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# Flight Standards Retirees Association

## THE PRESIDENT'S CORNER



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Beautiful! Fantastic! Exciting! Historic! Camaraderie! Sunshine! Yes, it was all of that and more. Our 38<sup>th</sup> reunion was a complete success!

It all started on Sunday, Sept 12. Lora Lockert and Lois Shaw were the greeters, provided the envelopes containing the boarding passes for all the planned events and provided directions to the hospitality suite. That's where it all started after Elaine, Lora and all their helpers prepared a tantalizing spread of cheeses, sausages, veggies, chips and dips.

Our hospitality suite was located on the ground floor of our hotel, opened up to a patio with five tables set for ten, adjoining a crystal clear pool filled with the "beautiful people". Tales were told and retold, new friends were made and old friendships reignited. All of this took place under



a warm sunny blue sky. It was a joyous way to

start a reunion. Dinner was on our own and many of us stayed in the hotel to eat.

Monday morning started out early with a board meeting at 8:00 in the morning. Financing was the major subject, however no decisions were made. The general meeting went flawless. The floor was opened for nominations for the 2011 Vice-Presidents position. Tom Creed was nominated, and confirmed within seconds of his nomination. I think I heard



something from the crowd that sounded like railroading. I must have been wrong, since he was unanimously approved by the members. Sites were nominated for the 2012 reunion, with Oklahoma City being the winner.

Monday afternoon the excitement started. We were picked up at the hotel by motorized trolleys and transported to Shelter Island for our San Diego Bay amphibious boat ride. Water conditions on the bay were perfect with a few ripples and few bigger ripples from sea-going tug boats. We all learned a

lot from the narration provided by the first mate (forgot his name) covering the history and development of the bay, training of the elite Navy SEALs, the use of dolphins and seals by the Navy, commercial and sport fishing fleets and pleasure boating.



Monday evening the fun started with our Luau. The menu consisted of ham, chicken (could have been fish), rice and pineapple. After dinner Lee Aiwohi (a professional hula instructor) entertained us with a beautiful Hawaiian dance.

We were awed and moved by her gracefulness during this unrehearsed performance. Thank you again Lee! The scheduled entertainment was provided by group of Polynesian dancers. According to Lee, the group was very good and was enjoyed by all. The star of the show was a little cute five year old. She possessed the moves of a professional dancer. She's a rising star and will go far.

Tuesday morning was a good time to restock the hospitality room and to get ready for our trolley ride through San Diego and Coronado Island. Although a lot of our members had spent some time in the San Diego area, we had full trolleys during the tour. The narration of San Diego's history, the settlement of different nationalities, the growth and commerce in the fishing industries, and the presence of the Navy and Marines impressed all of us.



Tuesday evening we were picked up at the hotel

by a 54 passenger coach and were dropped off again at Shelter Island for our evening dinner/dance cruise. After a little confusion getting our boarding passes we boarded one of the Hornblowers yachts. Our boat's age was commensurate with our age and had a lot of style and class. The Captain assured us the boat was seaworthy and inspected by the Coast Guard which of course made all of us happy! Drinks were served on time and the menu, consisting of soup or salad, steak, chicken, desert and coffee, was filling and tasty. The music was our type to dance to and was enjoyed by all. After a three-hour tour of the bay with a clear starry sky, we returned to our point of departure where our bus was waiting.

Wednesday morning started with a board meeting followed with the general meeting. During the board meeting financing was again discussed and it was proposed to increase the annual membership dues to \$20 per year. The proposal was approved by the Board and was presented during the general meeting for final approval. Further information will be provided by the Treasurer in his report. A proposal was also presented to offer Terry Kraus a honorary membership. Both proposals were approved during the general meeting.

*(Terry, by the way, is the FAA's "historian". When the job was re-created, they didn't know where to put it, so she works out of the Washington office of Legal Counsel. She spent many hours with our members recording their experiences with the FAA "back in their days". She has taken much of our FSR historical materials to Washington where they will be displayed in FAA HQ.)*

The afternoon was free and most of us went to Old Towne, had lunch, shopped a little and returned to the hotel.

Wednesday evening was our final banquet, a great dinner, and some of us tried to dance the night away, but failed miserably while

others showed us how it should be done. By 9:30 everyone was gone.

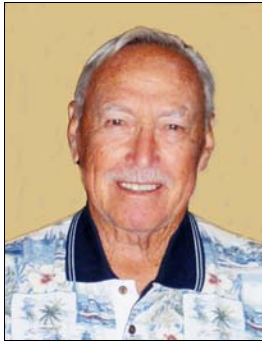
My final word will be that I thoroughly enjoyed being the President, meeting with all of you and setting up this reunion. Much credit to the success of this reunion and the selecting the hotel goes to Elaine, Bernie and

Lora Lockert. It truly was a team effort.

I'm looking forward to seeing all of you in Nashville; and hopefully more of you will be able to join us there.

*Paul Van Emmerick*

## **THE PRESIDENT- ELECT'S CORNER**



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I did not think that our outgoing-President Paul Van Emmerick and Treasurer Bernie Lockert could dance the hula. Well, after seeing their performance on stage, I am still not convinced they can dance the hula.

I was very thrilled to see one of our own, Lee Aiwohi, show us a true hula dance. By the way, she teaches hula dancing in Hawaii.

During the scheduled hula show the youngest member of the cast really got our attention. She was adorable in her outfit.

Besides their on-stage performance, Paul and Bernie did an excellent job with tour selections. The dinner cruise and amphibian duck (car/boat ride) viewing the seals up close was excellent. In between the tours, our poolside hospitality room, inside and outside, provided us with a perfect way to relax and reminisce of the past over a refreshing drink.



Our selection of Tom Creed as our next vice president was confirmed. He is our first associate member to fulfill a vice president position. He is following in his father's footsteps. We're looking forward to working together now that he is close enough to help on planning our Nashville gathering.

The Nashville FAA 2011 reunion dates have been set at the Holiday Inn Opryland /Airport Hotel. The dates of September 09 through 11, 2011 (departing on the 12) have been selected. The hotel is located near the airport (transportation is provided by the hotel) and to the Opryland Mall and Grande Ole Opry that is located approximately 2 miles away. The mall has numerous eating and shopping stores in an enclosed building.

