

FLIGHT STANDARDS RETIREES



MESSAGE FROM THE PRESIDENT-ELECT



Tom Creed, President-Elect
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We, my mother, wife, and I would very much like to thank Mr. and Mrs. Bob Schwartz for the wonderful reunion held in Nashville. Thank you!

The riverboat lunch/show and the live broadcast of the Grand Ole Opry were the highlights for us and others too. The city tour was done on a Saturday, making getting around town in a bus very nice. What a nice city Nashville is and the weather we enjoyed made for a very nice reunion. Thanks again, Bob!

The reunion for 2012 will be in Oklahoma City. The dates selected for the reunion are September 6th through 9th, departing on the morning of the 10th.

The hotel selected for the reunion is the Hilton Garden Inn. This hotel is close to the airport and Interstate 40 and offers airport pick-ups. The Hilton offers transportation within a 3 mile radius. Within this area are several restaurants and an Outlet Mall with name-brand stores. More information will be in the spring newsletter.

Bud Shaw was elected, as the next Vice President. Thank you Bud! With his experience and knowledge, hopefully the reunion will go as well as this past one in Nashville was.

We look forward to seeing everyone in Oklahoma City, September 2012!

FEDERAL AVIATION ADMINISTRATION

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**From the “Airline Reporter”
David Parker Brown**

Although travel during the holidays can be a real pain, just remember what it was like for the first pilgrims to arrive to Plymouth Rock.

The Mayflower left England and took 66 days and had two deaths before reaching Massachusetts. Today, you can make the same journey in a few hours. Maybe that little delay and stale peanuts don't seem so bad after all. Airline travel truly is amazing.



□ THOUGHTS FOR THE THANKSGIVING SEASON FROM CHAPLIN LOIS SHAW

One of the most powerful moments in any movie I've ever seen comes at the beginning of a film called “The Milagro Beanfield War.” I don't remember much of the plot, but this scene made a powerful impression on me. Toward the beginning of the movie, a Mexican peasant, living in a modest home on a modest farm, who doesn't appear to have much in the way of resources, gets up out of bed, goes to the bathroom to wash up, looks in the mirror and says “Thank you, God, for another day.”

All of us have moments in our lives when we wonder whether anything is worthwhile. But Paul tells us, regardless of how we might feel, to rejoice and give thanks. We have set aside Thanksgiving Day as a special day of feasting and celebration. Some of us have much to be thankful for. Loved ones have returned from war, alive and well. Family members have survived illnesses. Marriages have endured for decades. But in other households, there is mourning because of broken relationship, some of long standing. Is it possible to mourn and be thankful at the same time?

As your Chaplain, I know it's possible, because I've seen it happen quite often – family members who lose a loved one give thanks because “at least she didn't suffer.” When relationships break up, people are thankful because there are no children, or because the children have grown. “It could always be worse.” We are called by Paul to always give thanks, because even in the worst of times, we always have something to be thankful for.

As the Mexican peasant prayed, we can be thankful that we have been given another day, with all the possibilities and challenges that it provides and we can also be thankful for the gift of Jesus, who offers Himself to us in so many ways and who promised to be with us forever. May God make us truly thankful for that Gift and for all our gifts and may His peace be with us, at Thanksgiving and always.

Blessings for the Holiday Season – Lois, Your Chaplain

Who remembers SPUR Cards?

Do you miss the FAA Acronyms? How many of these acronyms can you identify?

1. WPMS 2. PTRS 3. FIFO 4. GADO 5. SPAS 6. MIDO 7. CMO.

(See Page 6 for answers.)

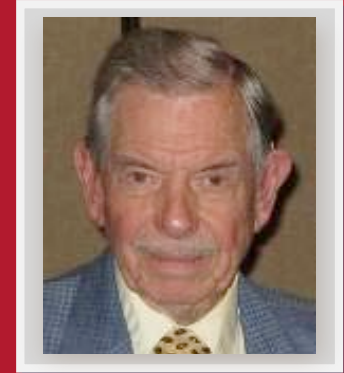
In order to make this newsletter more interesting, we are looking for interesting stories from members in their journey through years of service to the FAA and association and with the airlines they have worked with. In addition to having your story published in the newsletter, we will also post all the stories on our website for all to enjoy reading.

We are once again asking for members to review the information in the current roster and assure that all the information is correct. Our biggest problem is with email addresses. Rosters are distributed to members only and not available to the general public. Copies of any roster from 2007 to 2011 are available by simply requesting a copy from the Webmaster. It will be sent to you via an email attachment. Newsletters from the same period are posted on our website and can be downloaded and printed using your computer.

