Our menu is as follows. Make checks out to: **"The Silver Falcons"**. **For planning purposes we need your money and reservation by October 20, 2005. The cost is \$40 per person.**

French Onion Soup
Three Season's Salad
Entrée
includes Two Vegetables, Potatoes,
Bread and Butter



Please Choose one of the following:

Chicken Hunter Style

in cognac cream sauce with mushrooms and tomatoes.

Fillet of Mountain Trout

"Almandine".

Pan Seared Pork Tenderloin

topped with a mixture of exotic mushrooms.

Escallops of Veal "Vie noise"

sautéed with lemon butter sauce.

New York Pepper Steak

with mild pepper cream sauce.

Desert – Baked Alaska

Coffee or Tea

Cocktail Hour 6:30 to 7:30 Cash Bar

Dinner Served 7:30 pm

Petite Auberge Restaurant

2935 N. Druid Hills Road. Atlanta, Ga.

404-634-6268



Please make your Entrée choices on the enclosed sheet and send it with your Reservation money to:

The Silver Falcons • P.O. Box 71372, Newnan, GA 30271

SILVER FALCONS 10TH ANNIVERSARY CONVENTION

Ladies and Gentlemen of The Silver Falcons,

The 2006 Silver Falcon's convention and extravaganza will be held at the **Atlanta Marriott Perimeter Center** starting, **13 thru 16 September, 2006**. Since this is the tenth anniversary of the founding of The Silver Falcons we plan to make this the most memorable and spectacular event we have ever had! Early registration will start at 0900 until 1700 on the Wednesday, 13 September 2006, and the hospitality room will be open to serve your favorite cocktails and drinks along with light snacks. There will be an informal cocktail party in the hospitality suite beginning at 1700 and lasting throughout the evening. Everyone will have the opportunity to leave and have dinner in the hotel or at one of the fine restaurants in the immediate area and then return for more festivities. Registration will resume on the Thursday, 14 September from 0830 to 1700. The Golf Outing will commence at 0900 on 14 September at the Country Club of Roswell and those of us that do not participate in golf can continue to drink and socialize in the hospitality room, or

peruse the shopping malls or Atlanta highlights. We will commence with our business meeting on Friday, 15 September with a Continental breakfast served prior to the meeting for all attendees. The Spousal luncheon will be held at the Atlanta Culinary Arts Center, with a gourmet cooking demonstration and luncheon. Our Banquet will be held in the hotel with our usual Cocktail hour preceding the Dinner and we will present Awards, Door Prizes and 50/50 following Dinner.

We hope that you will plan to attend our 10th Silver Falcons Convention and extravaganza. Our plans are to make it our most memorable event ever, with special prizes and gifts and Great Eastern Airlines Hospitality so mark your calendars now. Your Atlanta Convention hosts are **Hank and Darlene Sanak**, **Bill and Lynda Frank**, and **Al and Jane Trammell**. See you in September at the Atlanta Marriott Perimeter Center.

Hank & Darlene Sanak

ATLANTA MARRIOTT PERIMETER CENTER

246 Perimeter Center Parkway NE • Atlanta, Georgia 30346 USA

Phone: 1-770-394-6500 • Fax: 1-770-394-4338 • Sales: 1-770-394-6500 ext. 3710 • Toll-Free: 1-888-858-2451

A great hotel in a great location! The Atlanta Marriott Perimeter Center is conveniently located in the Perimeter Business District of North Atlanta. The hotel features 400 guest rooms and 9800 square feet of flexible meeting space. Each guest room is "wired for business"! Marriott platinum reward members receive complimentary upgrades to the "concierge floor" and access to the concierge lounge. Guests will arrive at work on time with three complimentary shuttles, a Hertz Rental Desk on site and one block from the Dunwoody MARTA station. Fabulous food options available on site at the Pomodoro Grill or Reunions Lounge. Looking for entertainment after work, the Atlanta Marriott Perimeter Center is across the street from Perimeter Mall featuring Nordstroms, Bloomingdales and numerous restaurants like the Cheesecake Factory, Maggiano's and more!

- *Conveniently located to various business parks in North Atlanta from I-285 and GA 400!*
- *Located across the street from Perimeter Mall, showcasing numerous restaurants and shopping choices!*
- *Complimentary shuttle to area office parks, Perimeter Mall, restaurants and more!*
- *Wired for Business Packages available in each room!*
- *Fitness Center on site including both cardio equipment, free weights, sauna and locker rooms!*
- *Irons and Ironing boards as well as hair dryers in every room.*
- *Spacious guest rooms.*
- *Coffee makers and Coffee in every room.*
- *High Speed Internet Access available.*





Silver Falcons Golf Tournament

Country Club of Roswell's completely renovated 18-hole championship golf course located among rolling hills, lakes, streams and elegant homes is one of the finest in the North Fulton area. With impeccably manicured Bermuda grass fairways and Crenshaw Bent grass greens, the course challenges golfers at all levels. The course plays 6593 yards/ 72.1/ 133 slope from the blue tees, 6068 yards/70.1/130 slope from the white tees and 5151 yards/71.1/125 slope from the red tees. The elevation changes, mature hardwoods and pine trees, streams, ponds and lake views combined with a friendly atmosphere, will create a memorable golfing experience.



SPOUSAL LUNCHEON – VIKING CULINARY ARTS CENTER

by Meredith Fletcher

I don't mind getting a little dirty in the kitchen. I just had no idea there were so many ways to do it. In November, the Viking Range Corporation opened up its fifth Viking Culinary Arts Center in the country here in Midtown Atlanta. The place is a wonderland for cooks – even if you are not a cook, yet. The concept is three-fold: part retail store, part teaching kitchen and part demonstration theatre.

“We do minimal cutesy,” says manager Quito McKenna. There's no room for it. The retail store stocks professional-use items – culinary toys you would see on the Food Network in the hands of Sara Moulton — as well as hard-to-find gourmet foodstuffs. Need a flour wand? They've got it. Want to zest a lemon? The tool is in stock, and they will show you how to use it. Confused about chef's knives? Come over to the demo kitchen. Don't know what chipotle is? Neither did I. Viking can tell you. (It's a smoked jalapeno pepper with an earthy taste).