More information regarding tours, hotel telephone numbers, food menus etc; will be provided in our next newsletter.

I would like to at this time to thank Jack Kenton for the great job he has done in preparing and putting out flight standards newsletter and on time. It is no easy job in assembling the information he receives. Again Jack, thanks again for a good job.

*Bob Schwartz*

## **VICE PRESIDENT-ELECT**

We should all thank Paul Van Emmerik for the wonderful time at this years reunion in San Diego, The time spent visiting with friends was great as was the weather. Mom, Rosa and I really enjoyed the Seal Boat ride and the dinner cruise. Thank you!



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Well, in 2012 we will hold our reunion in Oklahoma City. I have already contacted a real good friend who lives there and he should be able to offer some really good ideas about a reunion there (he was born and raised in OKC). We'll be getting together with him shortly into the new year and should have some more info for the next newsletter.

I am also looking forward to assisting our incoming President, Bob Schwartz, for next year's reunion in Nashville. With all Nashville has to offer, it should be another great reunion – in keeping with the history of this group!

Thank you, for your votes, the VP position is quite an honor for me, I only hope to uphold the fine traditions that go along with the office, and having Mr Schwartz as this year's President, I will have a fine example to follow.

Hope to see everyone in Nashville! "

Tom Creed

## **SECRETARY/TREASURER'S REPORT** November 2010

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The Flight Standards Retirees Reunion 38 in San Diego 5087 has come and gone already. The actual anniversary date was questioned during our members' meeting so I reviewed the original date on the By-Laws. The actual date was November 15, 1972 which makes San Diego our 38<sup>th</sup> reunion. It was a memorable reunion. Paul and Elaine did an outstanding job throughout our entire stay in San Diego. We were somewhat surprised that there wasn't a larger turnout, but we

still had approximately 48 attendees and 26 rooms. The hotel rooms/facilities, the events, the weather and the hospitality room were great. The hospitality room opened into a courtyard by the pool with tables and chairs to accommodate everyone. This made a great atmosphere to visit and mix with friends. The quality of snacks and beverages also complimented the daily visits. Paul and Elaine, thank you for a job well done.

We also had the pleasure of having Ms. Terry Kraus from FAA Headquarters Historical Archives Department join us for a couple of days. She interviewed a few of the members (*Wayne Baumgartner & her in the picture*)



regarding their life experiences and career accomplishments. Ms. Kraus will continue interviewing other retirees who attended this reunion in the upcoming weeks via telephone. This will all go into the archives along with the FSR memorabilia which she accepted a year ago. She was asked if she would also like to have the FSR wings for display in Headquarters. She was happy to have them, so this was brought up to the members; the vote was unanimous in favor of sending them to her. She said they would be displayed in a glass-enclosed cabinet located in the FAA Administrator's Round Room. What a great way for FSR to be remembered and to have the wings so proudly displayed. It was also agreed by all present to make Ms. Kraus an Honorary FSR Member. Thanks to Bud and Lois Shaw for all the coordination with Ms. Kraus.

At the meeting, Jack Kenton announced that he will be stepping down from the Editor's position at the end of this year. Jack was acknowledged at the banquet dinner for his dedicated service to the FSR and was presented a small token of appreciation. Thanks Jack -- for a job well done. Jack has recruited a replacement, a member from Kansas City, MO. She is Pat Larimore, a long time employee of FAA Central Region's Flight Standards Division and other divisions within that region. She had also worked for Joe Gaul (ACE-201) while in Flight Standards. I too have known her for several years. She will do a great job as our Editor.

If our membership remains constant, we will close this year with approximately 415 members. The records indicate that we will be down approximately 89 members from last year at this same time.

At our annual Board Meeting, the financial balances were reported and accepted. This report was then presented to the members who were present and was unanimously accepted. The Board also discussed different ways we could maintain our current newsletters, roster mailings and daily operations. It was suggested that the dues be increased to \$20 per year, which works out to be \$1.67 per month. **This was presented to the members, who were present, who then voted almost unanimously to raise the dues to \$20 per year starting January 1, 2011.** With this increase, we will be able to maintain status-quo in future operations.

I hope this is clear and that everyone will understand the need for the increase in dues. If you have any questions, please feel free to email or call me. Please check the list below to verify your expiration date.

If you have changed your home address, email address or telephone number, please let me know so we can update our files and keep in touch with each of you if necessary.

Below is the membership list with the current year of expiration to assist you in updating your annual dues.

<u>LAST NAME</u>	<u>ST</u>	<u>EXP</u>						
ARNOTT	PA	2015*	BAUMGARTNER	CA	2010			
AARON .	WA	2014*	AXFORD	KS	2010	BEALE	PA	2011*
ABRAM	FL	2011*	AYTON	GA	2011*	BECKWITH	CO	2010
ACAMPORA	CA	2011*	BAILEY	FL	2011*	BEHRMAN	TX	2010
ADAMS	MT	2011*	BAIR	CA	2010	BENNETT	GA	2010
ADAMS	SC	2010	BAIRD	CO	2011*	BERGER	CA	2010
AHLSTEDT	NM	2010	BAKER	VA	2011*	BERNDT	MN	2011*
AIWOHI	HI	2013*	BALDINGER	NV	2011*	BERRIER	TX	2011*
ALEXANDER	KS	2010	BARLOW	MT	2011*	BERRYMAN Jr	OK	2015*
ANDERSON	FL	2010	BARR	CA	2010	BICKNESE	MD	2010
ANDERSON P.	MO	2011*	BARTOCK	PA	2011*	BILLEN	OK	2011*
ANTHONY	TX	2010	BASHAM	VA	2011*	BIRNBACH	NY	2010
ARMSTRONG	CA	2010	BAUER	AZ	2010	BLAKE	WA	2010

