

**LA AIRWAYS
50TH REUNION
BIOS**

October 4, 1997



LA AIRWAYS ALUMNI

BIOS

ARMSTRONG, Dan ... Since leaving LA Airways, my work changed from flying to banking (Home Savings of America). I enjoyed 26 years with "Home" and retired in January, 1997. Retirement has been wonderful so far, and my wife and I are still talking to one another and enjoying travel, golf and doing some volunteer work."

BELINN, Elliott ... Lives in semi-retirement with his wife, Patricia, in Mammoth Lakes, CA. Both retired from full-time employment in 1990--Elliott from his position as Marketing Director at Robert Mondavi Winery and Patricia from a career as a high school teacher. Currently Elliott operates E.R. Belinn & Co. Management Consulting assisted by Patricia.

BRANDT, Robert J., Major General ... See attached letter

BROMBERGER, Bob ... See attached letter

CHASE, ElRita ... El Rita is a grandmother and helps in her husband, Dick's, office. In addition she followed her dream and enrolled in a class for commercials. As a result she has appeared in commercials for Blue Bunny Ice Cream and Keystone Beer in her most recent appearances. This has been a real fun experience for her, and she enjoys all the people watching that goes with the job.

CLIFTON, Bob ... Since leaving LAA I acquired my Bachelors in Vocational Education and Master of Arts Degree from Cal State University, Long Beach. I then acquired a teaching credential from UCLA and began teaching at Orange Coast College in Aviation Maintenance. I am presently the Department Chairman and Professor. I have spent 29 years in this profession and still enjoy the field of education. My wife, Ginger, and I have two grown children and they have both graduated from college and have entered the field of education. Directly after leaving LAA I went to Hughes Tool Co. for approximately three years and worked in Flight Test and as a FAA designer with the others from LAA and then on to teaching where I am today.

CRAWFORD, Ron ... See attached letter

DE NEUI, Henry ... See attached letter

HICKS, Jack ... After the demise of LAA, I took an interim position with the Los Angeles Police Department as a Station Officer that lasted for a period of 8 ½ years. The Superintendent of Operations opened in 1979 and am still employed with the Department of Airports. LAX - 1954 - 1999

LA AIRWAYS ALUMNI

BIOS

HODGES, Gordon T. July of this year makes 30 years that I have been with Southern California Edison Co. I spent five years as a Mechanic, twenty years as Chief of Maintenance and the last five years I have been flying as Senior Flight Captain. We operate at this time with four MD500s and two Astars AS350Ds. I plan to continue flying with SCE for another 2 years.

HOLLOWAY, Dan ... I've been here in Darwin, Australia for about 7 years now, flying for Lloyd Helicopters. Mostly on the Super Puma now, flying offshore into the Timor Sea where there is increasing activity. I'm 57 now, so I think this will do me until I hang up my headset.

JARVIS, Burnie ... I went to United for about 6 months and from there went to Lockheed in Palmdale that was the shortest job I ever had, less than a month Rolls Royce who was making the engines for the L1011 went under. From there I got a job at Aviation Power Supply and that went 'til I could get back on the Airport with Golden West Airline. They leased a S-61 after LAA went under but that did not work and Evergreen Helicopters in McMinnville, Oregon purchased a S-61 and I applied and got a job and was there for almost ten years. I had planned to retire from there but I got laid off and was offered a job with Erickson Air Crane in Central Point near Medford and I did retire from there after working there fourteen years. In total I worked mostly on helicopters for forty two years. A great experience. Doing hydraulic work. Head of the department at Erickson Air Crane of six people flying 14 S-64 Sky Cranes.

KNICKELBEIN, Harry ... See attached letter

LAMBERT, Cleophas (Bud) ... I went to United for four months, then one month at Lockheed, Palmdale on the L1011, then to Golden West for ten years. Retired from there in Feb. 1982.

LARSON, Norman, aka The Old Shoe... Worked for the California State Division of Highways for 5 years as Inspector/Surveyor. Worked as Surveyor for Jennings Engineering for 16 years. Retired in 1985 and moved to Arroyo Grande.

