

FLIGHT STANDARDS RETIREES



Message from the President

I assume by now the winter season is slowly coming to a close and we can unbundle and enjoy the better weather. I understand that one day during the winter 49 out of the 50 states had snow. I know that my son and his snow plowing truck took a beating along with his body. Everyone wants their streets and driveways cleaned at the same time. We all know how that is.

Now to get down to the business in hand, Nashville and Country Music is right around the corner. The Vice President Tom Creed and I have contracted with the Holiday Inn Opryland/Airport Hotel, 2200 Elm Hill Pike Nashville, TN 37314 to hold our reunion. The hotel is close to the airport and close to the Grand Ole Opry and Opryland Mall. Free transportation is provided to both by the hotel. Telephone number for the hotel is 615-316-1064. The cost of the hotel accommodations includes a hot buffet breakfast. Parking is free. Airport Hotel transportation is obtained by telephone located in baggage area. A schedule of events for the reunion is attached to this newsletter.

Sue and I are looking forward to another great reunion of the Flight Standards Retirees.

Bob & Sue Schwartz



FSR President, Bob Schwartz
<rschw36659@bellsouth.net

Check out what's inside!

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and /Chaplin

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FEDERAL AVIATION ADMINISTRATION

Send articles for future newsletters to:
Pat Larimore, FSR Editor
329 Lancelot Drive
Liberty, MO 64068



Bernie Lockert, Secretary/Treasurer

The year 2011 has arrived and, hopefully, it will be filled with good health and happiness for each of you. Lora and I send our sincere best wishes to you.

As of January 1, 2011, the FSR has a new Editor, Ms. Pat Larimore. She brings with her an excellent administrative background with great innovative qualities to be applied to our much enjoyed Newsletter. Pat, on behalf of the Flight Standards Retirees, we thank you for your dedication and time in taking on this very key position in our organization.

We also want to take this opportunity to thank Jack Kenton for his dedication and hard work as Editor for these past few years and for bringing the members an excellent newsletter. Thanks Jack for a job well done

SECRETARY/TREASURER MESSAGE

.The reunion in San Diego was excellent. Paul and Elaine put together an outstanding program with strong comments from the attending members. The attendance was down for various reasons. Hopefully Nashville will bring out more attendees from the eastern part of the country. Bob and Sue Schwartz have an excellent program in store for all those attending.

After the San Diego reunion, the financial balance ended up with a \$1,468 profit after refunds were issued. However, at the time the cancellations were received, we had already committed to the number of dinners and events submitted to the hotel and vendors which had to be paid. Therefore we ended up with a \$552 loss. Between now and September, I would appreciate any thoughts or suggestions from the members regarding situations such as this. Any comments forwarded will be read during the discussions at the Nashville board meeting. My current email is: bplflyer@aol.com

The regular financial accounts for the FSD were closed as of December 31, 2010 with the following balances:

Checking Account Balance	\$ 5,808.17
Savings Account CD Balance	\$14,018.43

As I stated in the November Newsletter; effective January 1, 2011 the annual dues went to \$20.00 a year. For those of you that sent in dues during November and December, you were given credit at the \$10.00 annual rate.

During 2010, we ended up losing 84 members which leaves us with a current membership of 416 versus 500 in 2010. As a reminder, please check your address label on your newsletters for your dues expiration dates.

Change in Annual Dues

You've got to expect things are going to go wrong. And we always need to prepare ourselves for handling the unexpected. Neil Armstrong, 2005 movie Magnificent Desolation: Walking on the Moon

Every flying machine has its own unique characteristics, some good, some not so good. Pilots naturally fly the craft in such a manner as to take advantage of its good characteristics and avoid the areas where it is not so good.