“We want you to have high confidence in your purchase,” McKenna adds. The knowledgeable staff makes it all seem possible. In addition to the standard roster of trained retail professionals and talented chefs in house, guest culinary artists also make appearances to teach some of the classes. McKenna comments that they often bring in national names and local talent to serve as instructors. Indeed, a glimpse at the catalogue reveals scheduled arrivals from native son Alton Brown, Food Network's Sara Moulton, and Canoe's executive chef, Gary Mennie.

Classes run the gamut. They offer everything from holiday-centered themes (chocolate truffles workshops, cookie swaps, New Year's Eve dinner) to basic utensil use (knife skills, wine glass sampling) to a “Culinary Basics” series (including sessions on soup preparation, how to broil fish, make chicken stock and

knead dough). Specialty courses abound. Try the tamale workshop, make pasta from scratch or whip up a breakfast casserole. Sign your teenager up for “Teen Cuisine,” the man in your life for the men-only “Steak and Potatoes” lesson or treat your mom to something fun, such as sushi, cheese-cakes or pot pies. Arrive early to help prepare or stick around to clean up and receive a price cut on tuition. The schedule changes every month and is slightly tweaked regionally to ensure patron satisfaction.

The Center is part of the same company that manufactures Viking stoves. And while you can take the stoves for a spin on “Test Drive Night,” they are not sold here, although local dealer names can be provided upon request.

An outdoor kitchen is also part of the mix. It includes all the essentials for a backyard bonanza: multiple grilling stations, a heavy-duty wok, rotisseries, warming drawers and even a beer cooler. Baby back ribs, anyone?

It's the demonstration theatre, however, that is the flagship of the Center. Here one finds a presentation stage complete with PowerPoint capabilities, television monitors for optimal viewing and a 40-person audience capacity. “In the cooking world, we do it all with smoke and mirrors,” McKenna quips. This facility allows for examples and training sessions, and can be booked for corporate seminars or even birthday parties. “We try to help other people do other things,” McKenna adds. “The demonstration option can add a little something extra for the business meeting. The team building can be followed by a pasta class or a wine tasting. We'll do whatever you want to do.”

“We can do anything you want to learn,” McKenna continues. “We take all types, from ‘I can't boil water’ to ‘I am the greatest.’” Viking aims to take the mystery out of cooking and turn it into an enjoyable process, even a form of entertainment. I'm going to sign up for a class today.



IT'S A STORE. IT'S A SCHOOL. IT'S A PLAYGROUND FOR COOKS.

THE EDITORIAL

Now that the convention is behind us there are another million things to consider. Dues are due and payable on January first. I recommend that you pay up now and not be in default after the first of the year. Our annual Atlanta Christmas dinner is coming up Friday, December 2. This has become a pretty large event with people coming in from all over the country to attend. For the last two years attendance has been over one hundred guests and we expect our biggest dinner ever this year. As we have for the past two years it will be at Petite Auberge in Atlanta and the date is Friday, December 9. Mark your calendars now. Hopefully there will be a time and menu update from **Hank and Darlene Sanak** on page three.

As always, our convention in Golden Colorado was a great success with a good time had by all. Our hospitality suite poured gallons of free booze and served pounds of free snacks. I have compiled a CD of about one hundred pictures taken at the various events and it can be purchased for \$5.00 including shipping. Any small profit from these sales will go to defer convention expenses. Please make out your checks to The Silver Falcons and mail them to our Post Office Box. **Gil and Gaye Gilbert** did an absolutely magnificent job hosting and deserve the thanks of everyone who attended. I have never seen four people work as hard as **Gil, Gaye, and Ruthie and Doyle Langrell**. Be sure to let them know!

The members present at the business meeting voted unanimously to continue our annual contribution to ALS to honor and support our long time bartender

LAYABED

The following Silver Falcons and family members are currently under the weather and would appreciate calls, cards, and visits from friends. A card or a friendly voice can do wonders when a person is really hurting!

It's easy to get on the Lay-A-Bed list. All it takes is a bad headache and a big mouthed friend. Getting off the list is another matter 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 lay-a-bed 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. When the new flower dies, go back to rule one!

Capt. Jack & Etta Blonsick
1 S. Cloverdale Court
Palm Coast, FL 32137
jetta32137@bellsouth.net

Capt. Charlie Huggins
13463 Ellsworth Lane
Jacksonville, Florida 32225
(904) 551-0169
chuggfly@aol.com

Ellen Sands
Capt. Ross McCort's Best Pal
12557 SE 91st, Terrace Rd.
Summerfield, FL 34491
(352) 245-6927
mccortsands@aol.com

Jan Smith
wife of **Capt. George Smith**
306 Lake Ridge Dr.
Fairhope, AL 36532
(251) 928-5361
gcsmithjr@sprintmail.com

Matt Sorensen
Son of **Capt. Ken Sorensen**
c/o Ken at P.O. Box 754
Key Largo, Florida 33037
(305) 451-2040
captdrken@aol.com

Linda Wheeler
wife of **Capt. J-Ron Wheeler**
9113 Yvette Dr.
Avon, Indiana 46123-5405
(317) 273-0895

and friend Mark Johnson and his Dad, Silver Falcon Leamon Johnson. I have printed a letter from Lea on page seven and strongly recommend individual contributions from any member who would like to contribute privately.

No one has ever made a model of an Eastern Air Lines Convair 440. I finally found a company in the Philippines that made up two prototypes for me, one in the duck hawk paint job, and one with the hockey stick. These are intermediate size with a wingspan of thirteen inches and are pretty nice. The price per model is about \$60 plus shipping. Since I am not about to involve myself with packing and mailing model airplanes, I have notified the company that individual orders will be coming in. Mention my name and be very specific about which paint job you want. Pictures of the models and contact information are included elsewhere in this issue of the newsletter. The Silver Falcons will not derive any income from these sales.

Plan now for Convention 2006. It will be here in Atlanta and will be our tenth anniversary extravaganza. The Dates are September 13-16, 2006 and it will be at The Marriott Perimeter Center. Hank and Darlene Sanak, Bill and Linda Frank, and Alan and Jane Trammell are the committee heading it up and they have great plans. The contracts have already been signed and it's a done deed. If you have never attended a Silver Falcons convention, this is the one to go to.

