

SLIPSTREAM



Vol. 57, No. 3

Official **SILVER WINGS FRATERNITY** Newsletter

July - September, 2014

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Summer Issue

Member NOTAM's

Master CFI Vicki Sherman



Active Member **Vicki Lynn Sherman**, a five-time Master and SAFE member, biennially renewed her **Master CFI** designation in June. This title has been earned by fewer than 700 of the 91,000 CFI's currently active in the country.

The Master Instructor designation is a national accreditation recognized by the FAA and industry that is earned by a candidate through a rigorous process of continuing professional activity and peer review.

She is an instructor with **Hayes Aviation at New Smyrna Beach Municipal (EVB)**. Vicki was the 2011 National FAAS Team Representative of the Year, and she also

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2014 Annual Convention Planned

We encourage you to mark your calendar for **October 2-4**, and join us in **Pensacola, Florida** for an exciting and enjoyable **Convention** of fun activities and guest speakers, including a tour of the **National Naval Aviation Museum** and **National Flight Academy**. You can also view the latest **IMAX** movies. We will enjoy lunch at the world-famous **Cubi Bar Café**.

NASA Astronaut/Mission Specialist/Flight Engineer **Nicole Stott** is scheduled to be our banquet speaker on Saturday evening. She has flown on three **Space Shuttle** missions, and logged two tours aboard the **International Space Station** during which she performed a spacewalk of almost seven hours duration. She joined NASA in 1988 as an engineer, and entered astronaut training in 2000, and has been awarded the **NASA Distinguished Service Medal** and the **Exceptional Achievement Medal**. She currently works at **Johnson Space Center** as the Astronaut Office Space Station Integration Branch Chief.

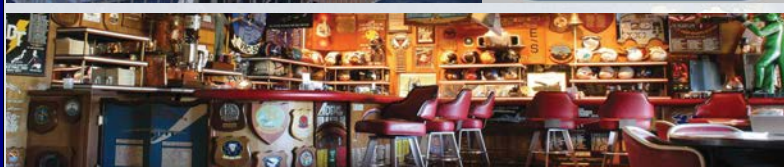


(NASA photo)

Nicole graduated from **Embry-Riddle Aeronautical University's** Daytona Beach campus, and is currently a member of their Board of Trustees. She is an **Instrument Rated Private Pilot**.

A private bus will transport us to all the venues. The Convention Fee and the Comfort Inn room rate are reasonably priced. Important business will be conducted at the **Board and Membership Meetings** including the election of three Directors. The **Convention Information and Registration Form** were included in the last issue and are also available for downloading on our web site at **www.silverwings.org**. We hope to see you there!

(Schedule, events, and speakers subject to change without prior notice.)



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MISSION STATEMENT & PURPOSE

A charitable and educational not-for-profit membership organization of pilots who soloed a powered aircraft more than 25 years ago, newer pilots, and others with a genuine interest in aviation, who endeavor to advance aviation science and career opportunities, and provide educational scholarships in aviation.

WAYPOINTS

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Secretary's Column

(will resume next issue)



President's Column

Walter R. Baker



Treasurer's Column

Thomas K. Menefee



TREASURER'S REPORT (as of August 6, 2014)

Current Assets: **\$16,446.08** Current Liabilities: **\$0**
Aviation Scholarship Program Fund: **\$2,603.37**


Mrs. **Betty Sue Baker**, age 71, beloved wife of 29 years of President **Walter Baker** passed away on July 24, 2014 in Pensacola, Florida.

Betty was born on August 14, 1942 in Blue Ridge, Georgia to William Hoyt McGill and the late Irene Huffman McGill. She is survived by Walter of Gulf Breeze, FL; son Scottie Beavers of West Hollywood, CA; two daughters Michelle Beavers of Macon, GA and Ginger Means (Jeff) of Atlanta, GA; two grandsons Grant (20) and Tyler (17) and one brother, William McGill of Morganton, GA; and father William Hoyt McGill of Blue Ridge, GA.

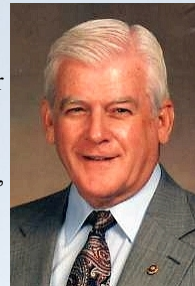


Funeral services were conducted on Sunday, July 27 at the Akins of Blue Ridge Chapel, and interment followed at Sugar Creek Baptist Church Cemetery. Silver Wings Fraternity Chaplain **Ray Bell**, and Directors **Julian Scott** and **Gilly Smith**, all Georgia Chapter members, attended the funeral.

All of us share in the loss of Betty Sue. We remember her Southern Hospitality at our conventions and our clubhouse at Sun 'n Fun, and very appreciate her support over the years. We will all miss her.

Condolences may be posted to Walter and the family on the *Guest Book* at www.akinsfuneralhome.com. 

We are looking forward to seeing you at our **2014 Annual Convention** in sunny Pensacola, Florida over **October 2-4**.



Look for the *Convention Information and Registration Form* in the previous *Slipstream* issue or you may download it from our website. We will enjoy touring the **National Naval Aviation Museum** and their **National Flight Academy** on NAS Pensacola. We have some special treats lined up, and excellent speakers for our lunches and banquet dinner.