BLUM	WA	2010	DeBOARD	MI	2010	GUIDO	MD	2012*
BLYTHE	MO	2010	<b>DeHART Jr</b>	TX	2012*	GUNTHER	NJ	2010
BORROWMAN	MN	2011*	Del GANDIO	MD	2012*	<b>HAASE</b>	CO	2012*
BOSTIC	TX	2010	DERRY	AZ	2010	<b>HALDAS</b>	FL	2011*
BOWERS	CA	2010	DeVILBISS	OH	2010	HALL	WA	2010
BRADY	MN	2011*	DICKINSON	AZ	2010	HALL	OK	2010
BRAGIN	NY	2011*	DICKMAN	VA	2011*	HALL	OK	2014*
BRAUN	CA	2010	DIETZ	NJ	2012*	HANIFAN	TX	2011*
BREEDEN	TX	2010	DITTMAN	WA	2010	HANKINS	AL	2011*
<b>BRISCOE</b>	CA	2012*	DODD	OK	2010	HANLON	IA	2011*
BRODERICK	VA	2013*	DONCEEL	OK	2011*	HARGRAVE	OK	2010
BROOKS	OK	2010	DONOHUE	MT	2010	HARRINGTON	VA	2010
BROWN	MO	2012*	DORN (Jensen)	TX	2012*	HARTLEY	IA	2010
BURDICK	NY	2012*	DOUGHERTY	VA	2011*	HAYES	MD	2012*
BURGE	OK	2016*	DOVE	OK	2010	HEGY	IL	2011*
BUSSARD	VA	2010	DOW	WA	2011*	HEITER	IN	2011*
BUTTERWORTH	WA	2010	DOWNES	FL	2012*	HIATT	HI	2011*
BUXTON	NV	2010	DUEA	OK	2010	<b>HIGHTOWER</b>	OK	2012*
CAIRL	FL	2010	DUNDALE	FL	2013*	HITT	CA	2011*
CALLAWAY	OK	2012*	DUNHAM	IL	2010	HOBSCROFT	FL	2011*
CAMINER	CA	2012*	EARL	MO	2010	HODGES	ID	2010
CANNON	OK	2012*	EARLY	OH	2010	HODKINSON	OK	2012*
CARELLA	GA	2011*	EDWARDS	MN	2010	HOFMANN	FL	2010
CARROLL	FL	2012*	ELAM	VA	2011*	HOLLIDAY	LA	2010
CARROLL	FL	2012*	ELDER	CA	2010	HOLZER	CA	2011*
CAVINNESS	TX	2011*	ENOCH	AZ	2014*	HOOTEN	TX	2010
CENESKIE	GA	2010	ESTEPPE	GA	2010	HORN	OR	2013*
CESAR	NJ	2014*	EYRE	CA	2010	HOSTENSKE	AZ	2010
CHRISTENSEN	AK	2010	FALVEY	MN	2010	HOTTENSTEIN	WA	2012*
CLABAUGH	WA	2010	FARNELLA	PA	2011*	HOWARD	OK	2010
CLARK	AZ	2012*	FAULK	OK	2011*	HOWSE Jr	OK	2011*
CLARK	MO	2012*	FECHNER	TN	2011*	HUBENTHAL	MO	2010
COLBURN	NV	2010	FERRARESE	VA	2015*	HUDNALL	MA	2010
COLVIN	IL	2010	FLOHRA	NV	2011*	HUGHES	MD	2011*
COMMANDER	GA	2010	FOLLENSBEE	CA	2012*	HUGHES Yagoda	VA	2012*
CONNELLY	FL	2010	FOURNIER	TX	2012*	HUMFLEET Jr	KY	2010
CORMACI	KS	2010	FREESTONE	TX	2011*	HUNT	CA	2012*
COULTER	TX	2010	FRIEDMAN	AZ	2011*	HUTSON	AZ	2010
CRAMER	TX	2010	FUKUMOTO	CA	2010	IMRICH	WA	2012*
<b>CREED T.</b>	MS	2013 *	<b>GARDINER</b>	CA	2011*	JANZ	IN	2011*
<b>CREED V.</b>	MS	2016 *	GARDNER	FL	2010	JEFFERS	KS	2010
CREMER	FL	2014*	GARY	CA	Gratis	JESPERSEN	MN	2010
CROOK	AZ	2017*	<b>GAUL</b>	MO	2012*	JETT	VA	2010
CROOK	NH	2010	GEIBEL	CA	2010	JOHNSON	TX	2010
CROSS	NJ	2010	GERMINO	TX	2010	JOHNSON	MO	2010
CUNNINGHAM	FL	2010	GIBSON	TN	Gratis	JOHNSON	NC	2012*
CUSIMANO	MD	2010	GLOVER	MI	2012*	JOHNSON	AR	2010
CUSIMANO	FL	2013*	GOLDMAN	IN	2014*	JOHNSON Jr	FL	2010
DAME	MD	2010	GOODSELL	NH	2013*	JONES	FL	2010
DAVIS	FL	2010	GOUTIERE	NY	2011*	JUDD	AZ	2011*
DAVIS	CA	2011*	GRATES	CA	2011*	KEITH	WA	2010
DAVIS	FL	2010	GREEN	FL	2011*	<b>KELLOGG Jr</b>	CA	2012*
DAVISON	NH	2013*	GRIGSBY	TX	2010	KEMP	WV	2013*
DAWKINS	OK	2011*	GUBLER	AZ	2011*	KENDIG	FL	2010