Neil Armstrong, quoted in Popular Mechanics magazine, June 2009



Tom Creed, Vice-President
Convairtwin@aol.com

My wife and I returned from Oklahoma City earlier this month and have several ideas for the 2012 reunion. We looked at the area called "Bricktown" and were very impressed with the area and what was around it - lots of restaurants and shopping within walking distance of the hotel that we hope to use. A free trolley is also available for the local area. We are hoping to hear from the hotel shortly and will return to Oklahoma City to arrange the tours. Several attractions of interest are closely located, so there shouldn't be long bus rides to them.



FAA FSR HANDCRAFTED PILOT WINGS

As some of you know we had to make a decision in regard to the Hand- Carved Wings by Norm Hodkinson that was being shipped to each reunion. It became apparent with the constant increase in shipping fees and the decrease in membership, the cost of shipping the Wings was prohibitive.

At the last reunion the Board decided we should donate the Wings to the FAA. Terry Kraus, the FAA Historian gladly accepted the opportunity to have the Wings. She felt it would be appropriate to display the Wings in the FAA Headquarters Building. For the large Wings, a plaque has been made and it is positioned on the base of the Wings with this inscription: "Hand Crafted by Norm Hodkinson".

With Bernie's help we have completed the project. The board with the small set of wings and the beautiful wood carved letters of Flight Standards Retirees was modified to an 11" x 28" plaque which will accompany the large wings for display in the FAA Headquarters Building. Both items are now at the FAA and are in the process of being put on display in the Lobby of the Federal Aviation Agency. (The brass meeting plaques will be put in a display binder and made available at the FSR reunions.)

It is possible to fly without motors, but not without knowledge and skill.

— Wilbur Wright

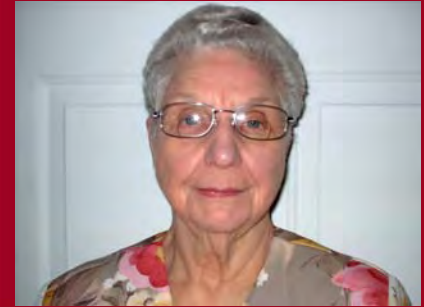
Any idiot can get an airplane off the ground but an Aviator earns his keep by bringing it back anytime, anywhere, under any circumstances that man and God can dream up.— Walter Cunningham

Flight Standards Retirees

I'm not quite sure when I began to be addressed as "Mrs" or to be referred to as "the woman" by store clerks and restaurant servers, but it was probably sometime after my hair took on a more frosted quality - not unlike a forest in a snowstorm.

I still think of myself as middle-age by simply expanding the definition - after all I'm told that 80 is the new 40! With over a half century of experience, I do believe that I have achieved some maturity. All the signs are there.

I no longer agonize over things that once seemed so important. I recognize that I will never be as fast, or as strong, or as thin as I once was. I have learned to trust my own counsel and to discern wisdom in others. There is no substitute for experience. Most of the truly important lessons in life are not lifted from the pages of a book or taught in a classroom, as important as both may be.



Lois Shaw, Chaplin
uncbud@q.com

They come through living. It is our ability to reflect, evaluate and examine that give meaning to the human condition and that leads to what we call wisdom. There is, however, nothing automatic about the process. We have all met people who simply age - they just get older. Perhaps they cannot or chose not to learn. It could be that they wish to live an unexamined life. It may be just too much effort. Whatever the reasons, maturity only comes at a cost. It is hard work. Wisdom is a dynamic process in that it is always growing.

Just about the time I believe that I have learned something, I realize that whatever wisdom we gain is also a gift. It is not simply the result of our highly developed intellect:

It is God who has given us the experiences of a lifetime, both those that are positive and those that challenge and test us.

It is God who is present with us when we recognize it, and when we think we are alone.

It is God who created us in His image and blessed us with memory, reason and skill and it is God who gives us the blessing of time to learn to grow and to mature.

It is also God who can speak to us through the language of experience.

Though I Fly Through the Valley of Death, I Shall Fear No Evil For I am 80,000 feet and Climbing.

Sign over the entrance to the SR-71 operating location on Kadena AB Okinawa.