Although the editorial was not intended to make anyone spend money, make your list of things to do so that the following are included: Send in your dues, write a check for the Christmas Party, send a contribution to ALS, sign up for the next convention, order a CD, buy a model airplane, contribute to the flower fund, and finally, buy a T shirt and a baseball cap. If there's anything left, buy half gallon of gas and take your spouse to Burger King!

IDENTIFY THE MYSTERY PILOT

We have received these pictures from one of our members. The clues are: It's the one on the left. Early '50's, Air Force, Based in Miami and Atlanta. Started in '62, retired in '87. Loves motor homes. The winner will be awarded a desk clock or a vanity mirror left over from the convention—winner's choice.



FROM LEAMON JOHNSON

Dear Dick:

It is going to be impossible for me and Mark to make it to the convention this year. I have a 50th college reunion and a 52nd high school reunion all in the same time frame. Mark is moving to Richmond, MO to be closer to us and the rest of his family and this move will be the last of Sept. I am sorry I won't be able to shoot pictures for you and Mark said he would miss tending bar. Seems like we are missing all the fun this year.



I usually make a plea from the floor, during the business meeting, for contributions from the "Silver Falcons" and individuals that might want to give, to ALS or Lou Gherig's disease. As you know Mark has this fatal disease and is doing just great. He is surely the exception rather than the rule. He has been diagnosed for five years and the average life span is six year. We are truly blessed.

So if you would please see that someone will put this before the body of pilots for them to continue their fine support for ALS, I would really appreciate it. I will advise a couple of others and hopefully the word will get out. Send the checks to:

Either

ALS ASSOCIATION

or

RURAL MISSOURI ALS SUPPORT GROUP

P.O. BOX 763

RICHMOND, MO 64085

We are having a "Walk to DeFeet ALS" in Richmond on Oct. 8th and if you want to add your contribution to this walk that would be great. If you make in honor of Mark that would be great also but the main thing is to get it to ALS.



Thanks for your help and sorry we won't be having all the fun with you.

Sincerely

Leamon L. "Lea" Johnson (9-14-05)

FUN FOR ALL IN THE MILE HIGH CITY (Does that count?)

Once again we had a good turnout for a Silver Falcons Convention, as about 90 folks gathered in Golden, Colorado on Friday, September 30th, for our 10th Anniversary Convention. This number was especially large, considering all the recent calamities which resulted in fuel shortages and soaring prices...

Co-hosts **Ruthie/Doyne Langrell** and **Gaye/Gil Gilbert** welcomed us the first night to our Hospitality and Registration rooms which, as usual, were rarely closed for the duration. In addition to our Door Prize tickets and Breakaway Breakfast (on the 3rd) coupons, each lady received a cosmetic mirror and each fellow got a travel clock/calendar/computer... A nice touch to start our convention!

In the Hospitality Room, the first night, old friends were greeted and new ones made. As a well-stocked bar was laid in with a bathtub of iced beer nearby it wasn't long before the War Stories came to life, the old ones got better and new ones related. Our late dinner plans were cancelled as our hosts laid out eight 6 foot long Sub sandwiches, already sliced into the proper length and with all the accoutrements lying nearby... Now no one left the party! Most of the East Coast folks made the shift over into Mountain Daylight Time and so the party went on to an ungodly hour, many of us had not been up that late in decades!

Saturday morning brought clear Colorado skies, mild temperatures and unlimited visibility. So we scattered in every direction with many going into the mountains to visit the USAF Academy, Central City, Blackhawk, Breckenridge and other places south, north and west. Some stayed locally for tours of Denver, Golden, the Coors Brewery or shopping at the Colorado Mills Mall right there by the Denver West Marriott, our home for the convention. Of course a goodly contingent departed for the Silver Falcons Golf Tournament and then there were those who guarded the Hospitality Room.

That evening though we all returned for a Cocktail Party and Buffet in Salons A and B. There we dined on carved roast beef, sushi and many other delights. And as there were two bars no one had to stand in line for libations. This lasted until 9:00 pm at which time most returned to the Hospitality Room (surely the reader knows by now that we really liked that place!) where the bar reopened. While many visited and continued with War Stories others watched the games on our large TV. The party spilled out onto the patio where for some unexplained reason a few non-smoking fellows lit up aromatic cigars. Living Large we were! Again the party went late but this time not so many of us remained (was our age catching up with us?)

Our final day was full so most started it by coming to the Hospitality Room at 9:00 am for a splendid Continental Breakfast, after which the guys departed for the 10:00 am Business Meeting. The ladies then got more beautiful and met in the lobby for the bus ride to their High Tea Luncheon at the Brown Palace Hotel in downtown Denver. Prior to the tea they were taken on a tour of the hotel and learned several interesting facts about it. First that it was built in 1892 for the quite tidy sum of \$2 million. Many USA Presidents stayed there including one who actually lived in the hotel for a period of time. This being President Eisenhower.



Certainly not related to the presidential visits but interesting is the fact that for many years a bordello was located just across the street and at one point there was a tunnel underneath the pavement which connected the two establishments! Following the tour our ladies were treated to the High Tea Luncheon on the balcony. This consisted of finger sandwiches, scones (whatever that is!), pastries and jellies. Some of this found its way back to the Hospitality Room where we boys were watching the football games. We were most appreciative! But no one was able to tell us what a "High Tea" was!

But prior to the football games we had our Business Meeting. There we authorized a donation of \$500 to the ALS Foundation in the name of Marc Johnson, son of Lea Johnson. Future convention locations were discussed in general and the upcoming 2006 Reunion in Atlanta was reviewed in detail by its hosts, Hank Sanak, Alan Trammell and Bill Frank. Much more on this convention in later issues of *The rEAL Word*. The three new Silver Falcons Directors were elected for two year terms. These were **Dave Hamon** as well as **Joe Zito** and **Jim Holder**, both **Joe** and **Jim** for their second tour on the Board. At the Board Meeting we were each given an envelope containing a coupon for lunch in the hotel's Sports Bar. This envelope also contained two \$1 bills which were for the tip, another nice touch! So after adjournment we went into the bar and enjoyed lunch in front of a giant TV screen which was showing the beginning of the day's Pro Football games.

Later Sunday we again gathered, this time at 5:30 pm, for the bus ride to the town of Morrison (some ten miles south of the hotel) where we held our Banquet in the beautiful and extremely well located Willow Springs Manor. There, nestled in the foothills of the Rockies, we were able to stand on the veranda and watch the sun set over Denver off in the distance to the east. Many photographs were taken here so as to capture the picturesque evening.

