

The Pioneer

The Society of Airway
Pioneers

June, 2009

Volume 51, Issue 2

Message from the Executive Director

To love what you do and feel that it matters- - How could anything be more fun.....Katherine Graham

I came across this quote some time ago and purposely saved it for this Newsletter. As I look back on my career and my life I have been very fortunate in that I have loved everything I did at all ages (and stages) of my past. School and sports were challenging although I never excelled at either.

Every day as a controller was enjoyable, on the career path that followed, and as a manager in my ATC career. Sure there were challenges, but they were far outweighed by the feeling of accomplishment at the end of every day. Thanks to Paul McAfee, shortly after I retired and was looking around for something to keep me busy, I was introduced into the publishing business. Again, after these several years, I am having fun courtesy of the Society of Airway Pioneers and each of you as members. The daily notes, emails, calls, are all part of the fulfillment that I receive from you, the members, and I hope I can always return that energy back to you in the Newsletters and the Annual of each year.

And that my friends, is what Katharine Graham was talking about.

Moving on to other items; our new editor, Carol Campbell, is making some modifications to the Newsletter as she feels appropriate hoping to whet your reading appetite.

She is using some of the fascinating stories/articles you send in for the Newsletters as well as the Annual.

We had a huge response to the query on whether we should change our organization name, and it was all in one direction...**DO NOT CHANGE!!** There were a few members that offered some other alternatives, but it was very apparent after about 6 weeks that the majority of the members do not want a name change. Many of the comments are on the Society Website Forum www.airwaypioneers.com but there were many additional via email and USPS that are not on the website and most are dead set against changing the name.....so thank you one and all for your response and this subject has been laid to rest. We will remain the Society of Airway Pioneers.

This Newsletter is also to remind you that we need your articles for the 2009 Annual. Where did you go recently in your travels? What did you do since the last Annual that other members would enjoy reading about. Do you have any pictures that you could email or send via the postal system for others to view in the 2009 Annual and on the Website? How about hangar stories?? And we are still looking for those "I Remember" stories that John Kemper links together so brilliantly. So when you put this



Executive Director
Jim Holtsclaw

Newsletter down, or finish reading it on the website, get busy and let us know what went on with you the last few months.....

Remember, if you don't have a computer or you are not sure how to use the one you have, there are sons, daughters, and grandchildren that would love to help you. Just ask them. The Library always has an available computer for you to use to write your goings on so that you can send them to us.

Life Member

Remember, you too can become a Life Member in the Society for a one time fee of \$200.00 and you will never have to write another check! Credit card through Pay Pal or your personal check is welcome.....

Inside this issue:

Favorite Facility	2
New Members	2
Last Flights	2
Favorite Facility	2
Opinion On Name Change	2
Forced Landing	3
SR-71 Story	4

Special points of interest:

- Don't forget—send your "I Remember" items to John Kemper
- Check the back of this newsletter to see if your dues are current
- When was the last time you looked at the Society Website www.airwaypioneers.com? Things change daily—check it out!!

New Members

Handy, Jerry #3786
Henshaw, Willoughby E. #3787
Lawing, Gene P. #3785
Anolin, Robert #3790
Cook, Robert C. #3789
Danielson, Walden #3798
Fisher, Marion L. #3797
Guillebeau, William R. #3799
Gunther, William #3800
Henrikson, Frank W. #3796
Kelly, Ed #3791
Russell, A.C. #3794
Sheftel, David #3792
Stevenson, Ward #3788
Tucciarone, Jim #3793
Wachsman, Herbert A. #3795

Last Flights Since February Newsletter

Wiater, Col. Paul (nm) 1/28/2009
Herrington, Doyle (nm) 1/29/2009
Larsen, Norval #3415 1/29/2009
Hosier, Alvin (nm) 1/22/2009
Degarmo, Ron #3348 2/20/2009
Norris, Bobby (nm) 1/5/2009
Maier, Harry (nm) 2/25/2009
Ciancanelli, Mike (nm) 2/27/2009
Pitas, Andy #2144 3/2/2009
Seger, Chuck (nm) 4/12/2009
Feldstein, Bernard #2389 2/28/2009
Nedrow, Leroy #2799 2/15/2009
Fulkerson, Grover #237 12/2004
Bishop, Bob #3290 4/20/2009
Moskow, Mandel "Manny" (nm)
5/8/2009
Yungman, Don (nm) 5/16/2009