<b>KENTON</b>	CA	<b>2012 *</b>	MONSON	IA	2010	RAYBURN	SD	<b>2011*</b>
KINCAID	OK	<b>2011*</b>	MOORE	TX	2010	RICHARDSON	VA	<b>2011*</b>
KLEIBER	WA	2010	MORGAN	NV	2010	RICHARDSON	OR	2010
KNIGHTEN	AZ	2010	MORRILL	FL	2010	RIELAGE	IN	<b>2011*</b>
KOCH Sr	AZ	<b>2011*</b>	MOSESSO	DC	2010	RIMER	FL	2010
<b>KOHLs</b>	MN	<b>2011 *</b>	MOUNT	OR	<b>2011*</b>	ROBICHAUD	FL	2010
KORENEK	TX	2010	MUELLER	CO	2010	ROBINSON	WV	<b>2012*</b>
KRIEGER	CA	<b>2011*</b>	MULIK	FL	<b>2011*</b>	ROBINSON	GA	<b>2012*</b>
KURDYS	VA	2010	MURRAY	WA	2010	ROBINSON Jr.	MD	<b>2011*</b>
LANZILLA	FL	2010	NANCE	CA	<b>2014*</b>	RODGER	WA	2010
LARIMORE	MO	<b>2011 *</b>	NELSON	TN	<b>2011*</b>	RONNIE	MA	2010
LAROUX	TX	2010	NELSON	TX	2010	ROY	CO	2010
LeBLANC	OK	2010	NEVILL	FL	2010	RUCKER	CA	<b>2013*</b>
LEE	GA	<b>2011*</b>	NICKERSON	AL	2010	RUDOLPH	MT	<b>2011*</b>
LEE	TX	2010	NOLAN	FL	<b>2011*</b>	RUSSELL	NJ	2010
LEIBOLD	KS	<b>2011*</b>	NOLTEMEIER	VA	2010	RYAN	CO	2010
LEPERA	FL	2010	NORRIS	CA	<b>2013*</b>	<b>SACREY</b>	MD	<b>2011*</b>
LeSUER	MT	<b>2011*</b>	NOWICKI	MO	<b>2012*</b>	SAIN	MA	2010
LEVANDOWSKI	AZ	<b>2012*</b>	<b>NUNES</b>	<b>IL</b>	<b>2012*</b>	SANCHEZ	CA	2010
LEVINSON	TX	2010	O'BERRY	AL	2010	SCHADLE	G A	2010
LEWIS	AZ	<b>2012*</b>	O'BRIEN	TN	2010	SCHROEDER	AZ	<b>2015*</b>
<b>LOCKERT</b>	AZ	<b>2014*</b>	O'HARE	MO	2010	SCHUCK	VA	<b>2011*</b>
LOHNER	CA	<b>2011*</b>	O'NEILL	NY	2010	<b>SCHWARTZ</b>	FL	<b>2011*</b>
LONDON	TX	<b>2011*</b>	OST	MO	2010	SEAMAN	TX	2010
LORENZ	WA	<b>2011*</b>	OTTO	NH	2010	SEDDON	TN	Gratis
LOVE	MO	2010	PACHER	VA	<b>2011*</b>	SEER	MA	<b>2013*</b>
LOVEJOY	ME	2010	PALMATEER	FL	<b>2016*</b>	SEGER	KY	<b>2014*</b>
LUDWIG	AR	<b>2011*</b>	PEARSALL	OH	2010	SEWELL	TN	2010
MAGNUSON	WA	<b>2011*</b>	PEARSALL, Jr.	OK	2010	SHADLE	IL	2010
MAPEL	NM	2010	PEARSON	WA	2010	SHAPIRO	PA	2010
MARLOTT	GA	<b>2011*</b>	PEDERSEN	NJ	<b>2014*</b>	SHAPLEY	TX	<b>2011*</b>
MARTIN	KY	2010	PENLAND	VA	2010	<b>SHAW Jr</b>	WA	<b>2012*</b>
MARTIN Sr.	NY	2010	PERROTTA	NY	<b>2011*</b>	SHULTS	MN	<b>2011*</b>
MATTERN	FL	2010	PETERSON	IN	2010	SHORT	MO	2010
MATULA	VA	2010	PHILLIPS	WA	<b>2011*</b>	SIEGMAN	KY	<b>2012*</b>
MATUSIEWICZ	FL	2010	PHILLIPS	FL	2010	SILVA Jr	GA	<b>2011*</b>
MAXWELL	OK	2010	PICK	ID	2010	SIME	OR	2010
MAYERNIK	VA	2010	PITSENBERGER	VA	2010	SIMONTON	FL	2010
MAYNARD	VA	<b>2015*</b>	PLACKIS	NY	2010	SKULLY	FL	2010
McANULTY	NY	2010	POLLARD	VA	<b>2012*</b>	SLAITER	CA	<b>2013*</b>
McCLAIN	TX	<b>2011*</b>	PONDER	CT	<b>2013*</b>	SLAUGHTER	VA	2010
McCORMICK	IN	<b>2011*</b>	PONTECORVO	WA	2010	SLAWINSKI	CA	<b>2011*</b>
McCORMICK	GA	2010	POORE	CA	<b>2013*</b>	SMITH	TX	2010
McDONALD	CO	2010	POSSENRIEDE	OK	2010	SPELIOS	TX	2010
McINTOSH	HI	<b>2011*</b>	POULTON Jr		<b>2019*</b>	STAHL	FL	<b>2012*</b>
McMILLEN	TN	2010	PREY	CA	2010	STALEY	HI	<b>2012*</b>
McWILLIAMS	MO	<b>2011*</b>	<b>PRICE</b>	TX	<b>2011*</b>	STAUFFER	MO	2010
MELLIGAN	IL	2010	PRINCE	TX	<b>2011*</b>	STEBELTON	CA	2010
MENHINICK	DE	2010	PROKOP	VA	2010	STEELE	FL	2010
MEYER	TX	2010	PROVEN	VA	<b>2016*</b>	STERNECKER	AZ	<b>2011*</b>
<b>MIAZGA</b>	MN	<b>2011*</b>	PUSKARICH	PA	<b>2011</b>	STEWART	SD	<b>2011*</b>
MILAVIC	OK	<b>2017*</b>	<b>QUINONES Jr</b>	FL	<b>2012*</b>	STILES	AR	<b>2011*</b>
MILLS	WA	2010	RAMAGE	OK	<b>2012*</b>	STRAWN	MO	<b>2012*</b>
MITCHELL Jr	TX	2010	RAWSON	MS	<b>2011*</b>	STROUD	OK	2010

