

# SLIPSTREAM



Vol 62, No. 1

Official SILVER WINGS FRATERNITY Newsletter

Winter Issue 2019

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## Winter Issue

*Remembering*

### **George H.W. Bush** **Silver Wings Member No. 10,000**

Much has been written about the career of President George H. W. Bush, his wartime flying, his Zapata Oil Company, political career, Ambassadorship, CIA Director, Vice Presidency and Presidency.

However, in covering his piloting experience, most writing records his being shot down on a bombing mission, then rescued by a submarine, often reading like a typical wartime flying experience.

Hardly.

#### **Background.**

Upon hearing of the Pearl Harbor attack while a student at Phillips Academy in Andover, Massachusetts, George Bush decided he wanted to join the Navy to become an aviator, rather than enter Yale in the fall. Six months later, after graduation from Phillips, he enlisted in the Navy on his 18th birthday and began preflight training. After completing a 10-month course at the University of North Carolina, he was commissioned as an ensign in the Naval Reserve several days before his 19th birthday, making him one of the youngest naval flyers. On 21 November 1942, Bush soloed in a Stearman N2S, well known as the "Yellow Peril".

After flight training, he was assigned to a Torpedo Squadron (VT-51) based on the carrier USS San Jacinto in the spring of 1944. The San Jacinto was part of Task Force 58 that participated in operations against the Marcus and Wake Islands in May, then the Marianas during June. On 19 June, the task force triumphed in one of the largest air battles of the war. On return to the carrier, Bush's plane made a forced water landing. The crew was rescued but the plane was lost. On 25 July, Ensign Bush and another pilot received credit for sinking a small cargo ship.

#### **Chichi Jima**

After Bush was promoted to Lieutenant Junior Grade on 1 August, the San Jacinto began operations against the Japanese on the Bonin Islands. Deemed to difficult for a Marine assault because of its rugged terrain and limited beach landing area, Chichi Jima was non-the less critical because of the communications systems which announced the fights of B-29's heading for Tokyo. Its topography also made Chichi Jima a difficult bombing operation as anti-aircraft guns mounted on two opposing 1,000-foot-high moun-



tains guarded the only access to the communications stations below. To bomb the target meant flying between the mountain tops.

On 2 September, Bush piloted one of four TBM's that attacked the communications installation. His crew consisted of Radioman Second Class John Delaney and Lieutenant Junior Grade William White as a substitute gunner. White, an intelligence officer and Yale graduate who had befriended Bush, wanted to go along to observe the island as part of his duties.

The flight encountered intense anti-aircraft fire. While starting the attack, Bush's TBM was hit and his engine caught fire. He completed his attack,

Continued on Page 3

## Editor's Column

### Will Jensen



We are all, I'm sure, particularly proud of our ten-thousandth member, George H. W. Bush.

It's been said and written elsewhere that he had the widest and most varied experience of any President of our country. But our membership is composed of pilots familiar with the challenges of flying a war machine into dangerous and deadly flights. Bush's carrier for example experienced a 50% casualty rate among pilots, a dangerous and chancy job concerning carrier operation alone.

He translated that experience and much more into a well deserved place in our history.

On accepting the Republican nomination for President in 2000, George W. Bush said, "My father was the last President of a great generation. A generation who stormed the beaches, liberated concentration camps and delivered us from evil. Some never came home. Those who did put their medals in drawers, went to work and built on a heroic scale... highways and universities, suburbs and factories, great cities and grand alliances---the strong foundations of an American Century." (From TIME Magazine, 12/17/2018)

On your next luncheon, look around. Many of our members shared George H. W. Bush's experiences. And we are their beneficiaries.

## Secretary's Column

### Bill Johnston



I want to personally welcome Steve Rausch to the Board of Directors of the Silver Wings Fraternity. Steve will take the role of Membership Director which is a new office in the Executive Committee. Steve has outlined for us a bold and exciting plan for strengthening our presence in the aviation community. We look forward to hearing from Steve in the coming months as he further develops a strategic approach to service to our membership.

