

Flagship Detroit Foundation

FALL 2007

MEMBERSHIP NEWSLETTER



*Scenes from
the summer's
airshows*

Flagship Detroit Foundation Fall 2007 update.

Greetings from the Flagship Detroit Foundation team !

Our second summer of airshows has been very busy. From coast to coast, with many stops in-between, we have displayed "Detroit" and recruited hundreds of new members. The big grins on their faces as they step off of the airplane after their membership familiarization flight is a reward of its own.

Here it is mid-October and we have just completed an extended tour of a number of American Airlines stations in the west. In early September, Ron Tallent and John Thatcher put on their long

underwear and parkas to fly cross country from Dulles airport in Washington D.C to SEATAC airport in Washington state. From Seattle they visited Vancouver, Canada, San Francisco, San Jose, Los Angeles, San Diego, Phoenix and Albuquerque (just in time for the annual Balloon Fiesta)

As we finish the year with the Fort Worth Skyball, AFW, DFW, and Tulsa appearances, we can see that the summer developed into a major nine cylinder, full blown, super event season. If you don't believe me, just ask any of the 30 some AA stations or any of the 60 plus Foundation volunteers that have worked these shows. Thanks to

the many, many folks from all the cities we visited, the "Detroit" DC-3 has experienced its best

*The Flagship team
will have completed
over 45 appearances
throughout this show
season!*

airshow year ever. Although the year's ambitious schedule of events was a huge undertaking for a new organization like ours, it has been an exhilarating and



[Flying over the
City of Brotherly
Love](#)



[Holding near
Chicago with
the AA 767](#)

[John Burton
tries out the
copilot seat](#)



Favorite Letter

We received this letter from Earl Harris, and 86 yr-old pilot from Audubon, PA that flew with us in PHL.

To: David Gorrell

Dear Dave:

Our time together in your DC-3 a few weeks ago was (for me) so short, but oh so rewarding. The fact that the scheduled flying crew for that day allowed me to take the controls of that beautiful old DC-3 has brought back so many vivid memories of the times I spent flying the C-47's of my troop carrier squadron during 1943/46 in the China-Burma-India theatre of WW11.

I can hardly believe I'm well into my 80's and still around to remember these days flying C-47's (DC-3's) when I was 18/19 years old. I had the world by the tail and didn't know it then.

Nothing fazed the kids like me pushing the Gooney Bird throttles around the clock and back & forth over the "hump," (Himalayas up to 26,000 ft) between Assam (N.E. India) and Kunming China (S.W. China). What we did know was that we were indestructible and that the Gooney Bird would always come smiling through if given 1/2 a chance.

I still fly with my good buddy Ray from high school where we built balsa wood flying models with rubber-band wind-up or gas models in kits. Ray and I both became USAF Pilots and he outshines me with about 10,000 hours of pilot time. Anyhow, we fly his 5-place Piper Lance which is in mint condition and never finish any trip without running an instrument let down to simulated landing (under the hood) just to keep the old skills as sharp as may be needed some time.

Now, Ray had a minor heart condition a few years ago and I am subject to having a kidney stone move unexpectedly. Therefore, we fly together since both of us won't fail health-wise simultaneously and one of us will put the bird on the deck safely. Our families like that arrangement.

Well - I do sincerely thank you for your contribution to one of the happiest days of my advanced years. It meant more to me than I can put down here in words.

Cordially

Earl - USAF retired



Ferrari Convention
Elmira, NY

fulfilling year for our Foundation. The ability to fly to so many cities, display this historic DC-3, and recruit new members was only possible because of the commitment of our volunteers. Kudos to all who helped complete the mission. We want to especially thank American Airlines employees, the Allied Pilots Association and all our sponsors for making this year a success.

Although we have had a wonderful year, it didn't go without its trials and tribulations. Several times we experienced minor problems with the airplane that required extra effort by our experienced maintenance team and volunteers. Once again Ron Tallent, with his vast expertise and working knowledge of this airplane, kept us on schedule.

Thank you, Ron, for all your help this year! We also want to thank his wife Judy, for letting him go to almost every air show we attended.

If you have missed

seeing the Flagship Detroit DC-3 and want to help out, we still have a few more events to finish out the year. Just go to the web site, www.FlagshipDetroit.org and sign up for the show you would like to attend, or call Cal Moreland or me to sign up.

Everyone of our volunteers has been instrumental in keeping us going; without them this organization could not exist. It's not just the men and women staffing the airplane at the appearances that make this machine run smoothly. There are so many more behind the scenes that need to be recognized: Mechanics at the stations, agents that help with airport access and all the people who are involved in communication while planning and conducting these events. Although we sometimes get too busy to stop and recognize everyone, I just want to say, Thank You, All !!

George Dennis