Then our president, Paul Fischer, invited all to re-enter the Dining Hall where he called on Dick Borrelli to offer a Prayer of Thanks. After which **Dick** performed the ritual of reading the names of our Silver Falcons "Gone West". At this time recognition was given to several couples including a round of applause for **Gaye and Gil Gilbert** who were celebrating their 5th Wedding Anniversary, as they were married in 2000 at the Silver Falcons Convention in Las Vegas. Also it was announced that **Bob and Kristie Thomas** has gotten married just a few days before the convention!

After the excellent Prime Rib Dinner the awards were made for the victors in the Golf Tournament. Winning the Men's was **Norm Kwist** and for the Ladies, **Ethel Sales**. **Norm** will take possession of the *Bo Thomas Memorial Trophy* for the next year and his name will be engraved as the 2005 Champion.

Then came the Drawings, which seemed to go on forever as we had so many prizes to give away! These were bottles of liquor and wine, two airplane models, many Silver Falcons items and six envelopes of cash. Making the announcements was **Jim Furlong**, who along with **Stuart Hughes**, sold \$1100 worth of tickets in the 50/50 Raffle. Thus our six envelopes totaled \$550... The significant winners were:

\$200 cash	.....	Brenda Roberts
\$100 cash	.....	Kristie Thomas
\$100 cash	.....	Don Teel
\$50 cash	.....	Tom Brown
\$50 cash	.....	Cheryl Furlong
\$50 cash	.....	Duane Fischer
Connie in Eastern Colors	.....	Nick Roberts
WW I Spad	.....	Mike McMichael

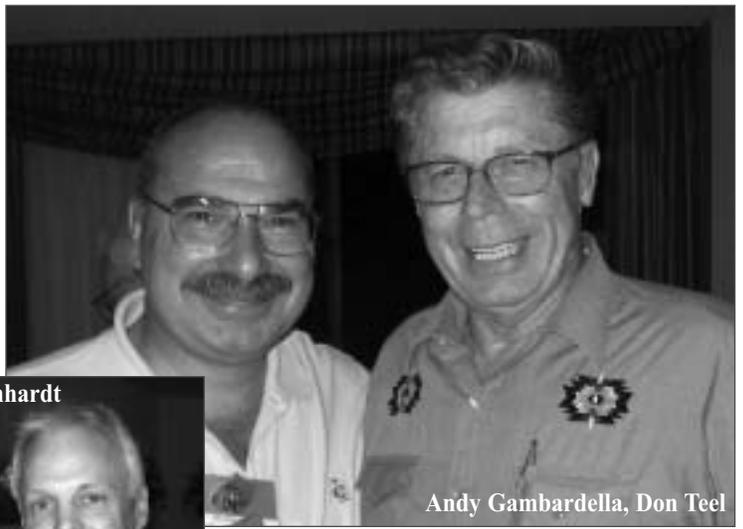
As the final curtain fell on our Banquet and Convention we recognized and gave a Standing Ovation to our Hosts and Hostesses... Ruthie, Doyne, Gaye and Gil. It was a fine time!!