LAWRENCE, Floyd ... Worked for Kaman Aircraft (Helicopters) '59-'61; General Dynamics (Centaur) '61-'63; Rocketdyne (Engines) '63-'65; Airesearch '65-'74; FAA (Engineering Tech) '75-95; Retired from FAA

LITTON, Don ... Since leaving LAA, 30 years with Civil Aeronautics, then 10 years - Mom and Pop Residential Rental Real Estate. 30 tenants in 16 apartments.

LOYNACHAN, Dick ... See attached letter

LA AIRWAYS ALUMNI

BIOS

MACKEY, Mike ... After leaving LAA, finished school, graduating from UCLA in 1973. Worked primarily in sales in the Fluid Power Industry, except for a one year stint in Real Estate. For the past 13 years, I have been employed by the Dana Corporation, a manufacturer of hydraulic pumps, valves, cylinders, and power take-offs for the mobile hydraulic market. My present assignment is as a regional specialist covering the western United States, making my only connection with aviation that of a frequent flyer.

PEIRCE, Patricia ... Moved to Orange County '60. Two kids Eric & Patsy who have each given me a granddaughter and a grandson. Ran a catering business 13 years. Retired. Widow of an Army Colonel. Love to travel. Lived on a mini-farm in West Anaheim for past 30 years.

ST. JOHN, Pat ... Retired from the Connecticut State Police in January, 1996 and currently work for Key Air out of OXC (Waterbury-Oxford, CT.) flying the Hawker 700.

SLADE, Steve ... Trans World Airlines, 1968 - '93, LA, NY, Washington, DC; Retired 1993 as Corporate VP Government Affairs. 1994 - Director, Washington Office, Davidoff & Malito Law & Government Relations firm.

STEVENSON, Sue (Hawk) ... For several years I did the administrative/executive secretarial kind of thing including McCulloch Int'l Airlines and Flying Tiger Line. Dwayne and I married in 1978 and I joined him in his direct sales business. We also did real estate sales for a few years. Our daughter, Karinne, was born in 1978 and is now attending Cal State Long Beach. In 1982 we formed our own insurance agency, specializing in long term care and home health care coverage for senior citizens. Also, I've become a hypnotherapist in private practice in Huntington Beach and completed my Doctor of Clinical Hypnotherapy this year.

WITHYCOMBE, William C. ... See attached letter

BORN: Anaheim, California
7 August 1937

EDUCATION: MA, International Relations, Salva Regina College, Newport, Rhode Island; BA History, California State University Long Beach; Naval War College, 1983; Transportation Officer Career Course, 1972; Transportation Officer Career Course, 1966; Officer Rotary Wing Course, 1961; Transportation Officer Familiarization Course, 1960; Infantry Officers Basic Course, 1958; California State OCS, 1957; and various Refresher/Orientation Courses.



**MAJOR GENERAL ROBERT J. BRANDT
COMMANDER
CALIFORNIA ARMY NATIONAL GUARD**

General Brandt enlisted on September 1, 1954 in Tank Company, 185th Infantry Regiment, 49th Infantry Division, Fresno, California. He graduated from the California State Officer Candidate School in 1957 and from Rotary Wing Flight School in 1961.

General Brandt volunteered for active duty in 1961 and reported to the 33rd Transportation Company (Light Helicopter), Fort Ord, California, January 18, 1962. He assumed command of the 573rd Cargo Helicopter Field Maintenance Detachment in August 1962, deployed to the Republic of Vietnam, and engaged in combat support operations until August 1963.

Upon returning to the United States, he was assigned to Fort Rucker, Alabama as a rotary wing instructor pilot. In 1965, General Brandt was transferred to Fort Eustis, Virginia to attend the Transportation Officer Career Course. In 1966, he assumed command of Headquarters and Headquarters Company, 1st Transportation Battalion (Seaborne) and in 1967 deployed to Vietnam aboard the aircraft repair ship Corpus Christi Bay.

General Brandt returned to the California Army National Guard in 1967 and served in various assignments including Commander of both the 40th Aviation Company and the 40th Assault Helicopter Company. In the 40th Infantry Division (Mechanized), he served as the Division Aviation Officer; the Commander, 40th Aviation Battalion (Combat); Executive Officer, 1st Brigade, and Commander, 40th Aviation Brigade. General Brandt was also the Los Alamitos Airfield Commander and the Director of Army Aviation at State Headquarters. He was assigned as Deputy Commander for Support in the 40th Infantry Division on May 1, 1991, and promoted to Brigadier General on July 1, 1992. He was assigned as the Commander, California Army National Guard on September 1, 1994. He was promoted to his current rank on July 28, 1995.