NOTES FROM OUR MEMBERS

Le Roy Blum: All I can say is “my how the time flies.” I flew the Porterfield for its birthday Sept. 28th as it turned 70. Flew a few Young Eagles flights this year (10 of them). Have been working on restoring a 1900 sleigh and finally finished it, so I am ready for some winter snow to try it out.

Clyde and Kaye DeHart: Thanks a whole lot for all the hard work you guys put forth for San Diego. It was one of the best so far. Nashville will have to go a long way to top that one. Clyde and I enjoyed everything -- the entertainment, the offsite trips, and especially the company. It was wonderful seeing all of you after a few years of us not being able to attend. Hope to see you and many others come Nashville time. Looking forward to the Grand Old Opry events. We FAA'ers will help them kick off the reopening after that awful flood.

Annette Hobcroft: After years of enjoyment reading your newsletters, I regret to inform you that I have decided to discontinue my membership with the FSR organization. Since I cannot attend the reunions and moreover do not know any of the younger FAA generation, with many of the old-timers being gone, this contributed to my decision. Thanking you for your much appreciated services over the years.

John Hull: “Bernie, thanks for being our Secretary/Treasurer and thanks to Gene for reminding me again. My memory is almost as short as my—well you know what I mean, at age 85 & 3/4th. I believe these dues should take me through 2012. When are you guys ever going to choose Galveston, TX for the reunion?”

Joanne Simonton: I would like to take this opportunity to say thank you and the Board for the hard and dedicated work to run the FSR.

Herb Slaughter: It was great to hear that Stan Yagiela had achieved the Century Mark. He was an FAA Los Angeles Aero Engineer, who had a strong hand and mind in the FAA certification of Boeing, Douglas and Lockheed transport aircraft.

Lloyd Tinchler: Hi Folks! In the event you didn't or don't receive the Flight Standards newsletter, will attach the link below. A good organization, if you're not a member I can recommend it. All is well with the Tinchler's here in the west, still getting airborne a couple of times a week just so I'll remember how to do it. Through sheer numbers I can't make personal contact with all of you but rest assured, if you get this mail, means you're in my address book and somewhere down/up the line you've touched my life and for that I'm appreciative. Best regards.



Paying it Forward (Pat Larimore, Editor)

We may not always realize the impact we have on others! Recently, I met Paul Siegmund with the Airplane and Flight Crew Interface Branch, Transport Standards Staff, in Seattle, Washington. He told me about Dave Luehring from the Honolulu FSDO in Hawaii, who passed away on June 18, 2009. I'll quote Paul's recollection as follows:

“Dave was earlier a Commander in the USN Reserve and a Lt. Colonel in the Hawaii Wing of the Civil Air Patrol. At CAP functions, he wore BDUs, never a flight suit or Class A's and cadets addressed him as “Commander Luehring.” He had a beard then. He served with my Dad in the USNR, where Dad decided that Dave would be a suitable instructor for a rabid 14-year-old, who was tired of the ground. I didn't know of that connection until I was in college. But I knew then that Dad had been an amazing judge of character. A lot of us young Hawaiian CAP-ers who were early students of Dave are still active in aviation, in various ways. I had heard about his death from the Honolulu FSDO, where there are some ASI's who were cadets with me. Small world!”

Flight Standards Retirees Who Have Passed On

Richard J. Coddington, 74, of Kansas City, MO passed away on November 1, 2010. He is survived by his wife Heidi, daughters, Deborah, Carol & Ellen; sons Kevin and Michael; his eight grandchildren; a brother and six sisters. Richard retired as Command Sgt Major from the US Army in 1979 and lastly as an Aviation Safety Inspector from the Federal Aviation Administration in 2008.