Pictures from our Nashville reunion have been posted on our website. They can be viewed as a slideshow or viewed and downloaded as individual photos. Click on the Pictures button on the main web page for access.

If any members who attended the reunion in Nashville have taken pictures of the various activities and would like to have them posted on the website, along with the ones there, please send them to the Webmaster@faa-fsr.net as an email attachment or mail Gene the photo itself to Gene Haldas, 324 Milestone Drive, Tallahassee, FL 32312.

Message from Webmaster



Gene Haldas, Webmaster
webmaster@faa-fsr.net

Well, here we go again. This is the third time I have been the Vice-President elect. They say the third time is a charm; so we shall see. I was drafted twice for the military; once I was rejected and the next time accepted. I feel like I was drafted for the V.P. job this time since I did not volunteer - sort of like what happened to Clyde Dehart the last time we were in Monterrey. Look at what a fantastic job he did!

All of you remember 9-11, which drastically eroded our reunion attendance in 2001, dropping it from 187 to 32, which was held in Monterrey, California. So in 2013, we will do it all over again in Monterrey. We will probably use the same hotel – the Portola Hotel & Spa. The hotel was very good to us last time and I am currently negotiating with the same person, which should help. The Portola Hotel is very centrally located, with an easy walk to Fisherman's Wharf, which has very interesting restaurants and shops. The hotels in the area are a little more expensive than other parts of the country, but what the heck! Spend your kids' inheritance - they will never know.

There is a lot to see and do around the area. We might even try some things over again that we did before, like the Winery visit. Joe Gaul and several others thought that was OK. We shall see.

Here is how wars get started. A fellow got up to go fishing one morning and as he started backing the car out of the garage it started raining very hard so he pulled the car back in the garage. Quietly went back into the bedroom and crawled back in bed behind his wife and said "It is pouring down rain out there" and she responded "Yes and my crazy husband went out fishing".

Message from Vice-President Elect, Bud Shaw ↑
(photo in next newsletter)



TREASURER'S REPORT NOVEMBER 2011

Where does the time go? Another reunion has come and gone. Bob and Susan Schwartz did an excellent job with the FSR 2011 reunion in Nashville, TN. The weather was great, the programs and events were great and best of all, it was a great visit and get together with good friends and past co-workers.

The reunion started off with our Board Meeting which was attended by President Bob Swartz, V.P. Tom Creed, Chaplin Lois Shaw, Treasurer Bernie Lockert, Web Master Gene Haldas, and past Presidents Paul VanEmmerik and Clyde DeHart.

President Schwartz brought the meeting to order and addressed the following agenda items:

Old business – None

Update and overview of reunion activities – President Bob Schwartz

Update on 2012 reunion in Oklahoma City, OK, VP Tom Creed: Everything is on track and progressing as planned. Hotel arrangements were discussed; however, a final commitment has not yet been made for the hotel of choice. In the past, we have had several requests for a reunion to be held in OKC. It is going to happen; let's all give it our best effort and make plans to attend.

A suggestion was made to send a newsletter via email to those who are already receiving the Roster via email. Gene will follow up with an email to those members to ensure agreement by all affected. This would cut our newsletter cost by 50 %. This change will become effective Jan. 1, 2012. Any other members wishing to receive the newsletter by email, please let Gene know. (haldas@comcast.net)

Chaplin Shaw reviewed prayers conducted during the reunions. It was agreed that prayer would start all board meetings and at the formal dinner banquet. This was agreed by all attending board members, past and present. She also provided the Board with an update on those who have passed away.

Bernie gave the financial balances, as of the reunion date, with a checking balance of \$5,325.69 and a CD balance of \$14,051.12 (as of 10-7-11). A more-detailed illustration will be presented in the March Newsletter showing year-end closing balances and expenditures. **REMINDER:** Effective January 1, 2011, dues went from **\$10.00 to \$20.00** a year. We are still receiving some dues at \$10.00 for year 2010.

It was also brought to the attention of the Board and the attending members, that there are a number of members who do not have their email and telephone information up to date. **PLEASE let me know** if you have had any changes in your telephone number, email address, or home address. (bpflyer@aol.com or (480)-279-5428 or cell (480) 323-5610).

A few of the By-Law Articles were updated to correct some of the verbiage in order to actually reflect what is being done today within the organization. This was agreed upon by a majority and that wordage has been changed. This has not, by any means, changed any requirements or changes in the day-to-day way of doing business.

I would like to take this opportunity to welcome our new members to the Flight Standards Retirees. If I, or any of the FSR staff, can be of assistance, please let us know.

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I want to thank Lois for volunteering Bud for our 2013 President of the FSR. I think this may be the third or fourth time that Bud and Lois have provided leadership as FSR President and Vice President. You are both truly appreciated for all that you do and give to the FSR.