The annual **Membership Meeting** and **Board Meeting** will also take place at the Convention, and all members are invited to attend. If you have never been to one of our Conventions in the past, plan to make this one. Another important bit of business at the Convention is the election of Directors to three-year terms. As you can see on the *Director's List* on the next page, we have three seats expiring this year that we have to fill. The four elected National Officers are selected from among the seven members of the Board of Directors to serve in annual terms of office.

I invite you to nominate an eligible member, including yourself, for a Director seat. The *Director's Nomination Form* may be downloaded from our website, or we can mail the form to any member


requesting it.

Boeing's *2014 Pilot and Technician Outlook* projects that between 2014 and 2033, the world's aviation system will require **533,000** new commercial airline pilots, and **584,000** new commercial airline maintenance technicians. The outlook projects continued increases in pilot demand, which is up approximately 7 percent compared to 2013; and in maintenance training, which increased about 5 percent.

The demand is driven by steadily increasing airplane deliveries, particularly wide-body airplanes, and represents a global requirement for about 27,000 new pilots and 29,000 new technicians annually.

These figures do not include pilots, mechanics, and others needed in other areas of commercial or general aviation. This is both proof and validation that our non-profit organization's **Aviation Scholarship Program** is on the right track in helping young people begin their careers in aviation. On top of your many accomplishments in aviation, your generous donation to the ASF can help extend your legacy and your contribution to this vital industry.

We welcome your cash gifts now, or you can include the ASF in your will or trust. For more information, just contact us at **donations@silverwings.org**. Finally, I hope everyone is having a happy and safe Summer season.

Blue Skies! 

Member NOTAM's (from Page 1)

serves as a **FAA Team Representative** in the FAA's Orlando FSDO area. If you need a great instructor, contact Vicki at AeroSupplies@msn.com.


JetHiking Gypsy on the Move Again

The **JetHiking Gypsy**, a.k.a. SWF Associate Member **Amber Nolan**, is closing in on her goal of visiting all 50 states on **General Aviation** airplanes. The veteran travel writer is promoting GA by hitchhiking around the country and reporting on her adventures. She recently visited **EAA's AirVenture**, and is in Alaska now, with four states to go. At the end of this project, she plans to begin lessons for her **Private Pilot** license. She finds rides by hanging out at airports, and rides find her through her web sites, pilot discussion groups, and media appearances. If you or any pilot you know can give her a lift, contact her at jethikinggypsy@gmail.com or her cell phone at 585-245-1411.



Tell her you are member of the Fraternity. You can learn more about her travels by visiting www.jethiking.com and www.facebook.com/jethiking.gypsy or her **Twitter** page at www.twitter.com/JetHiking.

Free Aviation 101 Class Online

If you dream of becoming a pilot, strive for a career in aviation, or are curious about the marvels of modern flight, **Embry-Riddle Aeronautical University** now offers **Aviation 101**, available for sign-up at aviation101.org. Meant mainly for high school students but open to all ages, it is composed of 12 high-def video lessons that include aircraft systems, aerodynamics, flight instruments, airports, airspace, air traffic control, aeromedical factors, aviation weather, performance, navigation, and more ensuring the student becomes a knowledgeable, safety-conscious aviator. A **Certificate of Completion** earns **one hour of course credit** at Embry-Riddle's Daytona Beach, FL or Prescott, AZ campus. 



Project Vigil: The Saluting Boy on Omaha Beach


In June 2014, an American 11 year old boy and his father visited the **Normandy American Cemetery and Memorial in Colleville-sur-Mer, France** to say thank you to the soldiers who fought and died on **Omaha Beach** on **D-Day** morning 70 years earlier. Of the five landing zones, this beach was the most heavily defended. The cemetery is located at the north end of a half mile access road on a bluff overlooking the beach. The 173-acre cemetery contains the graves of 9,387 US military dead, most of whom lost their lives in the D-Day landings and ensuing operations.

As part of his personal remembrance project called "**Project Vigil**," the boy spent four days in the cemetery teaching visitors about the paratroopers buried there, and putting a face and a story to the names on the crosses. He wore the uniform, helmet, and boots of the soldiers of the **101st Airborne Division**, sized to fit him, of course. On **June 6th**, the local police would not let him re-enter the cemetery, so he took his 48-star World War II-era US flag down to the beach and planted his homemade flagpole firmly in the sand.

He unfurled the flag where it whipped and snapped with such force that he strained to hold it steady. When he turned his gaze toward the English Channel, he saw a vision of the spirits of our infantry soldiers heading for the shore. He was moved to tears by this vision and he raised his hand to salute. He held his flag and salute while humming tunes from Glenn Miller's orchestra.

At first he was all alone, then the veterans, tourists, and news media came to see this patriotic and grateful young man. When the tide crept in, he refused to retreat. Our veterans saluted him. Many people had their picture taken with him. Then a lone trumpeter joined him and played the ceremonial bugle call **Taps**. His knees began to buckle and his muscles cramped, but he did not want to leave the beach. After almost two hours of standing in that spot and saluting, he raised his hand to signal goodbye, and collapsed in the arms of his father.