SULLIVAN	VA	2010	VALENTINE	FL	<b>2011*</b>	WHITE	AL	<b>2011*</b>
TEGEN	TX	<b>2013*</b>	<b>VANEMMERIK</b>	CA	<b>2014*</b>	WHITEHURST	FL	2010
THOMAS	VA	<b>2011*</b>	VAN HANDEL	TX	2010	WHITTINGHAM	MA	<b>2012*</b>
THOMAS	VA	2010	VANDER VEEN	MO	2010	WILHAM	HI	<b>2011*</b>
<b>THOMPSON B.</b>	SD	<b>2013*</b>	<b>VAUGHAN</b>	TX	<b>2014*</b>	WILLIAMS	OK	<b>2012*</b>
THOMPSON	GA	2010	<b>VEAZIE</b>	SD	<b>2012*</b>	WINHAM	LA	<b>2012*</b>
THWAITES	WA	<b>2011*</b>	VINES	SC	2010	WONDERLY	TN	<b>2011*</b>
TIBBS	TX	<b>2011*</b>	VOXLAND	OR	<b>2011*</b>	WORTH	NJ	2010
TINCHER	CA	2010	WALLACE	NJ	2010	WORTHY	TX	2010
TOLL	CA	<b>2011*</b>	WALSH	FL	2010	WOTRING	PA	<b>2012*</b>
TOMPKINS	FL	2010	WALTERS, Eifert	AZ	2010	WOZNIAK	GA	2010
TOOMEY	CO	<b>2011*</b>	WASHBURN	AZ	<b>2011*</b>	WRENN	VA	2010
TORGUSON	FL	<b>2013*</b>	WEITZ	FL	<b>2012*</b>	YAGIELA	CA	2010
TOURTILLOTT	MN	<b>2011*</b>	WELMAN	NH	<b>2012*</b>	YOUNG	TX	2010
TRUEBE	FL	<b>2011*</b>	WELSH	TX	<b>2011*</b>	ZABBIA	NY	2010
TYSON	SD	<b>2012*</b>	WESTON	VA	<b>2014*</b>	ZENITH	AZ	<b>2013*</b>
<b>UHRIN</b>	GA	<b>2013*</b>	WHALLON	CA	2010			

The **Asterisk (\*)** and **Year in bold** behind the member's name indicates the new expiration date based on the **new** annual dues. These members have paid dues in advance and will be grandfathered until these dates.

**The member's last name in bold indicates the members who attended Reunion 2010.**

We thank all members for their continued dedication, pride and support of your FSR organization.

## **NOTES FROM OUR MEMBERS**

**Delores Gore** called and stated she had to put Howard into a nursing home due to on-going health problems. She had been caring for him at home, but it became more than she could continue to do.

**Louis Lanzilla** sent a note stating the news and articles in the newsletter are my only contact with the FAA. I thank you and the association staff for your efforts. I will not be making the San Diego reunion, *but will try to make the Nashville one.*

**Leo Weston** stated he would not be able to attend the San Diego meeting this year; however, all my "Best Wishes". *He will try next year.*

**Richard S. Thwaites:** On July 2, my Dad went into the hospital for pneumonia. He was in the hospital for just under a week.. His recovery has been slow. Dad is doing better and living independently again, but regaining his strength is taking longer than expected. Unfortunately, he is not strong enough for travel so he will be unable to make the trip to the FAA Flight Standards reunion in San Diego this year.

**He is disappointed but looks forward to the 2011 reunion in Nashville Tennessee. My wife and I look forward to joining Dad at the 2011 FAA Flight Standards reunion. Tom Thwaites**

**Russell Maynard** said he appreciated the efforts of the FSR officers and Editor. Enjoy reading updates on the older members, e.g., Al and Carol Crook.

We do not travel anymore for reasons of health and the hassle of it. So, we're missing out on a lot of reunions. I will be 89 in Jan. and we continue to be blessed by our family.

Have a good reunion and give everyone our best wishes. **Russ and Caroline**

## NOTES FROM MEMBERS ATTENDING THE REUNION

**BOB KOHLS:** We had a wonderful time. It was great to meet all the retired FAA personal. This was our second reunion and, due to a very nice patio at the hotel at pool side, we were able to spend time with most. The itinerary gave us a chance to see places we normally would not have had a chance to see. We look forward to next year at Nashville. **Robert and Maria Kohls**

**BOB HIGHTOWER:** A great time was had by all at the San Diego reunion. The Crown Plaza Hotel was a beautiful hotel, with palm trees all around and a water fall. The ride on the trolley was great hearing all about the history of San Diego, and seeing the sights of the city. We sure enjoyed the amphibious sea cruise, and the dinner-dance cruise seeing the sky line of the city at night. The food was real good on that cruise.

As usual, the hospitality room was a big hit, and lots of visiting took place there. The outside setting of that room was great, looking out over a golf course.

Thanks to everyone that made this such a great reunion. **Bob & Louise Hightower**

**George Uhrin:** Mattie and I have a good time at the Reunion. Enjoyed visiting with all the members. I am also interested in participating in a recruitments effort.

Thanks for all the good work you do for our organization. **George and Mattie**

**Clyde DeHart:** Everything was perfect. GREAT REUNION !!!!!  
Thanks, **Clyde and Kaye.**

**Mike Sacrey:** Just a note to say how great it was to get together with you and Paul at the recent reunion in San Diego. And of course the company of your wives as well. It was good to renew with many of my old friends from the regions I worked in as well as folks I met while on assignments from headquarters. San Diego was a great location with good weather and nice facilities. The tour activities were both interesting and fun with the oportunity to visit with the other participants. It was a pleasure to meet up with George and his wife whom I had worked with in ATL. I hope to see all of you next year along with others who could not make it this year – see you in Nashville Tenn. **Mike Sacrey**

## MEMBER HONORED

**Pete Goutiere** did not himself get the honor, but the WW II CNAC (Chinese National Aviation Corp) was recognized for its contribution in supporting the war effort. The pilots of this civilian airline were, in 1993, given veteran status by the US government. Peter addressed the audience as he spoke of the “Hump” operation in behalf of those young men that, primitive as things were back then, flew C-47s and C-46s across the Himalayan Mountains to provide support to China. (Peter wrote his biography, *Himalayan Rogue*, -- the Turner Publishing Co.)