The list below is a reminder that 2010-2011 dues need to be in by the end of December, 2011. If there are any names listed that are in error, please let me know right away. **2012 dues are due January 1, 2012.**

LASTNAME	Int.	State	EXPIRES	JOHNSON	P.	AR	2010
BAIR	W.	CA	2010	KLEIBER	F.	WA	2010
BARR	D.	CA	2010	KNIGHTEN	W.	AZ	2010
BAUMGARTNER	W.	CA	2010	KURDYS	F.	VA	2010
BENNETT	D.	GA	2010	LANZILLA	L.	FL	2010
BERGER	M.	CA	2010	LAROUX	H.	TX	2010
BIRNBACH	R.	NY	2010	Le BLANC	A.	OK	2010
				LOVE	L.	MO	2010
BLYTHE	K.	MO	2010	LOVEJOY	C.	ME	2010
BUXTON	S.	NV	2010	MARTIN	F.	KY	2010
CARELLA	B.	GA	2010	MATTERN	G.	FL	2010
CHRISTENSEN	D.	AK	2010	MATUSIEWICZ	R.	FL	2010
CLABAUGH	S.	WA	2010	McANULTY	J.	NY	2010
COLVIN	D.	IL	2010	McCORMICK	J.	GA	2010
COMMANDER	C.	GA	2010	McDONALD	A.	CO	2010
CONNELLY	R.	FL	2010	MEYER	A.	TX	2010
CORMACI	C.	KS	2010	MITCHELL Jr	L.	TX	2010
COULTER	A.	TX	2010	MONSON	L.	IA	2010
CRAMER	P.	TX	2010	MOORE	W.	TX	2010
DAVIS	J.	FL	2010	MOLESSO	T.	DC	2010
DeVILBISS	A.	OH	2010	MURRAY	G.	WA	2010
DICKINSON	B.	AZ	2010	NEVILL	R.	FL	2010
DODD	J.	OK	2010	NICKERSON	D.	AL	2010
DONOHUE	P.	MT	2010	NOLTEMEIER	R.	VA	2010
EDWARDS	W.	MN	2010	O'NEILL	C.	NY	2010
ESTEPPE	J.	GA	2010	OTTO	B.	NH	2010
FUKUMOTO	Y.	CA	2010	OST	P.	MO	2010
HARGRAVE	E.	OK	2010	PEARSALL	A.	OH	2010
HARRINGTON	D.	VA	2010	PEARSON	B.	WA	2010
HODGES	D.	ID	2010	PETERSON	J.	IN	2010
HOFMANN	L.	FL	2010	PHILLIPS	R.	FL	2010
HOOTEN	S.	TX	2010	PICK	S.	ID	2010
HOWARD	J.	OK	2010	PLACKIS	J.	NY	2010
HUDNALL	C.	MA	2010	RICHARDSON	P.	OR	2010
HUMFLEET	J.	KY	2010	RIMER	M.	FL	2010
JETT	H.	VA	2010	ROBICHAUD	L.	FL	2010
JOHNSON	M.	MO	2010	RYAN	P.	CO	2010

SAIN	J.	MA	2010	TOMPKINS	J.	FL	2010
SANCHEZ	D.	CA	2010	VINES	E.	SC	2010
SHAPIRO	R.	PA	2010	WALLACE	E.	NJ	2010
SHORT	A.	MO	2010	WHITEHURST	T.	FL	2010
SKULLY	M.	FL	2010	WORTHY	G.	TX	2010
SMITH	B.	TX	2010	YOUNG	M.	TX	2010
STAUFFER	C.	MO	2010				