Dorothy "Ruth" Gammon, (87) passed away on October 4, 2010 after a long illness. She is survived by her husband of 68 years; three children: Harvey Gammon, Duluth, CA, Patricia Ann Lee, Town & Country, MO and Nancy Ruth Sepulveda, Orange, CA; ten grandchildren; and eleven great-grandchildren. Ruth was a historian and instructor in Bobbin Lace. Together with six of her students they formed a Lace Guild known as the Lacey Ladies of Arizona. She was its president for the first two years and its mentor for the following dozen years. She was past president and an honorary member of the International Old Lacers Inc. She was also a member of the Bell Craft Club, Hand weavers and Spinners Guild and Creative Quilters of Sun City. Ruth was an avid bowler and golfer.

H. Don Fletcher, passed away on April 21, 2010 in Gilbert, AZ. Don worked of the FAA as an Airworthiness Aviation Safety Inspector at LAX FSDO. He retired in December 1985 after 18 years. Prior to his work with AFF, he served 25 years in the United States Air Force in both World War II and Korea. He retired in 1967 as Lt. Colonel. He is survived by his wife, Lue, of 64 years.

Janet Schuck (wife of Charlie Schuck): Passed away on December 21, 2010. Charlie wrote "I have known Janet for 70 odd years and we have been married for 68 years. It makes Christmas a little tough this year but I know she is in God's care." She had two daughters, seven grandchildren and five great grandchildren. Janet was a member of the Mayflower Society having descended from William Brewster of the original Mayflower journey.

Donald B. Tyson passed away on February 2, 2011. He was one of those energetic individuals who managed to pack several lifetimes of work and adventure into 94 years. Don's life journey was professionally grounded in aviation and embellished by passions for trout fishing and amateur radio. At the time of his death, Don held a Ham operator's certificate longer than just about any of his peers in the United States, acquiring his license as a young man in Chicago. He also was a private pilot. Don was born on September 27, 1916 in Sedalia, Missouri. He married Marion Kirsch in 1940 and had celebrated their 63rd anniversary when Marion passed away in March 2004. During World War II Don worked for Consolidated Aircraft in San Diego as a radio operator helping to air test newly- manufactured bombers as they came off the assembly line; and later he moved to Lima, Peru to fly for Panagra, the predecessor of Pan American World Airways. His years with Panagra were some of Don's most adventurous operating radio equipment aboard DC-3's as they ferried passengers to and from isolated communities in the rugged Andes Mountains. After a brief stint in California, Don and his family moved to Hawaii in the early '50's where he accepted a position with the CAA, which later became the FAA. He served most of his nearly two decades with the agency in Hawaii as a flight navigator, flying throughout the Pacific region serving FAA outposts. He retrained as a flight inspector and moved to Ann Arbor, Michigan and finally to Rapid City where he retired from the FAA. Don is survived by a daughter, Roberta Ferguson of Cape Canaveral, Florida; a son, Ray Tyson and wife, Cheryl of Rapid City. Don did not serve in the military during World War II. However, because of his contribution to the war effort, Congress granted him an honorary discharge from the U.S. Air Force, effective August 14, 1945. He went on the South Dakota Honor Flight in August 2009.

Frank W. Webb passed away on February 9, 2011 at the age of 89. Frank was born and raised in Des Moines, Iowa to Earl and Norah Webb. Working two jobs in High School, he paid for lessons launching his career in Aviation. He worked for United Airlines in Cheyenne, Wyoming as a Line Mechanic and subsequently as a Crew Manager on B-17 Bomber modifications. Frank volunteered for Service in the Army Air Corps in 1942. As a crewman with the Eighth Air Force, he completed several raids over Europe before being shot down. During his internment in Switzerland, he met his beloved wife Patricia. Frank was discharged with citations including the Air Medal and Purple Heart. In 1946, Frank married his wartime sweetheart, Patricia. As a post war Barnstormer, he worked in Iowa as a Crop Duster, Instructor, Charter Pilot, amongst many other flying endeavors. In 1958, he joined the Federal Aviation Administration, becoming an Inspector in a variety of positions ranging from maintenance to operation inspections for airline and private Aviation operations. In his retirement, he was an avid Modeler, ardent Skeet Shooter, Serious Bowler, and keen Pheasant Hunter. Frank is survived by his devoted wife of 65 years, Patricia, his Daughter: Noreen, Sons: Michael and Patrick, 6 Grandchildren and 3 great Grandchildren.