Sun 'N Fun is fast approaching. In fact April 2-7 is on my calendar and I hope on yours also. Every year the Florida Gulf Chapter of Silver Wings hosts

our members at our own cottage right in the middle of all the activities. Don't miss out on a great opportunity to experience not only an incredible air fest, but also great comradery, wonderful gourmet lunch every day and comfortable chairs to rest and lounge at the Silver Wings cottage. Volunteers to help are always welcome to help.

After Sun 'N Fun, the next event that we are planning is the National Convention which will be held in Savannah, GA. An exact date is not yet determined, but it will be in September or October of this year. More information will be forthcoming soon. Leave a spot on your calendar for this event. You will be glad you did.

### 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.

## President's Column

### Walter R. Baker



This issue is a tad later than we'd like but because of our recent Board Meeting in Tampa it was important to get you the best current information about changes in our Fraternity.

We selected Savannah, Georgia as the location for our 2019 Convention. We plan to tour such sites as the National Museum of the Mighty Eighth Air Force, Gulfstream Aerospace Corporation Plant, Fort Stewart/Hunter Army Airfield and a Flight Safety Tour/Experience. And plans are for a Savannah River Riverboat Cruise, the Ships of the Sea Maritime Museum and the Historic River Street Shopping

District. Savannah with its residential squares, is one of America's most charming and historic cities. Whether it's your first time there or your umpteenth visit to your favorite places, Savannah is the place to be.

Yet probably the most important news is that we've appointed a Membership Director, Steve Rausch. Steve will fill an important function as we plan to expand our membership with new chapters and an expanding membership. This also includes ideas to improve chapter meetings. Plans for guest speakers and programs to attract and retain new flying members. This a part of a "Circle of Membership" program. It's our examination of everything that competes for members time, attention, energy and money. A way to keep members like you active and engaged and fully committed wanting to share with other's reasons why you're a member and why those with similar interests should join you.

If you have questions about membership, yours or a friend, you can reach Steve at 404-281-2218 or e-mail him at [Tigerpilot74688@gmail.com](mailto:Tigerpilot74688@gmail.com).

My own plans are to make this year, likely my last year, a year of renewal and building for a bright, shining and lasting future.

Blue skies  
Walt

### On Line Renewal

Thank you to those that renewed their membership last January using the **On-Line** renewal process. Remember you can do this again this year to renew for 2019. After logging into the SilverWings.org web site the **Members Area** is available.

1. Select "**Renew Your Membership**" from the **Members Area** pulldown menu, Complete the form and submit. You will automatically be taken to the PayPal site where you can pay with your credit card (or PayPal your PayPal account if you have one).
2. Also, there is now an **option for members who also belong to a Chapter** to pay National and Chapter dues with a **single on-line transaction**. After filling out the on-line renewal form you may select National only or National + Chapter dues as an option. Please insure that you include your Chapter name in the space on the form provided so that we can forward the dues to the Correct Chapter.

## Treasurer's Column

### Thomas K. Menefee



Treasurer's Report	Feb. 18, 2019
General Operating Acct.	\$24,327
Aviation Scholarship Fund	\$9,658
Oshkosh Development Fund	\$3,716
Total	\$37,701

Continued from Page 1

released bombs, and scored several damaging hits. With his engine on fire, Bush flew several miles out to sea where he and one other crew member bailed out. However, the crew members chute did not open, and he fell to his death. The third member did not exit the plane. Several hours later, Bush was picked up by the submarine USS Finback.



## Silver Wings Fraternity Aviation Scholarship Foundation, Inc.

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Five-Member Executive Committee

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## The Fate of Others

Nine airmen survived being shot down in the raid, but Buch was the only one to avoid capture. Over 100 airmen were shot down in bombing raids on the Island and at least twenty were captured by Japanese forces. The fate of those twenty was unknown until the recent book "Flyboys" by James Bradley. Most of those prisoners would face torture and execution and some would be cannibalized as part of meals put on by Japanese officers.

Eleven of those officers were found guilty of murder and "prevention of honorable burial". Details of their crimes were not released to the public as a matter of minimizing distress. Not even Bush, the sole survivor of his raid on Chichi Jima, knew what happened to others in his flight until Bradley's book.