Members Since the 2009 Annual

New Life Members

Lonnie Parrish #3128
Gary Klingler #3605

Bill Behan #3575
Jerry Lobb #3526



Society of Airway Pioneers has established prestige; it eliminates no one: those to come, those retirees and those who have taken their last flight. Look at the system as it was when Engineers and Controllers moved from flags to strips to automation to radar to GPS and now moving to Next Gen. And think of the enormous changes in the machines that use our system and how we adapted that system to accommodate the marvelous technology on the ground and in the air. All this is still going on. The Society of Airway Pioneers, it seems to me, covers all that and more, past present and future. Stay with it. Lonnie Parrish #3128

.....Gone but not forgotten

Pelphrey, James #3363 2/21/2009
Stephens, Ray (nm) 3/5/2009
Cooper, Jim (nm) 2/8/2009
Frehafer, Dale Lee (nm) 3/5/2009
Ziegfeld, Ken #2977 1/28/2009
Lamb, Jerome (nm) 3/10/2009
Wright, Bob #3357 3/17/2009
Sommer, Russell (nm) 3/13/2009
Turner, Loyal "Jack" (nm) 3/22/2009
Femrite, Cy #2652 4/1/2009
Talbot, Nate #1994 4/24/2009
Adgat, Alan (nm) 5/1/2009
Donahue, Ben #294 3/27/2009
Muller, David (nm) 5/5/2009
Luce, Jerry (nm) 5/18/2009
Blattner, Robert A. #2962 08/09/2008
Mattson, John (nm) 5/19/2009
Houska, Norbert Allen (nm) 2/18/2009

Favorite Facility

As part of the 2009 Annual, we would like to feature pictures of your favorite facility.

In addition to the picture we would appreciate a short narrative outlining when you worked there and please include why you consider it to be your favorite facility.

If you have an interesting, funny or any type of story about this facility send that along with your picture.

All submissions for the 2009 Annual (except "I Remember") should be sent to Carol Campbell at the Society address, or by e-mail. We think it is fitting to follow up our 50th Anniversary Annual with this Newsletter highlighting our facilities and stories.

John Kemper Needs your Articles

The response to "Where Was I in 1958" was so great that some of your stories did not make the deadline for the 2008 Annual.

We are going to include them in the 2009 annual, so if you *did not* submit your article for the 2008 annual, this is the time to do it. Please send them to John Kemper, and don't forget to include your "I Remember" articles also.

A person begins cutting their wisdom teeth the first time they bite off more than they can chew..... Columnist Herb Caen

"No we really did not eat the tapes!!" Frank Jones #3414

As for Frank Jones reporting that "we didn't eat the tapes": (February 2009 Newsletter) As I recall, on a long ago mid-watch, it was Jim Turner # 3420 questioning Frank about what was that red stuff dripping from his mouth. However, one didn't have to eat them because a well placed pencil point would eliminate the problem. Jake Garland #3421

Forced Landing



James Cabaniss # 3781 was flying an Ercoupe from New London Airport to Lynchburg Airport for radio repairs when he experienced engine failure and landed in a 1,500-foot field next to Rain Frost Nursery, one mile from New London Airport.

James Cabaniss didn't have time to do the math.....

If this had been some theoretical problem on a pilot's exam, he could have calculated the size of a certain cow pasture, the height of a line of trees that bordered it, the speed and altitude of the small airplane he was flying, and the odds of his landing in that field successfully. Real-life pilot decisions, however, need to be arrived at much more quickly and intuitively.

"The whole thing took about two minutes," Cabaniss said of his adventure with a black-and-yellow Ercoupe last Tuesday. "The field was 1,500 feet — I stepped it off as soon as I landed — and that gave me some room to spare."

They say most automobile mishaps occur close to home, and that also applied to Cabaniss' aborted flight. The Ercoupe, which belonged to another regular flyer at New London Airport, only had 25 hours of air time on a rebuilt engine, so Cabaniss — a retired air traffic controller and New London instructor — didn't even think about possible problems on a short hop from his home field to Lynchburg Regional Airport.