Geographic Program Remerges to Fill Gap
Larry Richards, Flight Standards Division Manager
Central Region

Until the late 1990s, Flight Standards had geographic inspectors in each field office who were responsible for the surveillance of Part 121 and 135 carriers operating within their geographic boundaries. That began to change, though, in 1998 when the Air Transportation Oversight System (ATOS) was initially implemented to help monitor the ten largest air carriers. To cover the system's resource needs, field offices began transferring their geographic inspectors to ATOS Certificate Management Teams (CMTs). This gradual shift nearly depleted the cadre of geographic inspectors by 2007, leaving only a hand full of geographic inspectors to go out and perform inspections on airports and air carriers not included in the FAA's current surveillance plans.

About two years ago, the field offices began complaining about this gap, and, eventually, their concerns made it all the way to the Administrator. It then fell on ACE-200 Division Manager Larry Richards to look into these complaints and determine if there was in fact a problem.

After Larry formed the Geographic Work Group to identify the current state, the group found that 47% of airports had not seen an inspector in over a year. "Once we determined that there was a real problem, the next step was to decide what we wanted the solution to look like," Larry said.

The new geographic program uses computer technology, called GEOADD (Geographic Airport Data Display), to help target where inspectors should focus surveillance, which airports and airlines are being monitored, and the level and type of surveillance that is being conducted. The Geographic Work Group also developed a process for the Principal Inspectors to request specific surveillance activities through their own region, to another region, and down to a local field office.

Since there are about 80 part 121 air carriers and almost 2,500 part 135 air carriers, geographic inspections are being conducted on a recurring basis at an increasing number of air carriers' operating locations through a three-phase approach.

In October 2010, the first phase, affecting approximately one-third of part 121 and part 135 air carriers, was launched. The second and third phases are anticipated to launch in October 2011 and 2012, respectively, with each new phase integrating another one-third of the part 121 and 135 carriers into this Geographic inspection process. Data collection from a wider range of operating locations will add to the overall quality of the data collection process as well as identify hazards and associated risk not previously identified at some locations.

Mahindra's plane to cost 20 percent less than Cessna's
 By IB Times Staff Reporter | January 23, 2011 12:41 AM EST

Indian business conglomerate Mahindra & Mahindra is set to launch its first indigenously built aircraft priced 20 percent lower than similar aircraft sold by the market leader, Cessna. Mahindra plans to release the aircraft for sale before March and take the aircraft on its maiden flight possibly in February.

"We would fly our first indigenously-built aircraft in Q4 (Jan-Mar 2011). It should be about 20 per cent cheaper than a Cessna," the report said quoting Hemant Luthra, president, Mahindra Systech. Stationaire aircraft, the cheapest model from Cessna, under the six-seater category powered with turboprop-engine is priced at \$533,400, according to the company website.

Mahindra Aerospace is developing the small plane with five-seating capacity with turboprop engines particularly for the Indian market. The small aircraft named as NM5-100 is currently being developed by the company in partnership with the Bangalore-based National Aerospace Laboratories (NAL).

The commercial production of the aircraft will start at the company's manufacturing unit in Bangalore after it gets certified by NAL. M&M is also eyeing the certification from Civil Aviation Safety Authority in [Australia](#), where the demand for this type of aircraft is expected to be good.

FAA OK's iPad for Pilots' Charts

From the earliest days of aviation, pilots have relied upon paper maps to help find their way. Even in an era of GPS and advanced avionics, you still see pilots lugging around 20 pounds or more of charts. But those days are numbered, because maps are giving way to iPads.

The Federal Aviation Administration is allowing charter company Executive Jet Management to use Apple's tablet as an approved alternative to paper charts. The authorization follows three months of rigorous testing and evaluation of the iPad and Mobile TC, a map app developed by aviation chart maker Jeppesen.