In his heart he held the flame alight for those who made the ultimate sacrifice for our freedom, and for those who fought and came home. In his soul he held the future of the American ideal. What an amazing kid. Two D-Day veterans of the Big Red One joined them in the folding of the flag. God bless all the soldiers, sailors, Marines, airmen, nurses, and others who gave their lives, and all our veterans who served. "Time will not dim the glory of their deeds," said General of the Armies John J. Pershing.

You can watch a video of this event at www.youtube.com/watch?v=8k9Si28k0Fk produced by his father. Shared by Active Member Captain Nancy Aldrich. 

(Photos courtesy SFC Abram Pinnington (Retired), 1st Inf. Div. and US Army)



Member Injured in Fatal Plane Crash

Active Member **Michael T. Elliott**, NAFI Master CFII, age 63, of Tarpon Springs, Florida, was listed in critical condition at a hospital in Greenwood, Indiana, after the crash of a **1991 Mooney M20M** on the afternoon of **July 11, 2014**.


The PIC and aircraft owner, **William M. Gilliland**, age 46, of Greenwood, was killed in the crash. He was an executive with a mall developer and is survived by his wife and two daughters, ages 12 and 14. Mike is an experienced Mooney specialist, and they had left



Greenwood Municipal Airport for the airplane's annual inspection in Texas when it crashed.

On the way, Bill was to receive instruction toward his **Instrument Rating**. The plane lost power on take-off and struck the roof of a house, severed power lines, and slid into the back porch of another house before bursting into flames. Two people on the ground received minor injuries attempting to rescue both men, but were not able to extract Bill as the fire was too hot. Witnesses say the plane did not sound right after take-off and was smoking.

Bill's wife, Angela, said, "The acts of heroism of the rescue of his co-pilot and attempted rescue of Bill were sacrificial and words cannot express the gratitude our family feels for you. Our prayers remain with the Elliott family. Bill brought joy to his family and others as he lived life as a man committed to Christ."

Michael's condition has since been upgraded and he is currently in therapy. Please remember the Gilliland and Elliott families in your prayers, and a speedy and complete recovery for Michael. NTSB Report No. CEN14FA356. 

(Photo: Rob Goebel/The Star)

SILVER WINGS FRATERNITY AVIATION SCHOLARSHIP FOUNDATION, INC.

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[Director's terms expire in October of]

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SWF Founder & President Emeritus

Russell James Brinkley ~ 1906-1992
Harrisburg, PA ~ Barnstormer, Flight Instructor, Airshow Announcer

SWF Co-Founders

Harry Raleigh Davis ~ 1920-2000
Stratford, CT ~ ATP Captain, Trans World Airlines

Walter Harvey, Jr. ~ ?-?
Harrisburg, PA ~ Flight Examiner, Control Tower Operator

John E. Hickey ~ 1890-1970
Ashland, IL ~ Barnstormer, WWI Army Aviator, Airline Pilot

Edwin Lyons ~ 1910-1991
West Hempstead, NY ~ Airline Transport Pilot, Airport Manager

Punchy's Retirement

Robert H. "Punchy" Powell, Jr. was born in 1920 in Wilcoe, West Virginia, to a family of coal miners. He was barely nine when the United States financial market crashed in 1929. Times were tough. Working in the mines helped bring food to the table. When he entered the University of West Virginia he was destined for the "Class of 43" but joined the **Army Air Corp** instead.

On December 7, 1941 the Japanese attacked Pearl Harbor and World War II began raging on both fronts, with Tojo in the Far East and Hitler in Europe. In 1943, after graduating from advanced training, he earned his wings and commission as a 2nd Lieutenant, and he was sent overseas. Lt. Powell served with the **8th Air Force** in the **352nd Fighter Group** based in Bodney, England, first flying P-47 Thunderbolts and later P-51 Mustangs. The 352nd was a tough outfit that came to be known by a tough-sounding name. With their state-of-the-art Mustang fighter planes with bright blue cowlings, Punchy and company destroyed so many enemy aircraft and emplacements, that Hermann Goering, supreme commander of Hitler's Luftwaffe, is said to have dubbed them those "*Bluenosed Bastards of Bodney.*"

The 352nd's primary job was to escort B-17 and B-24 bombers to European targets. Fighter escorts were of utmost importance to the completion of bomb runs. However, the escorts had limited fuel range, and at certain points along the mission to the targets the fighters had to return to base or face the prospect of running out of fuel and not making it back home. At that point, the bombers faced the onslaught of enemy German Me109 and FW190 fighters. Until extra fuel drop tanks were fitted on the P-47's and P-51's, bombing missions were limited to targets within the range of protective fighter escorts.

The 352nd flew multiple missions over Normandy on D-Day. After the invasion, American airbases were established in northern France and Belgium, which allowed deeper penetrating bombing missions into Germany which helped eliminate enemy forces. By the end of the war, the '*Bluenosers*' had flown 420 missions over 59,387 operational combat hours, and destroyed 772 enemy aircraft with 554 of those in aerial combat. The 352nd produced 29 aces. Punchy had six destroyed and two probables. The ground victories were scored mostly when strafing German airfields. He got battle-damaged five times, four of these hitting airfields, and only once in aerial combat when he took a few hits from the tail gunner of a He-177.