At the close of an interview with President Bush, Bradley asked the President if he ever thought of his crewmen from that flight. After a moment, Bush turned in his chair and thoughtfully responded "*I think of them every day.*"

The Distinguished Flying Cross was one of three medals awarded to Bush during the war. In addition to 58 combat mission he made 126 carrier landings and completed 1,228 flight hours.

Because of his valuable combat experience, Bush was reassigned to Norfolk and put in a training wing for new torpedo pilots. Later, he was assigned as a naval aviator in a new torpedo squadron VT-153. He was honorably discharged in September 1945 and entered Yale University.

The citation for the Distinguished Flying Cross awarded to Bush for this action reads:

*For heroism and extraordinary achievement in aerial flight as Pilot of a Torpedo Plane in Torpedo Squadron FIFTY-ONE, attached to the U.S.S. San Jacinto, in action against Japanese forces in the vicinity of the Bonin Islands, on September 2, 1944.*

His courage and devotion to duty were in keeping with the highest traditions of the United States Naval Reserve.

#### References:

"Flyboys" by James Bradley, published in 2003

WIKIPEDIA Chichi Jima

Naval History and Heritage



# A BRIEF HISTORY OF OUR FRATERNITY

Part 4—Early Fraternity Reporting

By: James McCarthy



## HISTORY

For the next several installments of our history I plan to rely heavily on the most definitive documents I have been able to locate regarding the operations of our Fraternity. The archive of our Fraternity business records is very loosely organized and much of the early days are missing. Much of what I find is documented in – the *Slipstream*. I will follow a generally chronological path from our early operations to the present trying to hit upon interesting and important events.

I was somewhat surprised to find that the newsletter we are familiar with today was first published in 1974 and not back in 1958 when the Fraternity began. Prior to this first publication, the news and activities were chronicled in a publication that was edited and published by founder and president Russ Brinkley, the “*Quadrant Aerographic*”. This was a small, 4 page, newsprint, subscription-based monthly newspaper he started in 1961 in Harrisburg, PA. It was directed toward providing aviation industry news stories specifically of “service to general aviation East of the Mississippi River.” Subscription pricing was a modest \$2 per year.

Along with industry news there were notices of aviation events throughout the Eastern half of the US, reviews and information on new types of avionics equipment of the day, and many advertisements from Aircraft distributors and aviation equipment and service companies.

The news of the *Silver Wings Fraternity* was published as one of the articles within the *Quadrant Aerographic*. The title of the monthly article was “*Silver Wings Slipstream*”.

It is unfortunate that only a few of the *Quadrant Aerographic* editions survive today. A very incomplete collection of surviving copies are reported to be stored in the archives of a library in New York. As a result, the activities of the Fraternity from inception until the *Slipstream* newsletter began in March 1974 are quite illusive.

From the one copy found in the Fraternity archives, March 1966, we learn that the National Fraternity officers met in Miami in January. They determined that the Convention for 1966 to celebrate the 8th anniversary of the Fraternity would take place in August in “the popular Ohio city” (Cincinnati) and “headquarters will be at a leading mid-city hotel equipped to provide all facilities...”. Special room rates had been secured at “\$8 for single and \$12 for double.”

The “distinguishing garb” for the event would be derby hats and bow ties and the “password” for members would be the phrase “*Give her the Lunkenheimer!*”. This was a reference to the Cincinnati based Lunkenheimer company’s engine primer used to “assist in starting gasoline engines”. The event was dedicated to honoring early aviation pioneer, racing pilot, WWII transport pilot and Cincinnati businessman **Max Schmidlapp**. Max and his racing pilot friends were fond of celebrating in derby hats and bow ties.

The Board of Directors were anticipating a large turnout for this Convention as they were launching a 6-month membership drive. It is unknown the size of the membership in 1966, but a review of the available membership records shows a large increase in new membership during the following decade. This seems logical as the large number of pilots trained for WWII would be reaching eligibility for membership (25 years since first solo) at about this time.