The latest decision applies only to Executive Jet Management, but it has implications for all of aviation. By allowing the company's pilots to use the Apple iPad as a primary source of information, the FAA is acknowledging the potential for consumer tablets to become avionics instruments.

The iPad has been popular with pilots of all types since its introduction last year. But until now, it could not be used in place of traditional paper charts or FAA-approved devices such as more expensive, purpose-built electronic flight bags. The iPad was OK for reference, but not as a pilot's sole source of information. The new FAA authorization changes all that.

To receive FAA authorization, Jeppesen and Executive Jet Management went through a rigorous approval process. It included rapid-decompression testing from a simulated altitude of 51,000 feet and ensuring the tablet will not interfere with critical navigation or electronic equipment.

Executive Jet tested the iPad and Mobile TC in 10 aircraft flown by 55 pilots during 250 flights.

The first thought many pilots, not to mention passengers, will have is: What happens if the iPad or the app crashes?

Jeff Buhl, Jeppesen's product manager for the Mobile TC app, says the Apple iOS operating system and the app proved "extremely stable" during testing. In the "unlikely" event of a software crash, he says, it takes but a moment to get them running again.

"The recovery time for an application crashing or the OS crashing is extremely rapid," Buhl says. During the evaluation period with the FAA, the production app did not crash. But even if it did, Buhl says it's ready to go again "in 4-6 seconds from re-launch to previous state."

The FAA says each individual operator — in this case Executive Jet Management — must develop specific procedures for dealing with system or software crashes and other issues. Under the authorization, Executive Jet Management will require a second approved electronic device, which most likely will be another iPad, in the cockpit.

Although this authorization applies to just one company, it is a milestone for all operators, including major airlines, because it opens the door for them to embrace the iPad. Though any company wishing to follow Executive Jet's lead will have to endure equally rigorous scrutiny by the FAA.

Agency spokesman Les Dorr says the process is no different from what is required for any other electronic device [.pdf] used to display navigation information.

"As far as the iPad is concerned, we do that on a case-by-case basis when an airline applies to be able to use it," Dorr says.

The FAA is already seeing more requests to use the iPad in the cockpit. Alaska Airlines began testing the iPad back in November and there are about 100 pilots currently evaluating the device according to spokeswoman Marianne Lindsey. She says in addition to the convenience, there is a practical weight-saving aspect to using the iPad as well, "it's replaced about 25 pounds of manuals and charts."

Jeppesen's director of portfolio management, Tim Huegel, says several carriers are looking into using the iPad and TC Mobile, and with the FAA granting one approval, it should become increasingly easy for others to follow Executive Jet's lead.

"We'll be able to reuse a lot of the documentation and the lessons learned working with Executive Jet Management to help our commercial customers as they now begin to pursue FAA authorization," he says.

The charts available with Mobile TC include charts for visual flight rules and for instrument flight rules, which are more commonly used by commercial operators. The app only shows an electronic version of the paper charts Jeppesen has been producing for years, but Huegel says future versions could incorporate the iPad's GPS capability.

He sees a day when tablets provide "door-to-door management" of a pilot's information, from crew scheduling to weather information to navigation charts.

Babbitt pushes Congress to pass 'long-term' FAA reauthorization bill

By [Aaron Karp](#) | February 10, 2011*From ATW (Air Transport World)*



US FAA Administrator Randy Babbitt told the House of Representatives Transportation and Infrastructure Committee Tuesday that "the failure to enact long-term, comprehensive" FAA reauthorization legislation, stalled in Congress since 2007, "has had troubling impacts."

FAA's authorization officially expired on Sept. 30, 2007, and it has since operated via a series of 17 temporary extensions cleared by Congress, the latest of which expires March 31. "There is always uncertainty about the passage of the next extension," Babbitt testified at a House hearing. "Many of the extensions have been for relatively short periods of time, which has made managing our programs, particularly our airport grant program, extremely difficult ... We can no longer afford to operate in a continued state of uncertainty."