Punchy's only flying mishap occurred when on takeoff at Bodney, his Mustang engine caught fire and he aborted the flight by landing in a nearby farmer's field. Shortly after he jumped out of the cockpit and started running, the plane exploded at which time most observers presumed he was dead. What a wonderful surprise when he showed up at flight headquarters with a smile on his face! As a 21 year old pilot fighting air battles with the Germans, he was a long way from the coal fields of West Virginia. However, he named his aircraft "*West 'By Gawd' Virginian.*"

As a warrior serving in a crusading army, Punchy was living an incredibly exciting period of his life. "This war and the Air Force gave me my manhood," Punchy said. Knowing Hitler's Nazi heinous inhumane atrocities was a great motivator. "In the air, it was him (the enemy) or me, and 'the Devil take the loser.'" "You don't take prisoners in an air battle. You either return to base safely, parachute out into enemy territory and become a POW, or you die! At 22, I preferred to live. After the war, we discussed this with some of the same German pilots whom we fought in the air. We who survived were truly blessed."

After completing his 89 missions over two combat tours, he was discharged and returned to West Virginia University to finish his journalism degree. Punchy married his childhood sweetheart Betty Wiley, and they lived in a small apartment across from the football stadium. "Our apartment was so small, we had to get in bed over the footboard. "Those were

some of the greatest days of our lifetime." Soon they were expecting their first child, and Robert Wiley Powell was born while his Dad was still a student. Two daughters came later, Linda and Betsy.

Punchy, along with many of his fellow students returning from the war, were more mature, more serious about their studies, and earned higher grades. The GI Bill helped. Punchy told his wife his goal, as a journalist, was to make \$10,000 per year. His first job after graduation at the

Roanoke, *Virginia World News* paid \$50 a week. This salary left him a long way to his goal. Then another military stint during the Korean war prolonged his journey.

In 1956, he and Betty moved to Atlanta. He was named advertising sales manager for McGraw-Hill. "I knew then that I had it made," says Punchy. He and his family were living the American Dream that his generation had fought for and helped make real in the postwar era. Punchy later knew he was an integral part of the "**Greatest Generation.**" In the 1960's, he joined Technical Publishing Company as a regional manager representing 16 high-tech magazines, and worked until his retirement in 1987. In retirement, he served as editor-historian for the **352nd Fighter Group Association**. This position put him in touch with hundreds of veterans and their families for a quarterly newsletter and annual reunions throughout the world. In 1990, Punchy co-published an acclaimed history of his military unit titled the *Bluenosed Bastards of Bodney*. He also wrote and published another hard cover book, *Bluenoser Tales*. Both are now out of print and are collectors items. The books have been snapped up by scholars, historians, military buffs, and aviation enthusiasts.

In 2011, several close friends erected a fiberglass replica P-51 in front of the **57th Fighter Group Restaurant** at DeKalb Peachtree Airport in Atlanta, and painted as his World War II plane. A group of more than 100 relatives and friends unveiled it to a very surprised Punchy. He has been a long-time member of the **Silver Wings Fraternity**, and he recently retired as publisher and editor of the Georgia Chapter's weekly newsletter after serving for the past seven years.

On January 4, 2013, he and Betty celebrated their 70th wedding anniversary at the Oak Grove Methodist Church in Decatur, Georgia. On November 21, 2014, Punchy will be 94 years old. He and Betty have six wonderful grandchildren who live all over the USA.

You ask: "What's with the 'Punchy' nickname?" He was a **Golden Gloves Boxing Champion** in his younger days.

Among the following medals awarded for his service: The **Distinguished Flying Cross** with two Oak Leaf Clusters, The **Air Medal** with three Oak Leaf clusters, The **National Defense Service Medal**, The **Armed Forces Reserve Medal**, The **Presidential Unit Citation**, The **European Theater Medal** with Four Battle Stars, The **American Theater Medal**, The **World War II Victory Medal**, and The **French D-Day Medal**.

(Article submitted by Gilly Smith. Photo courtesy of John Slemp/Aerographs)



JUMP SEATS



by Lauran Paine Jr., Contributing Author

Welcome to the secret world of jump seats. You know what they are, right? They're the seat (or seats) in the cockpit of an airliner that are not the pilot's seats. And they have stories to tell.

The thing about jump seats to pilots - who mostly ride in them - is that they are f-r-e-e. And pilots like free. The most common phrase made by a "jumpseater" wanting a ride is, "Mind if I hitch a ride?" And the usual answer is, "Not at all. Welcome aboard." And the story behind that exchange is: Today you are the pilot but tomorrow you may be the guy asking for the jump seat.

The 'jump seat deal' was, for a long time, a very cordial arrangement. It was like "I'll scratch your back if you'll scratch mine." But of course, as happens in business and life, politics entered into the fray. Before long, we had an "approved jump seat list." If you're airline was on it, you got the seat (space available, of course). If not, you got a "no-go." Pilots from your own airline always had priority over the pilots of another airline. That was just understood. Unless a Fed wanted up front to give a Line Check, then the Fed got priority. Truth be known, many a Line Check were the Feds way of getting a free ride to a cousin's wedding.