Jim Holder

SILVER FALCONS 2005 CONVENTION — GOLDEN, CO



Ellen Sands, Duane & Paul Fischer, Jane Borrelli



Andy Gambardella, Don Teel



Becky & Kirk Reinhardt



Ann & Stuart Hughes



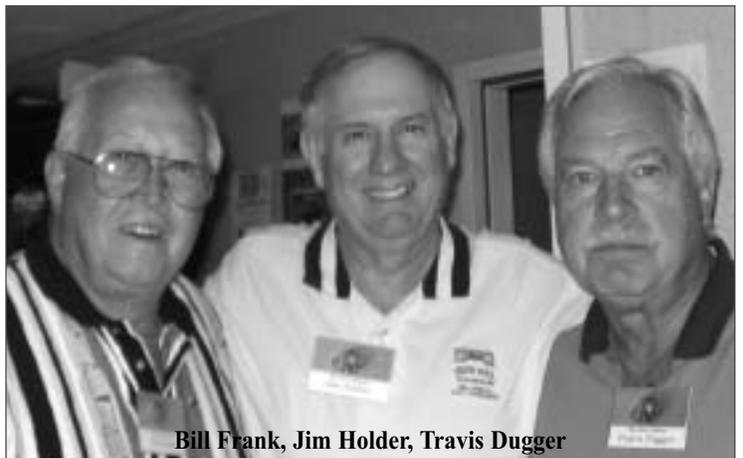
Jana Jacobus, Jim Rathbone



You Name 'em

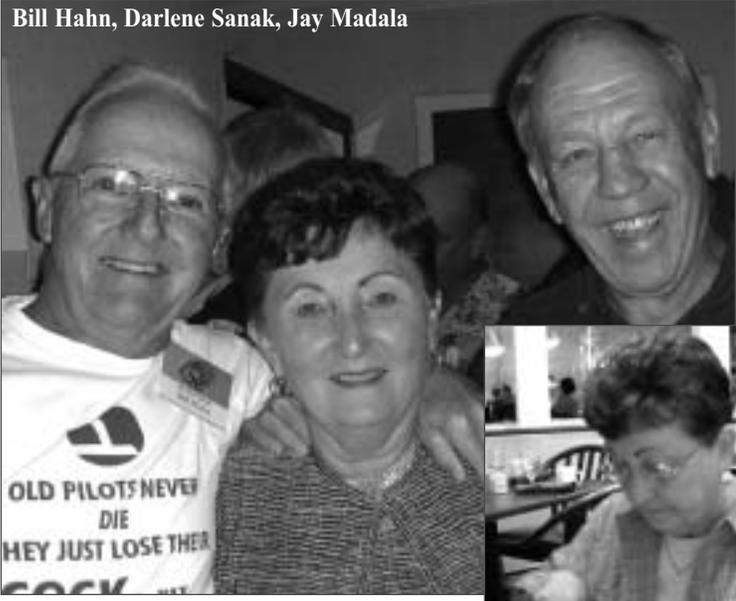


Bill Frank, Bob Shipner



Bill Frank, Jim Holder, Travis Dugger

Bill Hahn, Darlene Sanak, Jay Madala



Bob & Doty Shipner



Bill Knoerr, Mike Davison, John Sullivan



Darlene Sanak



Travis Dugger



The Cocktail Party



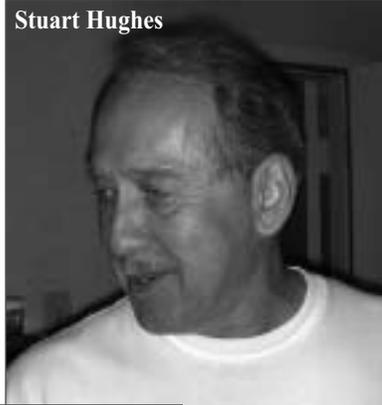
Bob & Lil Ayars



Cheryl & Jim Furlong



Patsy Hahn



Stuart Hughes



Wright George, John Sullivan



Joe & Maripat McCutchan



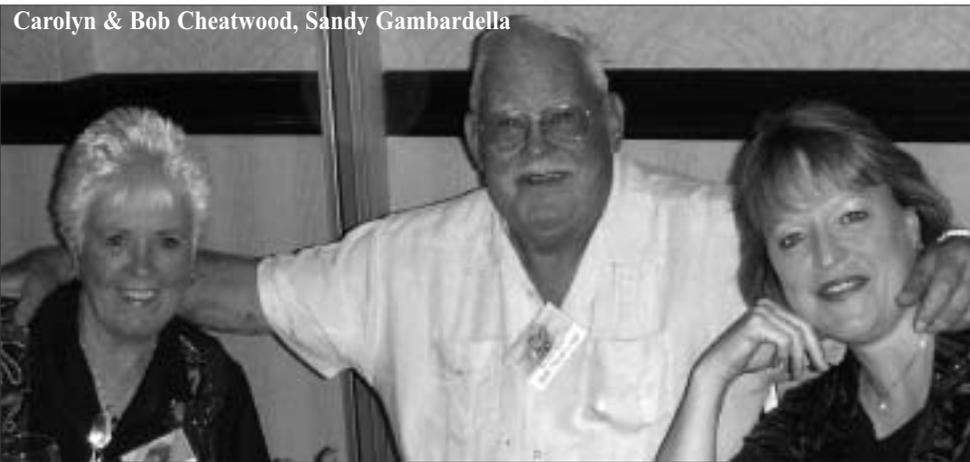
Carolyn Cheatwood



Eileen Zito, Jané Borrelli, Jan Davison



Denny & Kathy Schaar, Lil Ayars

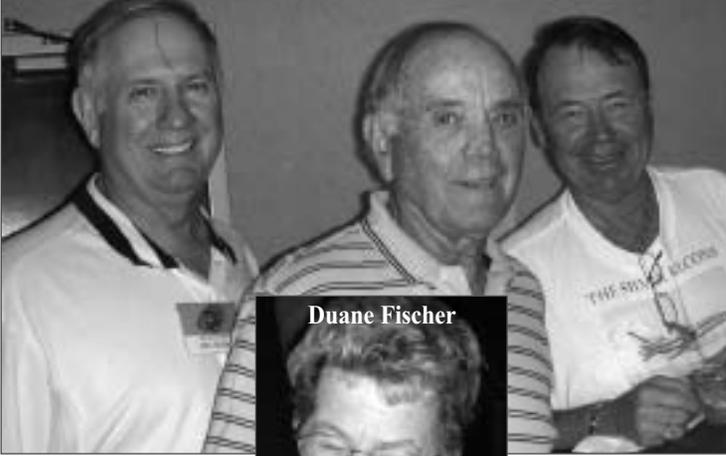


Carolyn & Bob Cheatwood, Sandy Gambardella



Bob & Kristie Thomas

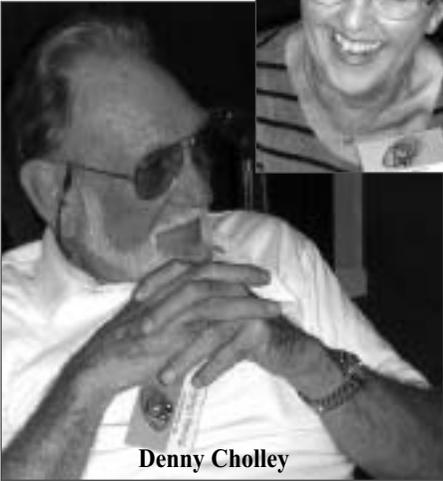
Jim Holder, Ross McCort, Gil Gilbert



Dana & Jake Jacobus



Duane Fischer



Denny Cholley



Frances Kelker, Darlene Sanak



Joe & Eileen Zito



The Banquet



Dick Borrelli, Duane Fischer



Denny & Kathy Schaar

Eileen Zito



Johnnie Hart



Janie & Mike McMichael



Inez Fairchild, Wright George, Randy Fairchild



Doyne Langrell

Jolene & Ralph Smith



Mike McMichael



Bill Knoerr

Ruthie Langrell, Cheryl Furlong



Jane & Dick Borrelli

Ed & Kathy McGarvey



Linda & Lowell Dietz



Eileen & Joe Zito



Kathy McGarvey



Ellen Sands, Gaye Gilbert

Jim Holder, Carrie Reagan



OBITUARIES

Captain F. Richard Donovan

Rather than write an obituary about **Frank Donovan**, I thought it appropriate to print this letter from his friend **Larry Kinsey**. **Frank** Passed away September 8 at age 72 after a seven year battle with cancer. He was buried in Arlington National Cemetary. Frank is survived by his wife **Gail** and was a thirty four year veteran with Eastern. —**Dick**

Most of us knew **Frank** as, well, **Frank**, though many referred to him as **F'richard** or **F. Richard**. As those who knew and loved him may recall, he was heavy into politics—though a million miles away from being an ideologue and always with good humor and a smile for all.

Personally, I know **Frank** to have been welcomed by all members of ALPA Council 142 in DCA and listened to on all issues. Likewise, for political discussions, Frank could provoke, evoke, and invoke airline pilots to freely express views on any and all matters, likewise for AF pilots and USN or Marine Corp guys equally, on any and all issues...“with malice toward none.” A great man, a great pilot, a great citizen and a wonderful friend...To myriad folks from Boston to Miami to Seattle to San Diego and all points between.