He explained that "the most profound effects of the short-term extensions" have been on FAA's Airport Improvement Program, which provides grants for airport construction projects. "Airports and their contractors have been forced to divide construction projects into smaller components so that they can be funded by the money made available by a particular extension," he noted. "Airport sponsors cannot

risk embarking on a project for which the funds are not available in their entirety because of lack of a long-term authorization. Some airports have chosen to delay important safety and capacity projects until a more certain funding source is in place."

House aviation subcommittee chairman Tom Petri (D-Wisc.) called passing FAA reauthorization a "critical task ... It's important [for] the [airline] industry's stability and [for] growth to continue." In particular, legislation is needed to provide clear guidance on implementation of the satellite-based NextGen ATC system, he said (ATW Daily News, Feb. 4).

House T&I Committee Chairman John Mica (R-Fla.), aware of the cost-cutting mood pervasive on Capitol Hill, stated, "We are developing a lean, streamlined, long-term [FAA reauthorization] bill that does more with less and continues to ensure the safety of our skies."

Babbitt addressed concerns raised late last year by Dept. of Transportation Inspector General Calvin Scovel, who warned FAA "faces several organizational, policy, logistical and training challenges" in implementing NextGen (ATW Daily News, Dec. 24, 2010). "We need to improve our capabilities in areas such as hiring, promoting and retaining employees, so that we have the world-class workforce necessary to support NextGen," Babbitt said. "This will require a more holistic approach with better collaboration across different parts of the organization ... Changes and streamlining in the agency will better position us to improve our flexibility and effectiveness, make the most of our resources, and meet the challenges presented by this dynamic period in aviation."

**FSR Reunion, Nashville, Tennessee
September 8-12, 2011
Schedule of Events**

Thursday, September 8	12:00-4:00 pm	Registration in Lobby Hospitality Suites will be open
Friday, September 9	8:00-9:00 am	Registration in Lobby
	8:00-8:45 am	Board Meeting
	9:00-10:30 am	General Meeting in the Hermitage Room
	11:00 am	Meet Guides and Load Buses
	12:00-2:30 pm	General Jackson Showboat Luncheon Cruise Immerse yourself in the proud tradition of the great showboats of yesteryears and delight in the panoramic sights of the scenic Cumberland River as you enjoy a leisurely two-and-a-half hour afternoon cruise. Lunch includes entertainment.
		Dinner is on your own.
Saturday, September 10	8:30 am	Meet Guides and Load Buses
	9:00 am - 1:00 pm	Nashville City Tour Professionally guided tour of the Bicentennial Mall, Historic Second Avenue, Music Row, Vanderbilt University, and the Parthenon. Tour includes Historic Ryman Auditorium and the Country Music Hall of Fame Museum.
	3:30 pm – 4:30 pm	Dinner (See Menu below)
	5:45 pm	Meet Guides and Load Buses
	7:00 pm	Grand Ole Opry Show
Sunday, September 11	8:00-8:45 am	Board Meeting
	9:00-10:30 am	General Meeting and Voting on Next Reunion Site.
	1:00 – 3:00 pm	Lane Motor Museum, featuring a unique collection of mostly European Vintage Automobiles
	6:00 pm – 10:00 pm	Dinner Dance at Hotel
Monday, September 12	8:00 – 10:00 am	Farewell in Hospitality Room

Before-Opry Dinner: Served with Unsweetened Iced Tea. After-Opry: Coffee, Hot Tea, and Fruit Cobbler

Sandwich and Salad Buffet

House Salad with choice of 2 dressings and a Fresh Cut Turkey Deli Meat, Relish Tray, Bread Basket (Wheat, White, Kaiser Rolls)
\$23 Inclusive Per Person

Pork Buffet

Hot Pulled Pork Sandwich served with Baked Beans and Potato Chips or Kernel Corn.
\$23 inclusive Per Person

Flight Standards Plated Menu 2011

All INCLUSIVE:

(All Taxes, Service Charge, & Gratuity included in prices below)

All plated menus must have the same salad, starch, vegetable, and dessert.