Before we get too much further into this, we have to talk about jump seat design. I don't know that I've ever met a jump seat design engineer but my guess is that they're a strange lot. Maybe even a little sadistic. I mean, jump seats are not widely known for their comfort. They fold up, down, over, around and backwards. Some fit directly behind the pilot's seat in front of you, but with no consideration for where your knees are supposed to go.

Another jump seat I know of used the back of the cockpit door as the backrest. Every time a Flight Attendant would open the door, the "jumpseater" would fall backwards, especially if he was asleep. But most pilots, like Pavlov's dogs, learned to lean forward at the first sound of the door being opened. But hey, no matter, the ride was still f-r-e-e.

One thing my airline did that not many other airlines do, was to allow a "jumpseater" to sit in the passenger cabin if there was space available. I liked that arrangement. That way you didn't have some guy drooling cracker crumbs on your shoulder or showing you pictures of his girlfriend while you were trying to fly. (True story.) Of course, Captains had broad discretion in who rode in the jump seat. They are, after all, responsible for the safety of the entire flight.

I remember one Captain, Stan, told the story of pilot of another airline who stepped into the cockpit wanting a ride and said, "Think I'll ride up here to see if you guys can fly this jet." Well, that comment didn't set too well with Stan who turned and said, "I want you to pick up your stuff and get off this airplane." And the guy did. The moral of the story? Right after being on the approved jump seat list, the next requirement is courtesy and humility. It's rather an unspoken rule, but it is a rule. As it is to always say "thank you" after the flight. Many times, how you treated a "jumpseater" had a lot to do with how you were treated at his airline.

One time, my bride and I were flying 'space available' and we were assigned the last two seats on the flight. Except that when we got on board, there turned out to be only one seat left in the passenger cabin. I looked up front and the cockpit jump seat was open. I walked up, showed my airline ID and said, "No more seats back there. Mind if I hitch a ride up here?" Pretty short notice for a jump seat but the Captain said, "Sure. No Problem." He had a blank jump seat pass in his flight bag, handed it to me to fill out, then handed a copy to the gate agent and away we went. For years after that, any time an *Alaska Airlines* pilot wanted a jump seat from me, he got it. (Of course, after the flight, the up-front Flight Attendant said, "At least fifty passengers asked, 'How come that guy got to sit up there?'")



Jump seats have a dress code, usually described as 'business casual.' Generally, that doesn't include blue jeans, which is exactly what I had on when I stumbled upon an earlier flight in Chicago to where I wanted to go. I thought, 'What the heck. I'll give it a try.' The gate agent put me on the flight. Enroute, the youngish First Officer gave me a little guff about my attire but the Captain, who turned out to be a horse/rodeo-type guy, had no problem at all with blue jeans and cowboy boots. I am forever grateful to Larry at United.

Of course, a whole lot of the above changed after those scum bags flew into the Twin Towers on 9/11. There is evidence that they scouted their plan using fake ID's and riding jump seats. ("Scum bags" is too gentle a description for them.) So now jump seat agreements are much more restrictive. For a while, only the pilots of your own airline could ride in your jump seat. Some of that may have loosened up a bit since I've been retired but, still, things are more restrictive. That's too bad. It was a perk of the profession, but safety trumps all.

Okay, couple more stories: I once had a Fed come into the cockpit, flash his ID, and hand over his jump seat pass. Thing is, the guy was large. He got on the jump seat okay but was having a good deal of difficulty fastening the shoulder harness-type seat belt. The Flight Attendant was in the doorway saying, "We're all buttoned-up. Cabin's secure." I said, "Hold on just a second." I was thinking, 'We're going to have to take a delay because this guy can't fasten his seatbelt. How am I going to explain that to the passengers?' But he managed.

He put his hand under his belly, lifted it, sucked in mightily and slid the seatbelt under and got it fastened, barely. He then let go of everything after which his eyes bug-ged out and his face turned red. (Sorry, just tellin' it like it was.) And away we went. And we passed the Line Check, too. Probably because the guy couldn't move or think all the while he was strapped in.

Another time - and this story still bothers me to this day - a female stepped into the cockpit with a jump seat pass and an airline ID. Fine, except that she was wearing a short, tight skirt. My little 'pilot mind' immediately flashed, 'What's up with that? What lady pilot would ask for a jump seat dressed like that?' I mean, in this particular jump seat you sit astraddle the console, your knees two feet apart.

The height/weight/age looked about right on her ID. The picture was a bit smudged but looked kinda like her. Fortunately there was room in the passenger cabin so I handed her paperwork back and said, "Welcome aboard. There's room in the back." To this day I still think it was a fake ID. All my First Officer, much younger than I and single, could manage was, "Dang!"

Pilots and jump seats - the stuff of lore.

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SILVER WINGS FRATERNITY AVIATION SCHOLARSHIP FOUNDATION, INC.