The unwritten agenda regards **F'richard's** death is that he was so much fun and known every city where there was an Irish bar or folk group, that everyone loved being in his company. He lived in D.C. for years and was used to engaging heavily in politics—without hate or rancor! Although he apparently tried to strong-arm pilots to donate to the Republican Nat'l Comm., he'd be right at home in a Democrat meeting. If airline pilots ever had an actual statesman within our midst, it was Frank. His attitude and grace

LONG DISTANCE FROM LEE

Hi Dick,

I received my copy of the Silver Falcons news Letter yesterday. Thanks very much. It sure helps to keep up with is going on with the rEAL group when I am so isolated from the real world down here. I really enjoyed the article from the lady living in Mexico and her 100 year old husband.

Thanks again, Lee

CREATING AN EAL DISPLAY

Dick,

I spoke to **Captain Gerald Frost** the other night about trying to locate some people that might have some old EAL movies, either video, 8mm, or 16mm. We are looking to put together an Eastern Air Lines display that we can take to Airliner Collectable Shows and Conventions around the country. I would like locate some people that have some and see if they will allow me to make copies if they do not want to turn them over to the Eastern Air Lines Historical Foundation. Also any photo's that we can make prints of. Would you please put the word out for me and they can contact me either by phone # **516- 223-3211** or by Email **www.EALB727@aol.com** .

*Bill Hirsch
Eastern Air Lines*

under fire must be restored to our dialogs, with respect replacing rancor.

I'm just trying to honor his spirit of respect for differing perceptions which flowed so easily and calmly. Too often missing now!

Aviation's "Band of Brothers" must surely see the empty spot left by this guy.

—Larry Kinsey

Captain Alex Moye

Captain Alex Moye, 73 of Fayetteville died August 22, 2005. He is survived by his wife Judy Moye; daughters Beth Whitson, Willena Moye; step-children Paige Needling, Priscilla Henry, Matt Tucker; sons-in-law Jeff Whitson, Scott Needling, Ted Henry; daughter-in-law Alicia Tucker; grandchildren John Williams, Ashley Williams, Emily Whitson, Connor Adriance, Brooke Adriance, Heather Tucker, Matthew Tucker, Parker Henry, Meredith Henry; sister Ruth Keene (Rolf) Gadebusch; brother Floyd (Twila) Moye; and sister Carrie Nelle Moye. Funeral services were held 11:00 a.m. Thursday, August 25, 2005 at the Fayetteville First United Methodist Church. Rev. Dee Shellnut anda Rev. Royeese Stowe officiated. Interment was at Camp Memorial Park. He was a thirty one year veteran of Eastern Air Lines, having taken early retirement in 1988. Prior to Eastern Alex was a naval Aviator. He was a member of The Silver Falcons since February 2000.



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Client Service Associate

A LETTER FROM A RETIRING PILOT

I know you who have flown the line will relate to this piece from a former air line type. A letter from a retiring Airline Pilot...

Guys,

It has been a fun 28 years for me and my only regret is that we senior slugs left the airline biz worse off than we found it... If good intentions count (and they don't), we had 'em.

Our pilot group operated in the fog of self assurance for too long. Eastern? Pan Am? It'll never happen to us, etc.

Back then, senior guys like me could schedule trips in such a way that our regular days off could be linked by a two-week vacation, which would stretch the total time off to four weeks. If I remember correctly, we also got five paid personal days—this was during a time when the airline made record profits. Drinking on dead-heads to a layover was encouraged. Our biggest onboard problem was choosing between the steak and the lobster. Smoking in the cockpit was still allowed and brought some pretty nice, smoking flight attendants up for a foot rub by yours truly.

DC-10 Captains in 1977 made enough money to buy two pickup trucks a month. Engineers never paid for a beer. The party on layovers was generally in my room and the booze was free, courtesy of "survival kits" packed in airsickness bags provided by the flight attendants I kept giving those foot rubs to.

Nobody ratted on anybody else. Conflicts were handled in-the-cockpit and you could actually go into a chief pilots office and volunteer that you screwed up on something.

Chief pilots back then were older guys who played a lot of golf and didn't go to the office much. They wouldn't think of telling you, as it happened in my case, that you were abusing sick leave when the truth was that you were dying of cancer. (Not that I'm bitter about that.)

If you did get summoned to see the big Kahuna at the General Offices, he bought you lunch. Remember, those were gentler times.

We went from a smallish, well-run, obscenely profitable airline that knew it's market to a huge company owned and managed by N. Y. bankers and MBA types that never loaded a bag or pulled a chock, and perfumed princes who I wouldn't hire to mow my lawn because they'd hold too many meetings about how to use the starter rope.

I can't tell you how much I detest those guys. They took something beautiful and fun and turned it into a charnel house of back-stabbing, PowerPoint

charts, elitism and idiocy. At every turn they screwed the pooch, peed in the pool and blamed us, the pilots.

We went from being the highest paid in the country and being considered by management as the airline's greatest asset to being the least paid, least regarded in the industry and considered by the perfumed princes as liabilities. They made the atmosphere so rank with their incompetence that over a thousand of the most senior guys, including this one, bailed out of the best job on the planet because we have zero optimism for the airline's continued survival.

Even now I get so angry when I think about it that the drugs I'm taking for this cancer thing won't calm me down. Sure, I might have fought to get my medical back and in a few years I might have made it—but for what purpose? I'd take a pay cut coming back to the line.

Besides, who the hell would care? When I was on the line and sicking out every other trip due to the uncontrolled growth of an unknown lung tumor, I heard weekly from the chief pilot about their latest pie chart on how you pilots were "gaming the system." When I spent a month this summer in the hospital literally dying, I never heard a peep from anybody at our "family airline." Not a "How are ya?" Not a "Kiss my ass"—nothing.

So much for 28 years of "loyal service"!

I'll be like most early retirees—I desperately miss the flying and I even more desperately miss you guys, but management that wouldn't be able to run a Sonic drive-through on a slow day and the "job" itself?

Nah! It is time to literally drain the swamp around my hurricane-damaged house, rebuild and get on with things. Maybe I'll finally get that big rig and do the truck driving I always threatened to do. I'll definitely keep flying the Champ.