FLIGHT STANDARDS RETIREES REUNION YEARLY RECORD

Looking back in history seeing who led the FSR since it was established

Year	Name	Location	Year	Name	Location
1972	Founders Meeting	Oklahoma City, OK	1992	Art Beeton	San Diego, CA
1973	Merle Hunter	Oklahoma City, OK	1993	Wayne Baumgartner	Scottsdale, AZ
1974	Merle Hunter	Dallas/Fort Worth, TX	1994	Gene Haldas	Springfield, MO
1975	John Vaughan	San Antonio, TX	1995	Albert Crook	Williamsburg, VA
1976	Harry Turnpaugh	Sarasota, FL	1996	Bernard Lockert	Seattle, WA
1977	Paul Gibson	San Diego, CA	1997	Finley Downes	Portland, ME
1978	Buck Buchanan	Newport, RI	1998	Paul VanEmmerick	New Orleans, LA
1979	Al Coulter	Seattle, WA	1999	Willard E. Bussard	Albuquerque, NM
1980	Al Gammon	Colorado Springs, CO	2000	Lee R. O'Berry	Reno, NV
1981	George Ireland	Sarasota, FL	2001	Bud Shaw	Monterey, CA
1982	Norm Hodkinson	Oklahoma City, OK	2002	Dale C. Ruoff	Myrtle Beach, SC
1983	Lee Herron	Bozeman, MT	2003	Clyde M. DeHart, Jr.	San Antonio, TX
1984	Jim Creed	San Antonio, CA	2004	Louis W. Fournier	Colorado Springs, CO
1985	Andy Prokop	Washington, DC	2005	A.C. Caviness	Philadelphia, PA
1986	Roscoe Foster	Santa Rosa, CA	2006	Bud Shaw	St. Louis, MO
1987	Wayne Garrison	Orlando, FL	2007	Lois Shaw	Port Angeles, WA
1988	Roger Boggs	Nashville, TN	2008	Arthur Hayes	Savannah, GA
1989	Wayne Garrison	Portland, OR	2009	Don Tyson	Rapid City, SD
1990	Wayne Baumgartner	Charleston, SC	2010	Paul Van Emmerick	San Diego, CA
1991	Helen Hauenschild	Denver, CO	2011	Bob Schwartz	Nashville, TN

Answers to Questions on Page 2

1. Work Program Management Subsystem (WPMS)
2. Program and Tracking Reporting Subsystem (PTRS)
3. Flight Inspection Field Office (FIFO)
4. General Aviation District Office (GADO)
5. Safety Performance Analysis System (SPAS)
6. Manufacturing Inspection District Office (MIDO)
7. Certificate Management Office (CMO)



There are just a few photos of the fun times at the Nashville Reunion, on these pages. Even though a picture speaks 1,000 words, it would be good to hear some of the stories of experiences had. Send to the Editor or Webmaster to be included next time!



**Business – not as usual! Looks like everyone was having a good time!
Where will the next Reunion be held?**



Friends, Fun, Food, Fellowship





A wonderful meal – look at that dessert! Could it be because Gene was friends with the Chef (see picture on previous page.)

GRAHAM A. PITSENBERGER, RECIPIENT OF THE WRIGHT BROTHERS MASTER PILOT AWARD

Graham A. Pitsenberger received the distinguished Wright Brothers Master Pilot Award from the Federal Aviation Administration (FAA) on Friday, July 29, 2011 at a special award ceremony in Charlottesville attended by over 75 friends and family members. The FAA Master Pilot Award recognizes pilots who have contributed and maintained safe flight operations for 50 or more consecutive years of piloting aircraft.

Mr. Pitsenberger began his flying career in Weyers Cave, Virginia, by soloing in a single-engine airplane from the then new Shenandoah Valley Airport. After attaining his Commercial and Flight Instructor Ratings as well as Instrument and Multi-engine Ratings, he worked for Horizon Aviation, Inc. as an air taxi pilot and Chief Flight Instructor, overseeing thirteen flight instructors.

One of his significant accomplishments as Chief Instructor with Horizon Aviation was to challenge the federal Department of Labor about the hourly status of flight instructors. The department wanted to classify instructors as hourly employees, and **Mr. Pitsenberger** convinced them that flight instructors are professionals and deserve to be held in that regard by the Department of Labor.

Mr. Pitsenberger went on to work for the FAA as an Aviation Operations Safety Inspector in several Flight Standards offices, the FAA Eastern Region office in New York, and finally, the FAA Headquarters in Washington, D.C. In his work with the FAA, he investigated aircraft accidents, gave flight tests to pilots, and promoted safe aviation through many outreach educational programs with pilots. He received several performance awards during his career.

Following his career with the FAA, **Mr. Pitsenberger** slowed down his flying while he followed his lifelong avocation of horseback riding and foxhunting. He brought the Glenmore Hunt in Augusta County back to a viable organization as a Master of Foxhounds. While now retired from foxhunting, he remains an Honorary Master of Foxhounds in the Hunt. He developed the concept of Virginia Hunt Week with Master Rita Mae Brown of the Oak Ridge Hunt and Master Cindy Morton of the Rockbridge Hunt, which brought foxhunters from all over the United States, Great Britain and Australia to Virginia for several years.

Once he retired from foxhunting, **Mr. Pitsenberger** resumed a higher level of aviation activity when his wife, Jeanne, decided she wanted to pursue a glider rating as a respite from studies during graduate school. They both started soaring at Eagle's Nest Airport in Waynesboro, Virginia in 2004.

In his fifty- year aviation career, **Graham** has accumulated several thousand flight hours in almost all types of aircraft, from Cubs to helicopters to jets. He holds FAA Pilot and Flight Instructor Certificates with many ratings. He holds one of the first Gold Seal Flight Instructor Certificates issued by the FAA. He is still making over 300 flights a year, mostly as a tow pilot and glider flight instructor.