~ National Annual Membership Dues ~

Active Member New or Renewal: **\$25.00 USD**
(Soloed a Powered Aircraft More Than 25 Years Ago)

Associate Member New or Renewal: **\$25.00 USD**
(Younger Pilots and Anyone with an Interest in Aviation)

Member & Spouse or International **\$30.00 USD**
(Member or Spouse may be Active or Associate Member)
(Multi-Member Households Share One Paper Slipstream Copy per Issue Unless Two Copies are Desired).

Pay by **Credit Card** or Make Your **Check** or **Money Order** Payable to
"Silver Wings Fraternity" (Do Not Send Cash) and Mail to:
SWF Membership Secretary, P. O. Box 1694, Oldsmar, FL 34677-1694
(Chapter Dues, if any, Are Payable Directly to the Chapter)

Circle your **Credit Card** and provide information:



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REQUIRED DISCLOSURE INFORMATION

Florida Statutes Chapter 496, the Solicitation of Funds Act, was enacted by the Florida Legislature. This law requires that organizations like the Silver Wings Fraternity Aviation Scholarship Foundation, Inc. (registration number pending) conspicuously display in capital letters the following statement with each printed solicitation, written confirmation, or receipt for contributions received:

A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL-FREE WITHIN THE STATE OF FLORIDA 1-800-435-7352 OR 850-410-3800 FROM OUTSIDE OF FLORIDA. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE.

The Silver Wings Fraternity Aviation Scholarship Foundation, Inc. receives 100% of any charitable contribution and is directed where designated by the donor.



Son, someday you will make a girl very happy, for a short period of time. Then she'll leave you and be with new men who are ten times better than you could ever hope to be. These men are called pilots.

Chapter Meetings & Contacts

Please note that all Chapter members must also be current members of the Silver Wings Fraternity (National Organization) per the Bylaws, since all Chapters are legal subsidiaries.

COLORADO CHAPTER

Meets several times per year at the **Wingate by Wyndham/Greenwood Village/Denver Tech** at **8000 East Peakview Ave**, Greenwood Village, CO 80111 (South of Denver). Program for the **November 15** meeting TBD. Visitors always welcome! For more info, contact **Bill Totten** at ColoradoChapter@silverwings.org or Telephone **303-364-5238**.

FLORIDA GULF COAST CHAPTER

Meets several times a year in the **Clearwater/Dunedin** area, at **11:15 AM** at **Kally K's Steak & Fishery, 1600 Main Street**, Dunedin, FL 34698. We meet in the private dining room. Our next meeting is on **September 6** and our speaker is **Robert Brenner** who, in 1945, was in the **Empire State Building** and survived the crash of the **B-25 bomber** into the 79th floor. Following meeting is on **November 22, 2014**, speaker TBD. Visitors always welcome! For more information, contact us at FloridaGulfCoast@silverwings.org

GEORGIA CHAPTER

Meets every **Wednesday** (except Holiday weeks) for lunch in **Atlanta** at the **Petite Auberge Restaurant** in the **Toco Hills Shopping Center** at **2935 North Druid Hills Road** with excellent speakers. Visitors always welcome! For more information, contact Chapter President **Bill Bell** at **404-321-3131** (office).

ILLINOIS CHAPTER

Meets several times a year at the **Four Points Sheraton** in the **Village of Schiller Park** near Chicago. Our next meeting is on **October 25, 2014**, and our guest speaker is **Lt. Col Dick Diller, USAF** (Retired), who flew the **AD Sky Raider** in Southeast Asia, mostly at night. He flew 203 combat missions over 653 hours, and earned the Distinguished Flying Cross and ten Air Medals. He is the author of *Firefly: A Skyraider's Story about America's Secret War Over Laos*. After retiring from the service, he flew for **Delta Airlines** for 29 years. Visitors always welcome! For more information, contact Chapter President **Charlie Boyle** at **847-967-7175**.

LAKE ERIE CHAPTER

Meets quarterly (**September 9** and **November 11, 2014**) in **Willoughby, Ohio** at **Dino's Restaurant & Banquet Center** located at **4145 State Route 306** (Broadmoor/Kirtland Road). Please **RSVP** to **Kathy Ferry** at LakeErieChapter@silverwings.org or Telephone **440-352-2481**, or for more information. Visitors always welcome! Our **Annual Pot-Luck Picnic** is held every July.

OHIO CHAPTER

Meets in the **Cincinnati** area. For more information, contact Chapter President **Tom Hogan** at **513-829-8248** or OhioChapter@silverwings.org.

No Chapter in Your Area? Start One Now!

The National Office will assist you with a list of At-Large members in your area, start-up documents, and promotional materials. You find a location for your first meeting, and set the date and time. Talk to your pilot buddies now!

EDITORIAL SUBMISSIONS

Please submit your articles and photographs of Chapter events, flying activities, awards and other Fraternity or aviation-related topics. Content may be edited for clarity and space. Please identify the author or photographer.

Provide names of all recognizable persons in your photographs, location, event, and other information. Photography may be film prints or digital files, but in the highest resolution available. State whether you want the items returned. Submissions indicate that permission is granted for publication. Read below for more information. Thank you for your support.