DECORATIONS AND AWARDS: Purple Heart Medal; Meritorious Service Medal; Air Medal, Army Commendation Medal; Master Army Aviator Badge; California Medal of Merit, and other decorations reflecting two Vietnam tours and over 40 years of service.

General Brandt and his wife, Dorothy, reside in Folsom, California. They have two daughters; Mrs. Kellie Johnson of Sacramento, California and Captain Laura Yeager, an Army aviator in the 126th Medical Company, Sacramento, California.

BILL WITHYCOMBE
FAA REGIONAL ADMINISTRATOR
WESTERN PACIFIC REGION

BILL WITHYCOMBE SERVES AS THE REGIONAL ADMINISTRATOR IN THE FAA'S WESTERN-PACIFIC REGION. HE HAS SERVED IN THIS REGION'S TOP POST SINCE JANUARY OF 1996.

BILL BEGAN HIS FAA CAREER IN 1971 AS AN AVIATION SAFETY INSPECTOR. HE HAS OVER 38 YEARS EXPERIENCE IN THE AVIATION INDUSTRY. PRIOR TO HIS SELECTION AS FAA WESTERN - PACIFIC REGIONAL ADMINISTRATOR, BILL SERVED AS DEPUTY REGIONAL ADMINISTRATOR OF FAA'S GREAT LAKES REGION. DURING HIS FAA CAREER, HE HAS HELD NUMEROUS SENIOR EXECUTIVE AND MANAGERIAL POSITIONS IN THE FAA INCLUDING SERVING AS THE MANGER OF THE FLIGHT STANDARDS DIVISION NATIONAL FIELD OFFICE IN WASHINGTON D.C. BILL IS A LICENSED COMMERCIAL PILOT AND HOLDS FAA AIRFRAME AND POWERPLANT CERTIFICATES. HE IS A GRADUATE OF NORTHROP UNIVERSITY AND HAS ATTENDED BOTH FAA AND OPM EXECUTIVE SCHOOLS AS WELL AS STUDIES AT KELLOGG SCHOOL OF BUSINESS.

AS REGIONAL ADMINISTRATOR, BILL SERVES AS THE REGION'S TOP EXECUTIVE AND IS RESPONSIBLE FOR THE SUPPORT AND INTEGRATED OPERATION OF THE FAA'S SERVICES AND FUNCTIONS THROUGHOUT A FOUR STATE AREA INCLUDING THE FAA'S PACIFIC RIM OPERATIONS.

September 10, 1997

Dear Dick, Burnie, et al,

I am now retired and living in Washington, IA, which was my home until I entered the Air Force in 1955. In March, 1995 we returned and I now manage the small farm that has been in our family for five generations. My wife Judy is a computer programmer in Iowa City and rapidly approaching retirement herself.

After LAA's liquidation I went to work as an aircraft salesman at Sikorsky Aircraft in Stratford, CT, then joined Boeing Helicopters who located me in Seattle, WA. I finished my aviation career based in Washington, D.C. as V.P. Sales & Marketing for the Short Brothers Division of Bombardier.

I still consider the years and associates at LAA as some of the best in my life. I sincerely hope that you're all well and happy.

Best wishes,
Ron Crawford

Brief Biography

Larry G. Kephart

| | |
|-----------|---|
| 1967-1971 | Lead Mechanic - LA Airways |
| 1971-1972 | Maintenance Supervisor - LA Airways |
| 1972-1973 | Inspector - Golden West Airlines |
| 1973-1974 | Foreman - Army Reserves |
| 1974-1976 | QA Representative - Army Aviation Systems Command AH-64 Apache |
| 1977-1980 | Aviation Safety Inspector - FAA Los Angeles Office |
| 1980-1988 | Principal Inspector - FAA Scottsdale, AZ Office |
| 1988-1994 | Branch Manager - FAA Headquarters' Washington, DC |
| 1994-1996 | District Manager - FAA Long Beach, CA FSDO |
| 1997- | Assistant Division Manager - Flight Standards' Western Pacific Region |

Larry is living in Long Beach, California, with his wife Judy. They have 4 children and one granddaughter. He is an active member of the Army National Guard at Los Alamitos currently holding the rank of CWO-4. He has an Associate and Bachelors degree and is a pilot even though his background is mainly maintenance.