## FLIGHT STANDARDS RETIREE MEMBERS WHO HAVE PASSED ON - 2010

Baker, Paul		Hubenthal, Myrt	6-1-10
Billen, Clarence (Corky)	3-29-10	Hankins, Robert	6-21-10
Daugherty, Sherman	3-(?) 10	Judd, Donald	4-(?) 10
Dawkins, Frank	2-26-10	McCullough, Howard	5-9-10
De Board, Rose (Chris)	2-22-10	Short, Byron	3-16-10
Fechner, Fred	1-15-10	Worthy, Noel l	7-2-10

**Clarence Charles "Corky" Billen Jr.** died March 29. He was 80 years old. Corky was an accomplished athlete, earning high school career honors in basketball, football, baseball and track. He will be inducted into the St. Gregory's Athletic Hall of Fame, Shawnee, Oklahoma. He served in the Air Force at Clark AFB in the Philippines. Upon his discharge he joined the FAA until he retired in 1986.

**Robert "Bob" Hankins "Hank"** was 78, Robbie Robinson send us a note that he died of cancer on 21 June. Bob served in the Korean War with the USAF. He then spent 46 years with the FAA. He taught in OKC and, back in '58, he worked in the hangars there. He served in several GADOs/FSDOs in the Southern Region and retired after a long period as the FedEx PMI in Memphis. His wife says that he was continuing to teach, as a contractor, at the Aeronautical Center and was scheduled for another class in July – when he died.

**Noel L. Worthy** died on July 2, 2010 at the age of 89 years. Noel was FAA Flt St ds Principal Maintenance Inspector from 1960 to 1984. In his 24 years of service he worked in the OKC GADO, the San Antonio GADO, and the DAL FSDO. He had several assignments at the Southwest Regional Office during this time. Noel was a recipient of The Charles Taylor Master Mechanic Award and The Wright Brothers Master Pilot Award.

His son, Gary, tells us that he is also an FSR member and has 23 years as a PMI in the San Antonio and Fort Worth FSDOs. *Gary F. Worthy*, [worthyel@aol.com](mailto:worthyel@aol.com)

**Extended Family of FSR**

Pete Chesney  
 June Favin - widow of Jack Flavin  
 Tom Jensen  
 Robert LaBelle

Monford (Monty) Obrecht 1-31-10  
 E. L. Tankesely 6-10  
 Harold Wright 3-5-10

THOUGHTS FROM YOUR CHAPLAIN

**...YOU WERE MADE FOR LOVE**

*Lois Shaw  
 P.O. Box 2065  
 Port Angeles, WA  
 98362  
 (360) 452- 6374  
 uncbud@g.com*



Bicycles were invented to get people from one place to another.  
 Mittens were designed to keep hands warm despite the winter's chill.  
 Stoplights were created to help the flow of traffic move more smoothly.  
 People were made for love.

God created mankind out of His longing for relationship. That is why the blueprint for human design reflects a single purpose - to give and receive love. God created human beings to lavish His love on so they could, in turn, love each other and Him.  
 Live within your blueprint. Fulfill your perfect purpose. Love God and love people with everything you have.

Your Chaplain,  
*Lois Shaw*

## **MISCELLANEOUS BITS AND PIECES**

### **FAA proposes fatigue-fighting measures**

This Sept, the FAA expressed its concern about fatigue as a risk factor in flying accidents attributed to pilot error. This is seen in its proposal to “amend its existing flight, duty, and rest regulations applicable to certificate holders and their flight crew members.” The NPRM will apply to Part 121 air carriers, but fatigue and its management are a vital concern to general aviation pilots as well. That makes the NPRM, published Sept. 14, worth perusal by any pilot.

Proposed actions to combat fatigue include extending the standard minimum rest period from eight hours to nine hours so as to allow for travel time to suitable place of rest where a pilot can get a full eight hours sleep. Another change would reduce duty time from 16 hours to 9 - 13 hours, “depending on the start time and number of flight segments.” The changes consider “different requirements based on the time of day, time zone changes, and the likelihood of being able to sleep under different circumstances.”

### **NTSB says B737 fuselage hole caused by 'fatigue cracking'** Sept '10

A Sept report by the NTSB stated that a Southwest Airlines 737-300 that developed a hole in its fuselage in July 2009, while flying from Nashville to Baltimore, suffered from "fatigue cracking of the fuselage skin near the leading edge of the vertical stabilizer." according to the NTSB, Flt 2294 experienced "rapid decompression while at approximately 35,000 ft. when the fuselage crown skin ruptured just forward of the vertical stabilizer,". It said magnified inspections of the fracture area revealed "surfaces indicative of fatigue progress." The NTSB said that during the July 13 flight, "the fatigue cracking penetrated the fuselage skin and created an 18" by 12" flap in the skin..." ,.

At the time of the incident, "the specific area of rupture and skin cracking...was not subject to any inspection Airworthiness Directives or service bulletins," NTSB pointed out. Prompted by the incident, Boeing issued a Sept 2009 service bulletin calling for repetitive external inspections of the

area in question to detect cracks in the fuselage skin of 737 Classics. FAA followed with an AD issued Jan 12.

### **Transportation Safety Board overrules staff -- VFR flight is cause of mid-air**

After a five hour public (9/17) meeting to discuss the mid-air collision between a Piper and a helicopter over the Hudson River, the NTSB overruled the recommendations of its staff and cited as inherent limitations of the see-and-avoid concept and inattention of an air traffic controller as the probable cause of the accident, which killed nine people. GANews

### **Regs On Lithium Battery Transport... UPS Accident In Dubai**

A cargo fire may have caused the recent downing of a UPS 747 freighter in Dubai. The UPS 747 went down September 3rd after the pilots reported smoke in the cockpit. Both pilots were fatally injured in the accident.

The crash is expected to lead to tighter regulations on the shipping of lithium batteries. According to The Wall Street Journal, regulations under consideration would require special packaging on batteries and products that have them installed,. It would also affect the shipment of large quantities of the batteries on a single plane. (The B747 which went down was enroute from Hong Kong to Germany, with a stop in Dubai, reportedly was carrying a large shipment of consumer electronic devices.