In the next installment we will be looking at the first edition of the *Slipstream* newsletter, February 1974. This publication was initially written, edited and published by Russ Brinkley. This first edition should give us a

look at the organization, goals and objectives, and significant activities of the Fraternity during the period of rapid growth of aviation in the 70’s and when the Fraternity reached its 16th year of continuous operation

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Author’s note:

There are few surviving artifacts in the Fraternity archives to help us understand the operations of those early first few years. This is perhaps a result of the Fraternity activities being chronicled in a section of another periodical that Russ was already publishing, *Quadrant Aerographic*. The only surviving copies are reported to be on microfilm in the New York Public Library, but they have many gaps. The first copy of the *Slipstream* was in Feb 1974 and our archives seem to be much more complete.

In my effort to research our history, I invite any of our membership who might have documents such as issues of *Quadrant Aerographic* or even just Board of Directors letters, minutes of meeting, etc. from the years prior to 1974 to please send us the information. Mail these items (or facsimiles) to our P.O. address or email them to me at [webmaster@silverwings.org](mailto:webmaster@silverwings.org).

Additional Sources for Part 4:

- *Quadrant Aerographic*, Vol. 6 NO. I, March 1966



Excerpt of Silver Wings Column with “Slipstream” Banner



Max Schmidlapp



Quadrant Aerographic March 1966 Edition

**Robert Lee Jones...50 years of accident free flying.  
Wright Brothers Master Pilot**

From Kunming China in 1944, Bob Jones flew over 600 combat hours in horrendous weather over inhospitable terrain in the Salween River campaign to open up the eastern terminus of the Burma Road. Just the first action for a pilot who'd only recently qualified for C-47 Troop Carrier training, which included day and night VFR and IFR cross-country flights, supply drops and glider towing.

For this action Bob earned the Distinguished Flying Cross and two air medals.

Released from active duty in February 1946, Bob returned to Oklahoma State University to finish his education. He joined the Air Force Reserves at Tinker AAF and flew the AT-6, C-45, C-46 and eventually the single pilot B-26.

At the start of the Korean War, Bob was called to active duty and assigned to the Strategic Air Command, transitioning to the B-29. As aircraft commander, he and his crew flew extensive missions over both the Pacific and Atlantic operational areas. After gaining 40 hours flying the B-36, he was offered a promotion and transfer to the B-36. Deciding against a full-time military career, Bob entered the inactive reserves. He retired as a Lieutenant Colonel in 1972.

After Korea, Bob held numerous flying positions from the cattle business in Oklahoma to eventually the flight department of The Standard Oil Company of Ohio (Sohio). First assignment was to assist the installation and testing of a Collins Flight Director and Autopilot in a Lockheed L-18 Lodestar. After completing all flights, he earned the award of the Supplemental Type Certificate.

In April 1960, Bob was transferred to Sohio headquarters in Cleveland. Here he worked with other flight crews flying a variety of



constantly upgraded aircraft. Eventually the fleet included four aircraft, two Lear 35's and two Hawker 700's. Bob was promoted to Aviation Department Manager and Chief Pilot in 1974. As Sohio's operations became more global, a Dassault Falcon 50 was added in 1980. However, Sohio's policy required pilots to retire at age 60 so in November 1983, Bob was without a flying job.

Cleveland, however, was no small source of flying opportunities and Bob became a contract pilot for Hanna Mining, Sherwin Williams and a shopping center developer named Eddie DeBartolo.

Cleveland weather became too much for Bob's wife Becky, and the decision was made to move to Atlanta. Soon Bob was flying for Aviation South, then Home Depot and Fuqua Flight on their Hawker 600, 700 and later 800's. At age 69 Bob acquired his last rating with glowing reviews in his training records, this time in a new Bombardier Challenger 601-3a. Bob flew the Challenger around the world with Fuqua Flight, Whitecloud Charter and others another six years. He retired at age 75 with 55 years and 14,865 hours of experience, all with safe flying.

It's been said, "there are old fliers and bold fliers, but there are no old bold fliers." Our congratulations on an impressive career.



Silver Wings Fraternity  
Aviation Scholarship Foundation, Inc.

National Annual Membership Dues

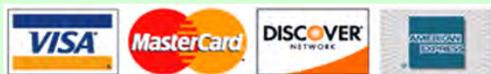
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Chapter Meetings & Contacts

COLORADO CHAPTER

Meets 4 times a year at the **Ramada Englewood at Centennial Airport, 7770 South Peoria Street, Englewood, CO 80112**. Visitors always welcome! For more info, contact Bill Totten at [ColoradoChapter@silverwings.org](mailto:ColoradoChapter@silverwings.org) or Telephone 303-364-5238.