It looks like, with the airlines backing out of their pensions, me and the wife will have to get jobs. I hope I can say, "Welcome to Walmart," without having a seizure.

So—goodbye, I guess. It was an honor flying with you. Thanks for covering my ass for all those years (you know who you are).

*I love you guys.
Coonass*

JIM GRAYBILL RECOVERS

To our dear Silver Falcon friends:

It was a nice surprise to receive the lovely plant and flowers you sent to Jim while he recovers at home. He is getting better everyday and will (we HOPE) return to work next Friday. Unfortunately, that may preclude the Tampa event which I know would really mean so much to him. Time, the Doctor's orders, and FlightSafety scheduling will make the final decision on making the trip. If he is not there in person, he will be in spirit cheering for the opening of the terminal with all the Eastern trappings. Enjoy.

Eastern Air Lines and all the friends Jim made when he worked with you, have a very special place in his heart as I know you all have the same feelings. To be remembered by these friends is a very special remembrance to both of us. We treasure friends and hope to see you soon. And thank you for thinking of Jim as he regains his strength.

Beverlee Graybill for Jim Graybill



POTENTIAL ALTERATIONS TO PBGC RULES – EXTREMELY IMPORTANT

Ladies and Gentlemen,

What follows is a brief description of the current thinking regarding pension legislation forwarded to us by rEAL Captain Kirk Reinhardt.

Kirk has enclosed a sample letter at the bottom and a legislative link. Kirk's not sure if any/all retired pilots can access the link so he's enclosed the letter.

Sandy McCulloh

"What is probably of foremost interest to the retired/retiring Silver Falcons is the piece concerning the Akakalegislation, (currently S.685), which will likely be added as an amendment to whatever pension legislation comes out of the Senate committee. Members should contact their Senators asking them to support the Akaka bill. This is the bill that would prevent the PBGC from actuarially reducing guaranteed benefits for the "voluntary" age 60 retirement.

"The recent bankruptcy filings by Delta Air Lines and Northwest Airlines have stimulated increased interest in the United States Senate to move pension reform legislation quickly. Currently, Senate staff are working to develop a compromise bill that will allow airlines to amortize their unfunded liability over a longer period. ALPA has been advised that the Senate leadership hopes to bring the new legislation to the floor for a vote before Senators leave for their Columbus Day recess on Thursday, October 6.

This compromise legislation, which does not yet have a number, will be a modified version of the two bills reported out of the Senate Finance Committee and the Senate Health, Education, Labor, and Pensions (HELP) Committee. These two bills provide for a 14-year amortization period, using the plan's assumed actuarial interest rate.

At the same time, ALPA is working closely with Sen. Daniel Akaka (D-HI) to advance his bill, S. 685, the Pilots Equitable Treatment Act. This bill would change the PBGC rules so that pilots who must stop flying at age 60 would not have their retirement benefits actuarially reduced by the PBGC in a terminated plan. In other words, this is the legislation that will benefit many pilots at US Airways and United.

Senator Akaka's staff has informed ALPA that the Senator plans to offer the language of S. 685 as an amendment to the compromise pension legislation referred to above when it comes to the Senate floor for a vote. ALPA is coordinating with his office to enlist additional co-sponsors of his legislation, as well as to generate support for this amendment on the Senate floor.

AAA and UAL pilots can play an important role in these efforts by contacting their United States Senators to urge their active support of Senator Akaka's amendment and calling on them to push for speedy passage of pension reform legislation — prior to the October congressional break. Working with the ALPA Government Affairs Department, we have developed a suggested message for you to send through the Action Alert link. Simply go to the MEC website, click on the red, white and blue Action Alert link or go directly to .

At the ALPA Legislative Action Center, click on the link for US Airways and United pilots. That will take you to a prepared message for AAA and UAL pilots to send their two Senators. But please take action today; there is no time to waste. We need every US Airways and United pilot to participate in this effort if we are to secure this legislation and help keep our pensions from being further eroded.

Suggested Letter:

As a member of the Air Line Pilots Association and your voting constituent, I am writing to urge you to support pension reform

legislation that is pending in the Senate. In light of the recent Delta Air Lines and Northwest Airlines bankruptcy filings, it is now critical for the Senate to reform the pension rules.

While we, as pilots, greatly appreciate the work done by the Senate Finance Committee and the Senate Health, Education, Labor and Pensions Committee on general pension reform legislation, we believe there is an additional issue that needs to be addressed in the final legislation. That issue is embodied in S. 685, The Pilots Equitable Treatment Act, sponsored by Senator Daniel Akaka (D-HI). I understand that the Senator plans to offer the language of this bill as an amendment on the floor when the Senate takes up its compromise pension reform measure in the coming days.

Specifically, S. 685 would change the PBGC rules so that pilots, who by FAA regulation must stop flying at age 60, are protected from having their pension benefits actuarially reduced by the PBGC if their retirement plan is terminated.

My defined benefit plan has already been terminated so I have lost much of the retirement income I have worked for and had expected to receive. To add insult to injury, under current law, I will be further penalized in how much I receive from the PBGC because I must retire at age 60.

I urge you to support Senator Akaka's efforts to amend the overall pension reform legislation and include the language of S. 685 in that measure when it is brought to the Senate floor. I also hope you will work with your leadership for swift and affirmative action on this important measure. It is vital to the future of my retirement as well as that of thousands of airline pilots.

Thank you, in advance, for your support.

Try these links for information.

At the same time, ALPA is working closely with Sen. Daniel Akaka (D-HI) to advance his bill.

Shortcut to: <http://capwiz.com/alpa/issues/bills/?bill=7311416> Senate

Shortcut to: <http://capwiz.com/alpa/issues/bills/?bill=7728566> House

This bill would change the PBGC rules so that pilots who must stop flying at age 60 would not have their retirement benefits actuarially reduced by the PBGC in a terminated plan. In other words, this is the legislation that will benefit many pilots.

Kirk



CONFUSION ABOUNDED IN THE B-737 COCKPIT

Following article is by Don Phillips, of the International Herald Tribune, on the sad story of the Helios accident. These two pilots completely missed the "Big Picture"!!!!!! Jim

PARIS: The crew members of a Cypriot airliner that crashed Aug. 14 near Athens became confused by a series of alarms as the plane climbed, failing to recognize that the cabin was not pressurizing until they grew mentally disoriented because of lack of oxygen and passed out, according to several people connected with the investigation.