Both **Graham** and Jeanne are instructors in the Shenandoah Valley Soaring Club and enjoy soaring with the eagles on weekends! **Graham** is the Club president. His greatest joy in aviation now is seeing new students accomplish their goals and enjoy the great sport of aviation and soaring. **Graham** and his wife, Jeanne, as well as all of the members of the Shenandoah Valley Soaring Club (<http://www.svsoar.org>), are among the over 13,000 members of the Soaring Society of America (<http://ssa.org>).

Fewer than 2000 pilots nationally and only three other Virginia pilots have received the Wright Brothers Master Pilot Award. Some of the well-known award recipients include Arnold Palmer, Bob Hoover, and astronauts Neil Armstrong and Gene Cernan. **Mr. Pitsenberger's** name will join theirs on the Roll of Honor at the FAA Headquarters building in Washington, D.C.

Jack Kenton submitted the following article, stating "Not being a McCain fan for some of his political beliefs, I do regard the man as a true hero and one who can give such a speech with the background to back it up. My hat is off to him. This is a good read."

REMARKS BY SENATOR JOHN McCAIN AT THE TAILHOOK SYMPOSIUM HONORING THE CENTENNIAL OF NAVAL
AVIATION

September 12, 2011

“Thank you, Rabbit, for that very kind introduction. There are many people here tonight who rank among the true heroes of Naval Aviation, including George Walsh, Tom Hudner and ADM Tom Heyward. I thank you for your service to our country and your leadership in this wonderful profession we all cherish.

“On behalf of all the McCains who have served in Naval Aviation – from my grandfather who earned his wings as a Captain in 1936; my oldest son, Doug, who earned his wings in 1985; to my son, Ltjg Jack McCain, who earned his wings this past January – I thank you for the very generous recognition you have given my family. It has been a privilege for all of us to serve and to have played a small part in the first 100 years of Naval Aviation history.

“Ever since reporting to Pensacola more than 50 years ago, I have had the pleasure of being involved with Naval Aviation in some capacity. I acknowledge that my early involvement was at times ‘eventful’ – and that my mishap record certainly contributed to the national debt. I doubt that I would last very long in today’s Navy.

“One of the benefits of living as long as I have, is that you get to see a lot of history in the making. And if you are paying attention, you can learn the lessons of what we did right, and what we did wrong. Both should be carefully studied. At the very least, we should make it our goal to repeat what worked well – and to avoid what didn't.

“Tonight I would like to talk briefly about what I believe to be the key factor in the success of Naval Aviation over the past century. It is one of the things we did right. It has to do with leadership.

“Although we just celebrated the 69th anniversary of the Battle of Midway, I want to return to that battle to make a fundamental point. At Midway, barely six months after the attack on Pearl Harbor, we faced an enemy supremely confident in their ability – not just to defeat, but to annihilate – the battered remnants of Halsey’s Pacific Fleet. We were overwhelmingly outnumbered and outgunned. The Japanese brought 8 carriers, we had barely three; they had 11 battleships, we had none. And the Japanese had the best fighter aircraft in the Pacific – the Mitsubishi Zero – that easily dominated the slower, less agile TBDs, SBDs, F4Fs, and Marine F2As.

“Making matters worse, our forces were plagued by faulty equipment. The Mk 13 torpedo was notoriously unreliable. In fact, not a single torpedo dropped at Midway by Torpedo 3, Torpedo 6 or Torpedo 8 even detonated. And the new electrical arming system on the SBD’s had the annoying habit of randomly releasing the bomb when the Master Arm switch was selected.

“But in the end, the battle turned not on numbers or equipment – but rather on the actions – and the leadership – of some truly extraordinary men. What they did at Midway has become the stuff of legend.

“Men like LCDR John Waldron, skipper of Torpedo 8, who led his 15 TBD Devastators against one of the enemy carriers at wave-top height and barely 100 knots, while trying to fend off the far more capable – and deadlier – Zeros. With no fighter cover of his own, Waldron’s fate was sealed. His last transmission to his squadron-mates was simple: ‘We will go in. We won't turn back. We will attack. Good luck.’

“And men like Marine Major ‘Joe’ Henderson, who led his mixed squadron of F4Fs and F2As against the carrier Hiryu. Struck by anti-aircraft fire, his aircraft in flames, Henderson pressed the attack – on what would be his last flight.

“And LCDR Wade McClusky, who, despite being dangerously low on fuel, kept searching for the Japanese carriers until he found them, and whose extraordinary leadership – according to Admiral Nimitz – ‘decided the fate of our carrier task force and our forces at Midway.’