Larry currently has responsibility over the FAA Flight Standards Division of FAA which include 613 people in 17 FSDO/CMO/IFO's in California, Arizona, Nevada and the Asian-Pacific area.

HENRY DE NEUI (Pronounced "Dony")

1521 Golden Rain Road #92A Seal Beach, CA 90740

310-431-2882

562

OBJECTIVE: To put my lifetime of accumulated skills and knowledge to work in order to maintain and continue my productivity in the business world

WORK EXPERIENCE:

March, 1984 - Federal Home Loan Bank of San Francisco and U.S. Treasury, Office of Thrift Supervision
July, 1991

Implemented programs of examination and supervision
Developed financial analysis program
Supervised and trained staff
Retired in July, 1991

Sept., 1975 - Downey Savings and Loan Association

March, 1984 Established and supervised Internal Audit Department resulting in increased profits and decreased staff errors

March, 1959 - Federal Home Loan Bank Board, W.D.C., Los Angeles

Sept., 1975 Developed and implemented procedures in examination
Appointed Supervisory Financial Analyst

OTHER WORK EXPERIENCE:

Oceanside Federal Savings and Loan Association
Douglas Aircraft Company
Los Angeles Airways

EDUCATION:

University of California, Los Angeles, CA - Real Estate Certificate Program with emphasis in Appraisals and Computers; Real Estate license

University of Denver, Denver, CO - MBA Program in Airline/Airport Management

Wheaton College, Wheaton, IL - BA in Economics and Business with emphasis in personnel and management

MILITARY SERVICE:

United States Air Force (June, 1947 - July, 1950), S/Sgt. rank
Personnel Specialist

INTERESTS AND HOBBIES: Christianity, music, writing, sailing, biking

REFERENCES: Furnished upon request

L. J. ...

After LAA I worked at Qualitron Aero, Burbank Airport 7-1-72
in Sales and Avionics Marketing Manager from 8-1-72
to 7-1-78. My wife Laverne died 7-10-77 at
the time Flying Tigers bought Qualitron.

In 1978 I purchased a Marina on a small
lake (Meswain) a holding reservoir on the Merced
River. I sold it 12-31-98 and retired in Columbia
CA.

While attending ~~at~~ St. Matthews Lutheran Church
and a member of the Choir, Dorothea ~~at~~ (also
a Choir member) and I became close friends and
married in 1993. We live in the Gold Rush Town
of Sonoma.

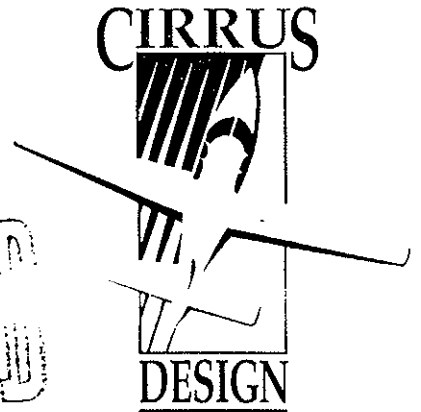
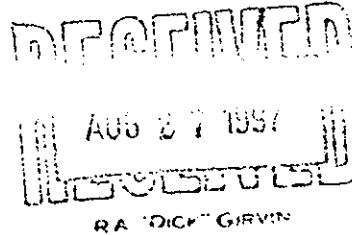
Oh - I forgot - Columbia has a small airport - my
reason for settling there - over the years I have
owned a Cessna Cardinal - Cessna Skymaster, 172 and
150. In 1992 I was Assistant Airport Manager
under contract with AirWorld Enterprises at
Clarendale Airport, commuted by air with the Skymaster.
I resigned to marry Dorothea, the charming widow
with whom I fell in love.

Harry Knickelbein

HARRY KNICKELBEIN

21 Aug 1997

Norm Larson
505 Allen St.
Los Angeles, CA 90015



Dear Norm,

I am sure sorry that I will not be able to make the 50th. Reunion of Los Angeles Airways. My new job is keeping me too busy and I just cant break away at that time to attend.

I will write a brief Bio for you and fill out the information sheet that was enclosed with your letter and mail to Dick Girvin. I am sure there will be others that will not be able to attend. I would sure appreciate it if others do send info letters to you, I would like a copy of them to read as I am real interested in where they are and what they are doing.