Complicating the cockpit confusion, neither the German pilot nor the young, inexperienced Cypriot co-pilot could speak the same language fluently, and each had difficulty understanding how the other spoke English, the worldwide language of air traffic control.

A total of 121 people were killed in the crash after the plane climbed and flew on autopilot, circling near Athens as it was programmed to do until one engine stopped running because of a lack of fuel. The sudden imbalance of power, with only one engine operating, caused the autopilot to disengage and the plane to begin its final descent.

The Greek authorities have made cryptic statements hinting at oxygen problems but have so far not announced the full findings of investigators.

The people interviewed for this article agreed to do so on condition that they not be identified because none are official spokesmen for the investigation and because of political sensitivities arising from a Cypriot plane crashing in Greece.

Investigators pieced together the story of the crash from numerous sources. In the wreckage, they found the first solid clues—the pressurization valve and an air outflow valve set incorrectly. Air traffic control tapes provided information on the confusion in the cockpit. The plane had a sophisticated new flight data recorder that provided a wealth of information. There were maintenance records from the night before, and investigators interviewed the mechanics who worked on the plane.

Among other things, the investigators determined that the pilot was not in his seat because he was up trying to solve a problem that turned out to be not the greatest threat facing him.

The plane that crashed, a Boeing 737, underwent maintenance the night before. The maintenance crew apparently left a pressurization controller rotary knob out of place, according to the officials connected to the investigation, and the crew did not catch the mistake during preflight checks the next day. This meant that the plane could not pressurize.

At 10,000 feet, as designed, an alarm went off to warn the crew that the plane would not pressurize. However, the crew members mistakenly thought that the alarm horn was a warning to tell them that their controls were not set properly for takeoff, the officials said. The same horn is used for both conditions, although the it will sound for takeoff configuration only while the plane is still on the ground

The crew continued the climb on autopilot. At 14,000 feet, oxygen masks deployed as designed and a Master Caution light illuminated in the cockpit. Another alarm sounded at about the same time on an unrelated matter, warning that there was insufficient cooling air in the compartment housing avionics equipment.

The radio tapes showed that this created tremendous confusion in the cockpit. Normally an aircraft cabin is held at 8,000 feet pressure, so the crew at over 14,000 feet would already be experiencing some disorientation because of a lack of oxygen.

During this time, the German captain and the Cypriot co-pilot discovered they had no common language and that their English, while good enough for normal air traffic control purposes, was not good enough for complicated technical conversation in fixing the problem.

The crew members called the maintenance base in Cyprus and were told that the circuit breaker to turn off the loud new alarm was in a cabinet behind the captain. The captain got up from his seat to look for the circuit breaker, apparently ignoring the confused co-pilot.

As the plane continued to climb on autopilot, the air grew so thin that the crew became seriously impaired. The captain passed out first on the floor of the cockpit, followed by the co-pilot, who remained in his seat, according to the officials.

The autopilot did as it was programmed to do, flying the plane at 34,000 feet to Athens and entering a holding pattern. It remained in a long circling pattern, shadowed by Greek military jets, until fuel ran low and one engine quit.

Boeing, the maker of the plane, issued a notice shortly after the crash to airlines that it would revise flight crew training manuals to stress to crews that they must understand how the various warning systems work and what to do about them.

The notice stresses that the takeoff configuration warning horn will not sound under any circumstances after the plane has left the ground. The same horn will then be used only for a cabin altitude warning. The company notice said there had been other instances of confusion over the horn by pilots.

"Confusion between the cabin altitude warning horn and the takeoff configuration warning horn can be resolved if the crew remembers that the takeoff configuration warning horn is only armed when the airplane is on the ground," the notice said. "If this horn is activated in flight, it indicates that the cabin altitude has reached 10,000 feet."

International Herald Tribune



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EXCELLENT MODEL REPRODUCTION FOR CONVAIR 440

No one has ever made a model of the Eastern Air Lines Convair 440. I found a model maker in the Philippines who makes a generic 440 and asked him if he could make me a couple of prototypes. These are pictures of the models I received. Considering that all information was exchanged via computer, the results are very good. The models are intermediate size with a wingspan of 13 inches. Cost of each model is about \$60 plus shipping. Use my name, Dick Borrelli, when you contact him and be very specific which model you want. I DO NOT receive anything for this and the name is just for his reference. E-Mail is best, but snail mail will probably work just as well. His address is:

Winston Uy
Building 3005 Unit 168
4440 NW 73rd Ave
Miami, Florida 33166
The E-Mail is: builderscience@yahoo.com



DEDICATED TO ALL WHO FLEW BEHIND ROUND ENGINES

We gotta get rid of those turbines, they're ruining aviation and our hearing...

A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it...

Turbines start by whining for a while, then give a lady-like poof and start whining a little louder.

Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot more smoke and finally a serious low pitched roar. We like that. It's a GUY thing...

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but, hardly exciting.

When you have started his round engine successfully your crew chief looks up at you like he'd let you kiss his girl too!

Turbines don't break or catch fire often enough, leading to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind! Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights.

Turbines smell like a Boy Scout camp full of Coleman Lamps. Round engines smell like God intended machines to smell.

Pass this on to an old WWII pilot (or his son who flew them in Vietnam) in remembrance of that "Greatest Generation." the best ship of all is friendship!!

(Author Unknown)

BANNED SUBSTANCES!

PARIS, France —

Lance Armstrong's record setting seventh Tour de France victory, along with his entire Tour de France legacy, may be tarnished by what could turn out to be one of the greatest sports scandals of all time. Armstrong is being questioned by French police after banned substances were found in his South France hotel room when searched by French authorities and sports writers during his vacation after winning the 2005 Tour de France.

The three substances found were toothpaste, deodorant, and soap which have been banned by French authorities for over 75 years.

Armstrong's girlfriend, American recording artist Sheryl Crowe, is quoted as saying "We use them every day in America, so we naturally thought they'd be ok throughout Europe." Ms. Crowe had a "ladies" razor in her toiletry articles which puzzled the French investigators.

After finding these three banned substances, French authorities physically searched Armstrong and found several other suspicious items that they had never seen before, including a backbone and a testicle. Armstrong also failed to have a white flag as required by French visa control laws.

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