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Last Flights



Oh! I have slipped the surly bonds of earth, and danced the skies on laughter-silvered wings, and put out my hand and touched the face of God ~ *after High Flight*

The members of the Fraternity share in the loss, and we express our condolences to the families and friends of our Brothers and Sisters who have Flown West.

Robert Harding Harris, age 93, of Atlanta, passed away on Tuesday, January 21, 2014. Bob was born on October 31, 1920 and grew up in Montgomery, Alabama. He began college at **Auburn University** in 1939, and in 1941 he was accepted into the Aviator Cadet program of the **Army Air Corps**, and took a leave of absence from college in order to serve his country during **World War II**.



During his service, Bob piloted 150 missions over the Eastern Himalaya Mountains on a route referred to as **"The Hump"** by allied pilots. It was the only supply route for US troops between China, India, and Burma. Due to the absence of navigational aids, treacherous weather conditions, and the threat of enemy planes, The Hump was known to have the most dangerous flying conditions of any route during that war.

By 1945, Bob had piloted over 28 different aircraft, experiencing his dream of flying high-performance fighters. This dream was ultimately fulfilled when he was selected to be one of the test pilots for America's first jet aircraft, the **P-59**. During the war, Bob was awarded the **Distinguished Flying Cross**. Bob soloed in a **Piper J3 Cub** in 1940, and held a **Commercial Pilot License** after the war.

He returned to Auburn at the end of his service and was reintroduced to a girl he had met a few years earlier, who he remembered fondly as "the lovely freshman who wore a pink fuzzy sweater, a cute plaid skirt, and saddle shoes." Six months after they reunited, Zuma Jeanette Williams from Cordele, Georgia agreed to become his bride. The two were happily married for 62 years.

Bob graduated from Auburn in 1946 with a degree in **Aeronautical Engineering** and joined **General Electric** in Schenectady, New York. He was thrilled to be named one of three **Distinguished Auburn Engineers** of the year in 1986. During his 38-year career with GE, Bob and Zuma lived in Atlanta, GA, Washington, DC, and Tokyo, Japan. His final assignment before retiring was Vice President and General Manager of Northern Pacific Operations in Tokyo.

Bob served as Chairman of the Aviation Committee of the Atlanta Chamber of Commerce, and was active in the Rotary Club, Silver Wings Fraternity, and the Northside United Methodist Church. He was a devoted and loving husband, father, grandfather, and great-grandfather. He never met a stranger and lived life to its fullest. Bob expressed it best when he said, "I feel blessed with a beautiful family, good health, strong faith in God and Christ, a love of my county, a devotion to my fellow man, and a belief that I contributed just a little to our world. What more could a person ask of life?"

Bob is preceded in death by his wife, and his brothers, Augustus J. Harris, Jr. and Louis C. Harris. He is survived by four children: Susan Lindsey (Frank) of Atlanta, GA; Margaret Anne Bentley (Jim) of Lookout Mountain, TN; Bucky Harris of Clayton, GA; and Nancy Christensen (Ken) of Atlanta, GA; and nine grandchildren, five great-grandchildren, and many nieces and nephews.

Howard Robert Plank, age 81, passed away in Woodland, California on January 5, 2012. Howard was born on July 27, 1930, and lived in Lookout in Modoc County, Brooks in the Capay Valley, and in Woodland. He soloed in a **Stearman PT-17** in 1947 in Woodland, and held a **Commercial Pilot License**. Flying was a passion that he did for work and pleasure. He served in the **US Navy** in a **SeaBees** heavy equipment unit during the **Korean War**.

For a large part of his life, he farmed with his father and brother-in-law in Yolo and Colusa counties, and the rice industry was their calling. Howard consulted on several overseas rice development projects, and he co-founded the Williams Rice Milling Company. With a keen eye for details and tongue for story-telling, he wrote his book *"The Central Sacramento Valley Story."*

He was a member of the Colusa Rotary Club, and was a member and editor for the Capay Valley Rotary Club. Golf with his sons and grandson was one of his favorite past times. Howard is survived by his wife of 18 years, Wei (Vivian) Chen Plank; son Dwight and his wife Debra; son Charles; daughters Judy and Jennifer; and two grandchildren. He was preceded in death by his son, David.

Helen Ruth Ward Maxson Pustmueller was born in Gilman, Iowa on April 26, 1913. She passed away on August 9, 2013 in Englewood, Colorado, having recently celebrated her **100th Birthday**. When she was a child, Helen's father

moved the family to California where he practiced medicine. Her father was fascinated by flight, and often took young Helen to air meets, however, he would never go up in a small plane himself. They made a special trip to see the Graf Zeppelin when it came to Los Angeles.

She earned a degree in **Bacteriology** from the **University of California at Berkley** and worked in several health facilities. Helen married John Maxson in 1939, a Cal Tech geology professor and reserve officer in the US Army Air Corps. John was called to active duty, then went to Turkey with the Office of Strategic Services (OSS). He was also implemental in mapping the Grand Canyon. Helen returned to Pasadena during the war with two daughters. After the war, a third daughter was born and the family moved to Denver in 1947, where John was self-employed as a petroleum geologist.