Holiday Inn will provide all entrée tickets.

Included with each Entrée:

Fresh Brewed Coffee, Decaffeinated Coffee, Hot Tea, and Iced Tea Fresh Baked Yeast Rolls and Butter, Salad with Choice of Dressing, and Dessert.

Vegetarian options available on request.

Prime Rib Dinner

\$36.00

Warm Yeast Rolls, with Butter

Mixed Field Greens, Cherry Tomatoes, Sliced Cucumbers,
Shredded Carrots with Choice of Dressing

6oz. Portion House Smoked Slow cooked Prime Rib

Baked Potato or Roasted Garlic Infused Mashed Potatoes

Southern Green Beans with Bacon and Onions or Broccoli Florets topped with Julienne Carrots,
Luscious Lemon Layer Cake with Strawberry Garnish

Grilled Chicken Dinner

\$32.00

Warm Yeast Rolls, with Butter

Mixed Field Greens, Cherry Tomatoes, Sliced Cucumbers,
Shredded Carrots with Choice of Dressing

6oz. Marinated and Grilled Chicken Breast topped with a Hunters Sauce
Paired with Choice of One: Caramelized Onion,

Roasted Garlic or Horseradish Infused Mashed Potatoes or
a Baked Sweet Potato with Brown Sugar Butter,

or a Rice Medley with Carrots, Onions, Celery and Diced Red Peppers
Triple Chocolate Layer Cake with Strawberry Garnish

Baked Salmon Dinner

\$34.00

Warm Yeast Rolls, with Butter

Mixed Field Greens, Cherry Tomatoes, Sliced Cucumbers,
Shredded Carrots with Choice of Dressing

Oven Poached Fresh Atlantic Salmon topped with a Sun Dried Tomato and
a Lemon Basil Sauce

Rice Medley of Wild, Long and White Rice's with Sautéed Peppers and Onions
Broccoli Florets with Julienne Carrots or

a Green Bean Blend of Green and Yellow Beans and Whole Baby Carrots
Carrot Layer Cake with Sweet Cream Cheese Icing, Raisins and Nuts

Holiday Inn Opryland / Airport 2200 Elm Hill Pike Nashville, TN 37314
Reservations: 1-866-871-1171, Call 24 Hours Hotel \$109.00 plus tax

Date	Time	Event	Cost	X	Persons	Cost
Thursday						
Sept 08	1200-1600	Registration Hospitality Time	\$15.00	X	_____	_____
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Friday						
Sept 09	0800-0900	Registration				
	0800-0845	Board Meeting				
	0900-1030	General Meeting				
	1100-1430	General Jackson	\$70.00	X	_____	_____
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Saturday						
Sept 10	0830-1300	City Tour	\$45.00	X	_____	_____
		Dinner on your own or Hotel provides a Pre Opry Dinner	\$23.00	X	_____	_____
	1745-1900	Grand Ole Opry	\$55.00	X	_____	_____
<hr/>						
Sunday						
Sept 11	0800-0900	Registration				
	0800-0845	Board Meeting				
	0900-1030	General Meeting				
	1300-1500	Lane Motor Museum	\$21.00	X	_____	_____
	1800-2200	Dinner/Dance Prime Rib	\$36.00	X	_____	_____
		Chicken	\$32.00	X	_____	_____
		Salmon	\$34.00	X	_____	_____
<hr/>						
Monday						
Sept 12	0800-1000	Coffee & Rolls in Hospitality Room				

Make Checks out to: Robert B. Schwartz
 Mail to Robert B. Schwartz 7461 SE Autumn Lane Hobe Sound, FL 33455

NAME OF ATTENDEES 1. _____ 2. _____

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