“My friends, the Battle of Midway was won not by superior equipment, and certainly not because we outnumbered the Japanese. We won because of the stout hearts and uncommon leadership that for one hundred years has been the hallmark of Naval Aviation.

“My grandfather, who commanded a carrier task force in the Pacific during WWII, lived large and was always larger than life to me. He rolled his own cigarettes, smoked constantly, swore and drank more than he should have. He was known as one of the Navy’s best cussers, probably not the sort of recognition one would want today. ‘Slew’ was his call sign. James Michener described him in Tales of the South Pacific as ‘an ugly old aviator’ but he was more than that, especially to his men. He was revered for his gregarious, salty attitude, and for his keen interest in his sailors and their thoughts on just about any subject. He made it a point to talk with pilots after they returned from a strike, asking them, ‘Do you think we’re doing the right thing?’ Here was a 3-star admiral, taking time during the course of war to receive honest feedback from men under his command. My grandfather knew that if you ever stopped learning, especially from your men, then you also stopped leading. And he knew how to lead.

“Today, we hear a lot about ‘management’ and not enough about leadership. That worries me. One thing of which I am certain – there is a great difference between managers and leaders. Good managers are plentiful – in fact, our nation graduates over 150,000 MBAs every year. But true leaders are rare. And believe me, there is a difference

--Leaders inspire people; managers, well, they “manage” people and assets.

--Leaders think about protecting and promoting their people; managers think about protecting their own careers.

--Leaders take charge and accept responsibility; managers often pass the buck to higher authority for fear of making a wrong decision.

--Leaders take risks when necessary; managers are taught to avoid risks whenever possible.

“Ronald Reagan was a leader – Jimmy Carter was a manager. Halsey, Nimitz, and Spruance were leaders. Henderson, McClusky, and Waldron were leaders. If any one of them had opted for caution rather than courage when their moment of testing came, the outcome at Midway would have been radically different.

“My father – who was not an aviator but knew something about leadership – used to say that technical experts are a ‘dime a dozen’. You can always find a man who can tell you how many foot-pounds of force are in a piston, or what the aerodynamic effects on a plane will be at a certain airspeed and altitude. But, he said, ‘The business of leadership is another matter entirely. It’s one of the most difficult subjects there is – to inspire in people subordinate to you, the desire to do a better job.’ That is where true leadership trumps management – in the art of inspiring others to perform far beyond their self-imposed limits.

“In recent years, I have often wondered if we have forgotten some of the more salient lessons of history, particularly as they apply to the development and selection of our military leaders. Have we allowed ourselves to be knocked off course to the point that we strive now to produce the ‘ideal manager’ rather than the next generation of true leaders? Have we focused too much on the strategy and tactics of the battle – and not enough on the leadership skills of those who really decided the outcome, not just at Midway, but at countless other critical battles throughout the past century?

“I am at heart, and always will be, a Naval Aviator. It was my first profession and will always be my favorite. And just in case there is someone here tonight who does not understand why I place so much emphasis on leadership over management, let me be clear. The very nature of our profession demands it. No manager, however competent, will ever be able to inspire people to endure the hardships and make the sacrifices that we all know must come with Naval Aviation. Enduring those hardships and making those sacrifices is the price we pay for the privilege of defending our great nation.

“So as we celebrate the centennial of Naval Aviation and begin to contemplate the next 100 years, I encourage all of you to look back on those who led us through our first century. I urge you to study their lives and their leadership styles. Then strive to be like them. Learn to inspire the men and women who work for you. Learn to lift them up, to give them meaningful responsibility, to allow them room to grow, and yes, even to make mistakes. Be slow to judge, and remember that many of our most gifted leaders would never have survived in a ‘one strike’ or ‘zero defect’ environment. If instead, your style is to be quick to criticize, slow to praise, and you are unwilling to forgive, I urge you to seek a different profession. And if you have not yet learned the power of redemption, I encourage you to read the biographies of Nimitz, Halsey, Boyington, Henderson, McClusky, and Waldron – just to name a few.

“Now as I look around the audience – at some of the younger faces – I see another reason why I love Naval Aviation. I can imagine myself, 50 years ago, sitting in this audience, with a wide grin on my face, because I knew I was very lucky to be in this position. I envy you, with your ability to do the same things I did, only better. I can’t turn back the clock, but I can live a little vicariously through you. Make us proud. Make us better. Our future belongs to you now. Make the next 100 years of Naval Aviation something old ‘Slew’ and John Waldron and Wade McClusky would be proud of.

“Thank you and God Bless.”