"We were just about to get into Lynchburg's air space," Cabaniss recalled, "when the engine clipped (quit)."

He knew he wasn't out of gas, and there was no re-starting the engine in the air.

Meanwhile, Cabaniss had a passenger, a student named Lewis Cincinelli.

"Part of our instruction is to simulate engine failure," Cabaniss said, "but this happened to be the real thing. We were at a little over a thousand feet, and the plane was descending 500 feet a minute."

So did he share the gravity of the situation with his student?

"Not in so many words," Cabaniss said, "but I might have said something like, 'I'm going to try for that field over there.' He never got rattled."

The touchdown was so smooth that it couldn't even be termed a "crash landing." The plane and its occupants were undented and uninjured, and that only casualty was an electric fence that happened to get in the way.

"It happened right next to a nursery (Rainfrost, in Forest)," Cabaniss said, "and the owner (Steve Wilkerson) came out to see if we were OK. He could not have been more obliging — he offered us a ride back to New London, he refused to let me pay him for the fence."

The tentative diagnosis was that a float on the airplane's carburetor had stuck.

"This was the fourth time this has happened to me," said Cabaniss, "which I guess isn't so bad given all the years I've been flying. And every time it happened, a field just happened to show up where I could land. I've just been very lucky — if you're flying west of Roanoke, for instance, all you have is mountains and trees all the way to Charleston."

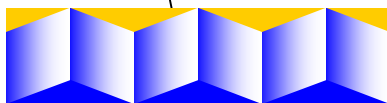
As of this past weekend, the plane remained in the field, 75 yards from the nursery and 300 feet from a road.

"We're going to have to truck it out of there," Cabaniss said last Friday. "There isn't enough room to take off."

Credit to The News and Advance, Lynchburg VA by Darrell Laurant

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Following is a brief description of a recent event here in Tucson at the Pima Air & Space Museum entitled “SR-71 TOP SECRETS REVEALED”! The advertisement immediately caught my attention as I began recalling some of my LA ARTCC experiences as a high altitude controller in the 1960’s. I attended part of this two day event that included panel discussions with some 25 ex-pilots and crew members who related their most memorable moments on board or related to the BLACK BIRD. I found the symposium very interesting with great stories from mostly younger than I AF pilots who flew the BIRDS in the 70’s and 80’s. There were several older pilots in attendance who could relate to those early years before there was any public knowledge of the aircraft.

My early (1965/6) exposure was to the YF-12 “The Agency” version; the SR-71 was the AF version. I was one of the LA Center controllers sent to Edwards AFB for a walk-around briefing, including tapping on the titanium and kicking the tires, on this very strange looking black monster. The objective of the visit became clear; the Defense Dept. wanted us to protect the security of this new reconnaissance secret. My favorite story: One shift I was working the high sector to the west of Edwards airspace when I received an East bound “point-out” in the over water warning area on a YF-12, level at FL 250, returning to Edwards. The point-out meant that I did not have radio contact with the aircraft but could observe the target on my radar and protect it from other traffic. I also had north bound traffic, Western Airlines climbing to FL 240 awaiting a higher altitude. Seeing that the YF-12 was going to make a perfect crossing intercept over the cockpit of the now level Western who was asking for “higher”, I issued “traffic” with direction and altitude but intentionally omitted the customary aircraft type, somewhat anticipating what was to come. A few seconds later came the pilot’s transmission “**Center, what in the world was that!!**” A moment of silence on my part was followed by “**you can’t tell me can you?**” My only response was “**roger**”. I always was curious, wishing I could have heard the cockpit discussion that followed.

During the question and answer period of the symposium I was able to share the story to the assembled audience that was literally seated under to the BLACK BIRD on display inside the museum.

I think everyone well understood the feeling that day of the Western’s cockpit crew.

If you are ever in Tucson and have not visited the Pima Air Museum I think you would enjoy seeing their 200 plus different aircraft on display and the nearby famous “Bone Yard” of salvage military craft.

Harland Goertz #2906
Oro Valley, AZ
February 2009