A newspaper in Abu Dhabi, *The National*, reported that preliminary analysis of the CVR and FDR from the accident aircraft indicated there was a "fire warning" on board the airplane about 28 minutes after takeoff from Dubai. The crew then told controllers that they were experiencing "cockpit visibility and communications problems" before declaring an emergency and crashing during a landing attempt.

## UAL-CAL Merger

UAL Corporation announced Sept 17 that its stockholders approved merger with Continental Airlines. The merger was completed on October 1.

## 'Not for sale' --

### AirTran initially said to Southwest

Southwest's deal to acquire AirTran played out over nearly a year and a half and used codenames to keep the details secret. That's according to [The Atlanta Journal-Constitution](#), which reported on the deal and an interview with AirTran CEO Bob Fornaro.

The newspaper says the effort got off the ground in April when Southwest CEO Gary Kelly phoned Fornaro to see if he'd be open to an offer. Fornaro initially told him AirTran wasn't up for sale, but that he'd listen to what Kelly had to say.

By the end of September, a deal was announced.

**IATA: Cargo traffic** surge likely to slow going forward. Following its rapid rebound from the recession, international air cargo traffic is likely to slow for the remainder of 2010 and 2011. In its third quarter cargo report, IATA said that "key indicators" for airfreight point to a slower pace of growth ahead.

International air cargo traffic grew at a rate of more than 20% in 2010's first quarter but the rate "halved to 11% by July," the organization stated. It noted that there is "much variation between regions" regarding economic recovery. While cargo traffic has recovered to pre-recession peaks, yields remain 10% below 2006-07 levels and consequently "there is still some way to go before [cargo] revenues have recovered," IATA said.

## From Your Editor

Pat Larimore has agreed to slide into the job of being our Flight Standards Retirees' newsletter editor! And she has offered to do this while continuing to work for the FAA. As Pat takes on this task, she is still handling her administrative workload in the Kansas City FSDO. I'm hoping that all of you that read this continue to support our newsletter and supply us with information that helps us to keep it interesting for everyone. We shouldn't want this newsletter to be relegated to just the input of our officers and editor. We want all of you to be involved.

Jack Kenton  
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I thought that I'd be retiring from newsletter work – even though I will contribute as needed to help our new editor. Somehow I let my frustration with my EAA chapter's newsletter get to me and I am now doing their editor (EAA 96). But I won't be sitting around even when that is finished. While airworthiness specialists became DARs, and other ops guys became consultants, I seem to have become a



volunteer. I will continue as one of five regional VP's in Calif for our Calif Pilots Assoc -- it's really an airport advocate group trying to save the airports in our state (and a whole different specialty from Flt Stds). Somewhat associated is my representing my home airport with the AOPA (at CPM - where I have an experimental Thorp, T-18, that my father built). I am also continuing as Co-Chairman of our SoCal Airspace Users

Working Group (SCAUWG). That is a mixed aviation group working to maintain safe and efficient use of the Los Angeles area's airspace among the FAA, small GA, large GA, the Armed Forces, and the airlines. So I'm not stopping my volunteering, just changing direction a little.

*Jack Kenton*

## **From the webmaster**

Your webmaster has now advanced past the age of 85 and is in need of some help with keeping the web site from falling into disrepair. The web site is a good place to keep fellow members informed in the big and little things that are happening to individuals and things in general that would be of interest to the rest of us. It's nice to be able to share information about what some of you are doing. I'm sure many of you have thought about people you've worked with and wondered if their still around and how their getting along. This would be a good place to find out.

There is a button on the opening page called "News Bits" that takes you to a section that this type of information can be posted. There is also a "Suggestions" section you can use to send me information. By clicking your mouse on the mailbox opens your mail program with a page already addressed to me.

*Gene Haldas*  
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There is a section on our opening web page "This Week's Presentation" that consists of interesting web links. I have tried to keep this link updated but have not had much success. I know many of you have been sent or have visited links that you found interesting. If you could just pass them on to me so I can have a source from which to select a link every week that would be of interest to people visiting our web site. *Gene Haldas*

## **China to Build an Airliner**

China is planning to build its first big passenger plane. This action promises to reshape its fast growing aviation market and what's at stake for suppliers. It will impact Boeing and Airbus.

### **The China Situation**

–China's aviation market is booming, with passenger traffic growing, capacity and fleet expansion, and a whirlwind of consolidation activity.

–Airline stocks, such as Hong Kong-listed Air China, China Southern and China Eastern, have [rebounded](#) strongly in 2010.

–According to the CAA of China, they will open 10 new airports in 2010. They expect to have 250 airports by 2020, up from 176 at the end of 2010.

### **Boeing and Airbus in China**

–Boeing delivered its 800th airplane to China in July, and has an order backlog from China. (Almost 60% of aircraft in China's fleet is made by Boeing.)

–China is Boeing's biggest export market.

–It's thought that Airbus has delivered exactly 601 airplanes to China. Plus or minus 100. (Airbus does not share info like Boeing does.)

–Chinese airlines will account for 20% of all Airbus planes delivered in 2010, compared with 35% a

decade ago. (They opened a final assembly facility in Tianjin last year.)

### **Enter the C919**

The next generation of indigenous aircraft promises to be a challenge to current airframe kingpins Boeing and Airbus. China's home-grown C919 will be the first new narrowbody in almost 30 years. Seating up to 190 passengers, the single aisle airliner packs a wallop on the status quo.

–The C919 is challenger to the dominant airline favorites – the A320 and B-737.

– It will likely have the latest and greatest technology from offshore suppliers.

– It should be at least 15% more fuel efficient, with a faster cruising speed (Mach 0.785) and longer range. It will also be wider than the 737 and A320.

–For pilots, the C919 will have basically the same fly-by-wire flight control system as Boeing's upcoming 787, courtesy of Honeywell.

The magnitude of the C919's market entry and potential impact can't be understated. The 737 series is the best selling jet airliner in history. There are over 4,500 currently in service, with 2,016 orders yet to be filled.

The Airbus A320, with almost 3,400 in service

(Boeing's 737 family has a 20-year headstart), is the plane that hero Capt. Chesley "Sully" Sullenberger landed in the Hudson River last year.