Prior to Los Angeles Airways closing its doors and during the last strike, I moved to Montreal, Canada and set up the new Hughes Helicopters Dealership. I spent 4 1/2 years there selling the Hughes 500 Turbine and the Hughes 300 Piston Helicopters.

In 1963 we moved to Minneapolis, MN and I went to work for Hughes Helicopters as there Regional Sales Manager. I spent 10 years in this position.

In late 1983 I moved to Washington, DC to work for a British Helicopter Company, Westland Helicopters as there Director of Marketing.

2 years later when Westland was serious financial trouble and it looked as if they were going out of business, I started a new job at Shorts Brothers, Ltd., another British company whose main office was in Ireland. Guess who my new boss was. Ron Crawford our ex-chief pilot of Los Angeles Airways. Small world.

Around 15 months later, I was offered the job as V.P. Sales & Service for Enstrom Helicopter Corporation located in Menominee Michigan which is located in the upper peninsula. I spent 4 years there spending most of my time re-building the company for the owners.

My next job took us to Corona, CA where I spent the first year as Assistant Chairman of a company who owned several Aviation Companies and needed someone to oversee them. I got back in the California Guard and finally retired from the Guard in 1994 with a total of 29 years service. An interesting point here is who my last boss was in the California Army Guard. None other than Robert Brandt who was a co-pilot when the doors finally closed at Los Angeles Airways and is now a 2 Star General in the position as Assistant Adjutant General for the state of California.

I left California in early 1996 to start my new position as Director of Sales for a new Aircraft Manufacturing Company in Duluth, MN. Cirrus Design Corporation manufactures the all new all composite 4 place airplane. All new technology and the aircraft is named the Cirrus SR20. I am real happy here working for a exciting company doing advanced ideas in the aircraft industry.

My wife Georgia is working for a eye doctor in Duluth and is enjoying her job. I have two married sons with families, one married daughter and a 19 year old daughter still going to college.

I would like to extend an open invitation to anyone of you who ever gets out in this area, please stop by the factory and I would be very happy to give you a factory tour and if the demonstrator aircraft is here, let you fly the new aircraft.

I hope the 50th. Reunion goes well.

Sincerely,



Richard E Loynachan
Los Angeles Airways
4891 Tamarack Lane #A
Hermantown, MN 55811

Work (218) 727-2737
Home (218) 729-0595

BOB BROMBERGER

Following the closure of L.A. Airways and continuing in the rotary wing field, I operated a group of helicopters with pilots and mechanics for Cordon International which held contracts with various Oil Companies. Our mission was to provide air transportation for seismographic crews and their equipment for the locating of drilling sites. This was followed by the movement of men, supplies, and equipment for the drilling and pumping operations.

Our flight operations, as described above, were carried out in Alaska, the jungles of South America, Indonesia, New Guinea, Singapore, and off shore into the Martaban Sea from Rangoon in Burma.

Upon returning to the United States from the aforementioned activities, my wife and I settled down on three acres in Escondido, California where we are presently living.

Bob

P.S. While taking some friends from out of town to San Diego, we visited the Air Museum in Balboa Park. There I had a very pleasant surprise which was to see **our** L.A. Airways Wings and Insignia on display along with those of the many other U.S. Carriers.

B.

Mike Mackey

After leaving LAA, I finished school, graduating from UCLA in 1973. I have worked primarily in sales in the Fluid Power Industry, except for a one year stint in Real Estate. For the past 13 years, I have been employed by the Dana Corporation, a manufacturer of hydraulic pumps, valves, cylinders, and power take-offs for the mobile hydraulic market. My present assignment is as a regional specialist covering the western United States, making my only connection with aviation that of a frequent flyer.

Hourglass

the United States
Army Kwajalein
Atoll, Marshall
Islands

Volume XXV No. 2

Wednesday, January 6, 1988

Warren Lull Records Career High 20,000 Flight Hours



Warren Lull (Center) stands with fellow pilots Don Davis (R) and James Brown (L).

By Megan L. Stegmann
Hourglass Feature Writer

"Flying has been defined as endless hours of tedious boredom punctuated by brief moments of stark terror," writes Warren W. Lull, Pan Am/Dyn-Corp helicopter line captain and maintenance test pilot, in a thank you card to fellow pilots and mechanics.