They both learned to fly during their early years in Denver and had their own airplane. They are pictured here (left and center) with their Cessna 170 on a trip to Mexico. After John's death in 1966, Helen renewed her interest in flying and earned her **Commercial Pilot License** and **Instrument Rating**. She flew in two **Powder Puff Derbies** and three **Angel Derbies** with her friend Jan Gammel in a Comanche 250/260.

In 1971, Helen married Paul Pustmueller who quickly learned to fly, and they owned a Cessna 170, 180, Turbo 206, and a Turbo Centurion at various times. Helen and Paul participated in fly-yourself safaris in South Africa, Botswana, Rhodesia, Australia, New Zealand, and Hawaii. In 1977, she earned her **Masters in Anthropology** from the **University of Denver**. She became Curator of Collections of the DU Museum of Anthropology in 1980, and held that position until 1996. Helen had an avid interest in other cultures, people and objects, which led her to collect many masks, ceramics, and carvings from throughout the world during their many travels. She was a member of the Ninety-Nines, the Silver Wings Fraternity, and the Colorado Pilots Association. Together, Helen and Paul had eight daughters, ten grandchildren, and fourteen great-grandchildren.

Harvey Mitchell Thompson, age 95, passed away at Avow Hospice in Naples, Florida on October 10th, 2012. He was born in Vincentown, New Jersey, and as a young man, Harvey worked in the family sawmill and blueberry farm, but soon felt the urge to learn to fly.

At the age of ten, the US Department of Agriculture was demonstrating aerial pesticide application nearby. When the plane arrived at Budd's Bogs after a short flight from New York, the tank that held the pesticides cracked. The trials would have been canceled had it not been for Harvey's ability to weld. He was lowered into the tank where he fixed the crack. For payment, he was given his first flight.

In 1936, he soloed for the first time in a **Piper E2**, and this began a life-long passion for flying. Harvey became involved in transporting military cargo, supplies and men in **World War II**. After the war, he was helped perfect the practice of air-mail pick-up services, bringing airmail services to literally thousands of people. He held an **Airline Transport Pilot License** with 15 type ratings, and was a **Certificated Flight Instructor**.

Harvey figured largely in the growth and expertise of **All American Airways**, later being known as **Allegheny Airlines**, and in 1970 was named Vice President of Flying, and he retired in 1977. Flying, hunting, fishing, target shooting, and encouraging pilots and aviation buffs fulfilled his last days. Harvey will be remembered as a man who believed in loyalty and fairness and lived his life accordingly. His wife Helen preceded him in death in 1981, and he is survived by several nieces and nephews.



Last Flights are not obituaries, but only a notice of a member's passing gleaned from several sources. When you learn of any Member who has passed away less than three years, please notify us and submit a quality photograph if available. Please include their SWF involvement, solo and other flying data. All confirmed Last Flights will be published as space is available.

**SILVER WINGS FRATERNITY
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July - September 2014
Summer Issue



The Meaning of the Flag Draped Coffin

Have you ever noticed the Honor Guard pays meticulous attention to correctly folding our **Flag of the United States of America** thirteen times? You probably thought it was to symbolize the original 13 colonies, but that is not the reason!

- The **1st** fold of the flag is a symbol of life.
- The **2nd** fold is a symbol of the belief in eternal life.
- The **3rd** fold is in honor and remembrance of our veterans departing the ranks who gave a portion of their lives for the defense of the country to attain peace in the world.
- The **4th** fold represents the weaker nature, for as American citizens trusting in God, it is to Him we turn in times of peace as well as in time of war for His divine guidance.
- The **5th** fold is a tribute to our country, for in the words of Stephen Decatur, 'Our Country, in dealing with other countries, may she always be right; but it is still our country, right or wrong.'
- The **6th** fold is for where people's hearts lie. It is with our heart that we pledge allegiance to the Flag of the United States of America, and the Republic for which it stands, one Nation under God, indivisible, with Liberty and Justice for all.
- The **7th** fold is a tribute to our Armed Forces, for it is through the Armed Forces that they protect our country and our flag against all her enemies, whether they be found within or without the boundaries of our republic.
- The **8th** fold is a tribute to the one who entered into the valley of the shadow of death, that we might see the light of day.
- The **9th** fold is a tribute to Mothers, for it has been through their faith, love, loyalty and devotion, that the character of the men and women who have made our country great has been molded.
- The **10th** fold is a tribute to Fathers, for he too has given his sons and daughters for the defense of our country since they were first born.
- The **11th** fold represents the lower portion of the seal of King David and King Solomon, and glorifies in the Hebrews eyes, the God of Abraham, Isaac and Jacob.
- The **12th** fold represents an emblem of eternity, and glorifies in the Christians' eyes, God the Father, the Son, and the Holy Spirit.
- The **13th** fold, or when the Flag is completely folded, the stars are uppermost reminding us of our Nations motto, 'In God We Trust.'



Photo courtesy United States Air Force

After the Flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the soldiers who served under General George Washington, and the Sailors and Marines who served under Captain John Paul Jones, who were followed by their comrades and shipmates in the Armed Forces of the United States, preserving for us the rights, privileges and freedoms we enjoy today.