### **Will Anyone Buy the C919?**

With the C919, China aims to satisfy some of its domestic demand and boost exports, initially in Asia. State-owned Commercial Aircraft Corp. of China (Comac) expects to sell 2,509 C919s over 20 years. Over the same period, Boeing estimates China to be a 3,770 aircraft, \$400 billion market. More than 2,600 of those are forecast to be narrow-body aircraft (like the A320, 737 and C919).

It appears that the C919 will be as close to a sales slam dunk as you can get, at least in China. State-owned airline are expected to order the C919 as they have ready-access to bank financing as well as injections of government cash when needed.

China's other 15 or so domestic airlines will likely follow suit.

Offshore carriers? They have ready access to Chinese financing as well, with many ready to

accept customer financing support to help fill the void left by the exit of many U.S./ European banks.

### **Only If It Flies**

All of this is moot, of course, if the C919 doesn't fly. No one really expects COMAC to get the C919 right on the first try, \$30 billion in development costs notwithstanding. On the calendar, the C919 is slated to fly in 2014 and enter service in 2016.

There will be inevitable integration delays that even the OEMs can't handle (see Boeing 787 and Airbus A380). But when it does fly, we're talking shake up, not apocalyptic, but certainly big enough to hurt both Boeing and Airbus.

There's no doubt that Chinese airlines will snub the 737 and A320 for a homegrown jet, even if only to support China's aerospace manufacturing ambitions. Beijing can be expected to pump as many dollars into the C919 program as necessary. China wants to be a major airframe player, and with the successful launch of the C919, they stand a solid chance of skating by Embraer (Brazil) and Bombardier (Canada), pretty much in a blink of an eye to play with the big boys.

### **Liquid-detection Technology -- Lift TSA Airline Ban?**

Conflicting comments last week by Homeland Security Secretary Janet Napolitano and the head of the International Civil Aviation Organization highlight the disagreement over when a ban on liquids and gels might be lifted for commercial air travel. Napolitano said lifting the ban is premature, but the head of the United Nations' civil aviation branch said he expected the ban to be lifted by 2013. Meanwhile, observers say improvements in liquid-detection technology may eventually convince officials to lift the ban. The European Union is already considering relaxing its rules on liquids and gels.

### **Consumer Group Says DOT Data Shows That 3 Hour Rule Works**

From [www.aeronews.net](http://www.aeronews.net)

[FlyersRights.org](http://FlyersRights.org) says that the latest official DOT data refutes claims by airlines that the 3 Hour Rule is causing cancellations and not helping passengers. According to the most recent report, last year in June there were 268 tarmac delays of over 3 hours. This year in June there were 3. Additionally, the number of flights cancelled by airlines held steady. The rate was 1.5% this year in June and 1.5% last year in June. Airline officials had warned that they might cancel flights which were in danger of being delayed more than three hours to avoid hefty fines.

Despite claims by the airlines that new rules, including the 3-Hour Rule, would spark mass cancellations for passengers, just the opposite has taken place--tarmac strandings are way down and the

number of flight cancellations has not changed. Kate Hanni, Founder/Executive Director of [FlyersRights.org](http://FlyersRights.org), in a statement last month. "We are very encouraged that these important protections are working as intended and that the airlines' claims to the contrary can be added to the long list of falsehoods they have tried to sell the public over the years."

"Though they are still engaged in a massive effort to subvert the rule and the facts of its implementation, the real data does not lie," Hanni continued. "Though many airlines have fought this rule tooth and nail and continue to do so, they are to be congratulated on improving conditions for passengers and following the law."

FLIGHT STANDARDS RETIREES INC.  
**MEMBERSHIP APPLICATION**



DATE: \_\_\_\_\_

NAME: \_\_\_\_\_ SPOUSE'S NAME: \_\_\_\_\_

Renewing with changed contact information

New membership

ADDRESS: \_\_\_\_\_ TELEPHONE: (    ) \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

DOB (OPTIONAL) \_\_\_\_\_ YEARS OF SERVICE \_\_\_\_\_  
(YEAR STARTED)                      (YEAR RETIRED)                      (still working)

TYPE AND CLASSIFICATION OF WORK\* \_\_\_\_\_

WORK LOCATIONS: \_\_\_\_\_  
(CITIES, WASHINGTON OFFICE, REGIONS OR CENTERS)

COMMENTS: \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_

NAMES AND ADDRESSES OF SUGGESTED MEMBERS

ANNUAL DUES OF \$20 ARE PAYABLE EACH  
JANUARY 1ST. MAKE CHECKS PAYABLE TO:  
FLIGHT STANDARDS RETIREES INC

SEND DUES TO SECRETARY-TREASURER ADDRESS:  
Bernard P Lockert  
5087 So. Barley Way  
Gilbert, AZ 85297

**\*ABBREVIATIONS FOR TYPE OF CLASSIFICATION OF WORK ASSIGNMENT**

AC-A AIR CARRIER AVIONICS  
AC-M AIR CARRIER MAINTENANCE  
AC-O AIR CARRIER OPERATIONS  
GA-A GENERAL AVIATION AVIONICS  
GA-M GENERAL AVIATION MAINTENANCE  
GA-O GENERAL AVIATION OPERATIONS  
ENG AIRCRAFT ENGINEERING  
MFG AIRCRAFT MANUFACTURING

AS-A AIRCRAFT AVIONICS TECH  
AS-M AIRCRAFT MAINTENANCE  
AS-ET AIRBORNE ELEC. TECH.  
AS-IP AIRSPACE SYS INSPEC PILOT  
ADM ADMINISTRATIVE, CLERICAL,  
AND SECRETARIAL  
CAAG CIVIL AVIATION ADVISORY GROUP  
ICAO INT'L. CIVIL AVIATION ORG.  
OTHER \_\_\_\_\_ SPECIFY \_\_\_\_\_

(IF APPROPRIATE, MORE THAN ONE CODE MAY BE SHOWN)

*We invite our retired friends, as well as those still-working members of  
Flight Standards, Flight Inspection, and Flight Test to join the FSR organization.*

**Check out our website at : [www.faa-fsr.com](http://www.faa-fsr.com)**