The thank you message came in step with Lull's celebration at having reached a milestone — 20,000 hours in flight. That's equivalent to 21²/₃ years in the air during his 37-year flying career.

"That's quite an accomplishment," said Don Davis, chief helicopter pilot.

Lull insisted that without the help of fellow pilots and mechanics, he couldn't have reached this point. "You can't

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Lull — Reaches Giant Milestone

from page 1

reach a milestone like this without the help," he said.

Though Lull effectively dodges the limelight, his record speaks for itself. Throughout his extensive 37-year career, Lull's accident record is spotless.

He and his Mustang did, however, get shot down over North Korea in December of 1952 and captured by the Chinese Army Forces on his 54th combat mission. Just seven months after marrying his high school sweetheart, Fran, Lull was imprisoned and wasn't repatriated until September of 1953. When he returned home, he saw his six-month old daughter, Linda Ann, for the first time.

In 1956, Lull retired from the Air Force, signing on with Los Angeles Airways, Inc. During his 14 years with the company, Lull broke the 10,000 flight hours barrier, accumulating 10,700 by 1970.

other trade but couldn't get flying out of his system. Only four months later, Lull found himself on Kwajalein flying once again, this time for Global Associates.

"I enjoy flying," he said shrugging his shoulders. "I like the freedom of being outside and not being confined to four walls."

Kwajalein certainly suits his style.

While on Kwaj, they saw their two youngest daughters, Diane and Debbie graduate from Kwajalein High School, 1973, 1975 respectively.

Though not pilots, two of Lull's daughter fly all the time — as flight attendants. Linda Ann flies with MGM Grand Airlines and the Diane for Pan American. Diane has since married Navy Lt. David Oeser and has been an attendant for the past nine years.

Debbie, also married is visiting Kwajalein with husband,

They will depart tonight and return to Laguna Niguel, Calif.

Here are the different types of machines Lull has flown and hours spent in each:

| helicopter | hours |
|--------------|---------------|
| UH-1H/BH205 | 7,398 |
| AL-II/AL-III | 268 |
| BH-212 | 130 |
| SK-55/SK-55T | 5,025 |
| SK-61L | 5,525 |
| SK-62 | 150 |
| Other | 156 |
| Total | 18,652 |

| Fixed wing | hours |
|--------------|--------------|
| T-6 | 260 |
| T-33 | 34 |
| F-51D | 170 |
| C-7A | 494 |
| C-54 | 104 |
| L-188 | 24 |
| Other | 262 |
| Total | 1,348 |

All recorded flight hours have been accident free.

BIO-WARREN LULL

AFTER A BRIEF STINT AS A SALESMAN FOR A BUILDING MATERIALS DISTRIBUTOR, I WAS HIRED BY GLOBAL ASSOCIATES AS A HELICOPTER PILOT FOR A GOVERNMENT CONTRACT AT THE KWATAJALEIN MISSILE RANGE (MARSHALL IS.) AND SPENT THE NEXT 3 YEARS THERE FLYING UH-1 HELICOPTERS AND CO-PILOT^{ING} C-7A AND C-54, L132 AIRCRAFT. I RETURNED TO CALIFORNIA IN MAR. '79 & SPENT 2 1/2 YRS WITH ROTOR-AIDS OF VENTURA, CA FLYING OFFSHORE TO DRILLING SHIPS & OIL RIGS, BECOMING CHIEF PILOT IN JULY '81. I RETURNED TO "KWATJ" TO RESUME FLYING THERE IN FEB '82 AND REMAINED THERE UNTIL MY RETIREMENT IN APRIL '92. (SEE ATTACHED CLIPPING,)*, HAVING SPENT A TOTAL OF EIGHTEEN YEARS IN "ALMOST PARADISE". SINCE RETIRING A CONSIDERABLE PART OF OUR TIME HAS BEEN SPENT TRAVELING IN OUR "BOUNDER" MOTORHOME AND ENJOYING OUR ^{CHILDREN} GRANDCHILDREN WHO LIVE IN LAGUNA NIEVEL AND ESCONDIDO.

* I FINISHED MY FLYING CAREER WITH APPROXIMATELY 22,000 HOURS, 20,000 OF WHICH WERE IN HELICOPTERS