Members Who Have Passed On

L. Robert Cross (Bob): Bob's wife notified us that he had passed away on June 29, 2011, due to terminal lung cancer at age 82. On September 20th, she wrote: "Bob started his career with the CAA in 1949 in Anchorage, Alaska as a tool, stock and parts keeper leader. Drafted in late 1950, he returned to his home in Syracuse, New York, and joined the U.S. Army, serving a tour in Germany. He returned to New York upon his discharge in 1952, married Bettie in 1953 and finally convinced her to go to Alaska in 1956. He returned to the hangar in Anchorage – now the FAA – and subsequently, became Chief of Supply and Support Unit. He loved his job, his fellow workers and Alaska!

Returned stateside in 1964 and signed on at NAFEC in Atlantic City, where he served until 1974 as Chief of Stock and Supply. In 1974, he (and Bettie) was assigned to Frankfurt, Germany F.S.-F.I.F.O. as Supply Management Officer. What a marvelous 7-year tour that was! Returned to New Jersey in 1981 to the William Hughes Technical Center (aka NAFEC) as a System Analyst and retired in 1990 to play golf to his heart's content. He even scored a hole-in-one twice!

Bob is survived by his wife of 58 years, Bettie, a daughter, Anne Moore of Sierra Vista, Arizona, 4 grandchildren and 4 great-grandchildren, also living in Arizona. Bob was a gentle man and he will be truly missed by many friends in many places. We weren't able to attend a lot of reunions, due to health problems but I have fond memories of Williamsburg, Myrtle Beach and Atlantic City. Sincerely and sadly, Bettie J. Cross, 602 Burton Avenue, Northfield, NJ 08225."

Donald Falvey, 85, passed away on May 12, 2011, at the Minnesota Veterans Home in Minneapolis. He is survived by his wife of 62 years, Elfriede of St. Paul, MN, daughters Donna Trapp of Eagan, MN and Mary Stuhr (Frank Plummer) of Austin, TX, son Mark (Sharon) of Burnsville, MN and 4 grandchildren, Erin and Patrick Trapp, Ashley and Alyssa Falvey, one sister, May Pat Johnson, of Bloomington, MN.

Don retired from the FAA in 1984, while working in Frankfurt, Germany and lived the rest of his years in St. Paul and Minneapolis, MN. Don worked in Germany for a total of 11 years, from 1968-1972 and 1977-1984. (Please keep sending the Flight Standards Retirees to me. Thank you.) Sincerely, Elfriede Falvey

Johnny Vaughn: Just before the reunion, we received a call from Patsy, Johnny Vaughn's wife, letting us know that Johnny had passed away. He said he would be at the Nashville reunion this year and it was very close for that happening for him. Johnny had also mentioned several times that we needed to have another reunion in Oklahoma City. Well, the reunion is in OKC next year and I am sure he will join us there in spirit, as well as at all future reunions. Johnny was one of the original FSR Founding Fathers and I think he said he had attended all previous reunions. He will be missed.

Howard Gore: Frank Kellogg informed us that Howard, a former FSR member passed away on 2-16-11. He was an Avionics Inspector in the Den ACDO and later the Rocky Mountain Regional Office.

Eldon Gubler: Eldon's wife notified us that he had passed away Dec. 10th, 2010. Eldon was the manager of the Scottsdale GSDO/FSDO for several years.

Timothy Griffith: Timothy Griffith (1944 - 2011)



Timothy Jack Griffith, 67, died unexpectedly Saturday, August 13, 2011 returning from an air show in Boone, IA. Memorial services will be held 10 a.m., Friday, at St. Timothy's Episcopal Church with burial at Resthaven Cemetery. Tim was born in Des Moines, Iowa. He also lived in Perry, IA, and Corona, CA.

Brig. Gen. Timothy J. Griffith, Iowa's former Air National Guard Chief of Staff is not only an Iowa native, but with the exception of pilot training, spent all of his National Guard time with the Iowa Air Guard. He was a graduate of Valley High School in West Des Moines and from Marycrest College with a degree in Business Administration. He was also a graduate of Squadron Officer School, Air Command and Staff College and the National Security Management course.

General Griffith, a command pilot with more than 7000 flight hours including 3700 flight hours in the F-100, A-F, and the F-16 aircraft, began his military career by direct appointment as a Second Lieutenant on September 14, 1965. He attended undergraduate navigator training with the 3535th Navigator Wing at Mather AFB, California; Radar Intercept School, Des Moines ANGB; ADC Survival School, Perrin AFB, Texas; Undergraduate Pilot Training, Laredo,

Texas; F-100 Combat Crew Training, Tucson ANGB, Arizona; A-7D Combat Crew Training, Davis Mothan AFB, Arizona; F-16 Qualification Training, Luke AFB, Arizona.

He was commander of the 124th TFS from October 1, 1984 until he transferred to the Headquarters, Iowa Air National Guard, as the Air Operations Staff Director on November 30, 1989. He was appointed as Chief of Staff September 20, 1992. Griffith was promoted and federally recognized as a Brigadier General on October 25, 1993, with the same date as rank. General Griffith retired from the National Guard as Assistant Adjutant General for Air in 1997.

His civilian career began with the Iowa Aeronautics Commission; after 18 years, Griffith joined the FAA in 1986. His career with the FAA included Accident Prevention Specialist, Operations Inspector and Operations Supervisor. Tim retired from the FAA, as the Manager of the Des Moines Flight Standards District Office in 2004.

His awards and decorations include but are not limited to: the Air Force Commendation Medal, Air Force Outstanding Unit Award (third oak leaf cluster), Combat Readiness Medal (third oak leaf cluster), National Defense Service Medal (with bronze star), Air Force Longevity Service Ribbon (fifth oak leaf cluster), and Iowa National Guard State Service Ribbon (fourth oak leaf cluster).

Career highlights include three Atlantic crossings (including leading a 24 ship of A-7's, nonstop, Des Moines to Waddington RAF Base in England) one Pacific crossing and deployments to England, Turkey, Aviano Italy and Chitose Japan. He owned and restored a 1946 Aeronca Champ and thru his affiliation with the Iowa Aviation Heritage Museum he restored and flew a PT-19, T-28 and was currently restoring a N3N.

Flying and family were his life and love. When he wasn't flying he enjoyed golfing, sailing, scuba diving, skiing, fishing, making beer and wine, riding his Harley, reading, carpentry, traveling the world, spending every possible moment watching his grandkids sports, and cheering his beloved Hawkeyes (Go Hawks!). He retired to "Paradise" in Florida where he shared his time with his closest friends and family.

General Griffith was married to the former Linda K. Davis of West Des Moines for 46 years. They reside in Lakewood Ranch, FL. Those left to honor his memory are his mother, Anne Griffith of West Des Moines; daughters, Heather VanSeveren (Eric) of Davenport, IA and Jill Long of West Des Moines; six grandchildren, Sophie, Emma, Josh, and Lily VanSeveren, and Peyton and Karleigh Long; brother, John Griffith (Valerie) of Bellingham, WA; sister, Janie Lyons (Mike) of Medford, NJ; and many other family and friends who will mourn his loss.

General Griffith is welcomed into Heaven by his father L. Jack Griffith and his grandparents.

Tim was not a FSD member, but was a close friend. Tim was a man who represented FAA and his country with dedication, pride and professionalism. Bernie

FLIGHT STANDARDS RETIREES INC. MEMBERSHIP APPLICATION

(Complete for New membership and Renewals with changed information)

DATE: _____

NAME: _____ SPOUSE'S NAME: _____

Renewing with changed contact information

New membership

ADDRESS: _____ TELEPHONE: () _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS _____

YEARS OF SERVICE _____ (YEAR STARTED) _____ (YEAR RETIRED) _____ (Still Working) _____

TYPE AND CLASSIFICATION OF WORK* _____
(ABBREVIATIONS FOR CLASSIFICATION OF WORK ASSIGNMENT (Listed Below):

WORK LOCATIONS: _____
CITIES,,FSDOs, WASHINGTON OFFICE, REGIONS)

:
*ABBREVIATIONS FOR TYPE OF CLASSIFICATION OF WORK ASSIGNMENT

- | | |
|-----------------------------------|--|
| AC-A AIR CARRIER AVIONICS | AS-M AIRCRAFT MAINTENANCE |
| AC-M AIR CARRIER MAINTENANCE | AS-ET AIRBORNE ELEC. TECH. |
| AC-O AIR CARRIER OPERATIONS | ADM ADMINISTRATIVE, CLERICAL,
AND SECRETARIAL |
| GA-A GENERAL AVIATION AVIONICS | CAAG CIVIL AVIATION ADVISORY GROUP |
| GA-M GENERAL AVIATION MAINTENANCE | |
| GA-O GENERAL AVIATION OPERATIONS | |
| ENG AIRCRAFT ENGINEERING AIRCRAFT | OTHER _____ SPECIFY _____ |
| MFG MANUFACTURING | |
| ICAO INT'L. CIVIL AVIATION ORG. | |
| AS-IP AIRSPACE SYS INSPEC PILOT | |
| AS-A AIRCRAFT AVIONICS TECH | |

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

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

SEND DUES TO:
Bernie Lockert
FSR Secretary/Treasurer
5087 So. Barley Way
Gilbert, AZ 85298

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