FLORIDA GULF COAST CHAPTER

Meets 8 times a year in the Clearwater/Dunedin area, at **Clearwater Golf Club, 525 North Betty Lane, Clearwater, FL 33755**. Visitors always welcome! For more info, contact us at [FloridaGulfCoast@silverwings.org](mailto:FloridaGulfCoast@silverwings.org) or President Jim McCarthy at 727-772-7052.

GEORGIA CHAPTER

Meets every Wednesday (except Holiday weeks) for lunch in Atlanta at the **57th Fighter Group Restaurant 3829 Clairmont Road, Atlanta 30341**, with excellent speakers. Visitors always welcome! For more info contact Chapter President **Bill Bell at 404-321-3131 (office)**.

ILLINOIS CHAPTER

Meets 3 times a year at the **Four Points Sheraton in the Village of Schiller Park** near Chicago. Visitors always welcome! For more info, contact Chapter President **Stephen Peters at 708-532-7584**.

LAKE ERIE CHAPTER

Meet quarterly in **Painesville, OH at Rider's 1812 Inn, 792 Mentor Ave**. Please contact **Kathy Ferry at LakeErieChapter@silverwings.org** or Telephone 440-352-2481. Visitors welcome! Our Annual Pot-Luck Picnic is held every July.

OHIO CHAPTER

Meets 2nd Wednesday every other month in the **Cincinnati area, usually at the Manor House Restaurant, 600 Maple Trace Drive, Springdale OH**. Visitors are always welcome. For more info, contact Chapter President **Tom Hogan at 513-829-8248 or OhioChapter@silverwings.org**

Please contact [secretary@silverwings.org](mailto:secretary@silverwings.org) for any changes or inaccuracies in Chapter meeting location, time or contact information.

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 photos, 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.

**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 Flight will be published as space is available.

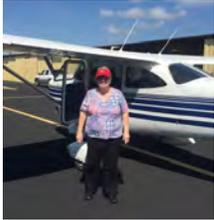
## Dr. Janice Hughes George (1948-2018)



Dr. Janice Hughes George was the immediate past President (Oct 2014-Oct 2015) of Silver Wings Fraternity and was slated to serve on the National Board of Directors and its Executive Committee through October 2020. Her advice and council will be missed.

Janice soloed almost 30 years ago and earned her Private Pilot – Airplane Single-Engine Land Certificate in 1990 in Enterprise, Alabama. She and her husband, Dr. Rodney George, a retired Major in the U.S. Army, enjoyed flying their Cessna 172. She

had been the Owner and President of Wiregrass Body and Frame, Inc. for the past 29 years. Janice earned bachelor's and Master's in Accounting degrees in 2000 and 2004, respectively, from Troy University, and a PhD in Bible & Biblical Studies in 2014 from Bethany Divinity & Seminary at Troy University. She held Certificates in: Grants Degrees/Administrator, Grants Specialist, and Government Grants & Loans. She was past president of the Enterprise Luncheon Pilot Club, noted for their work on preventing brain injuries in children; a past Director and Secretary of Silver Wings Fraternity, and a member of AOPA, Women in Aviation, and Pilots for Christ. Janice was Co-Chairman of our 2011 Convention held in Enterprise, Alabama. Her most recent endeavors were Christian consulting and grant writing for small businesses and colleges and supporting ministry programs at her church and at Bethany Divinity College and Seminary.



## Eugene Torok (1925 -2018)



When Eugene Torok learned of the attack on Pearl Harbor, he told his high school teachers he was going to enlist and dropped out of school in the middle of his senior year. A trumpet player in High School, he auditioned for the Tex Beneke Band as a lark during basic training. Beneke was ready to hire him but Eugene was committed to serve the nation.

After basic, he was trained as a tail gunner. His gunnery instructor was Robert Stack, later TV's Elliot Ness. Transferred to California, he was assigned to a TBF squadron on the carrier USS Salamaua, named for a battle in New Guinea.

During a battle in the Solomon Islands, a kamikaze slipped under the radar and hit the ship. The Salamaua took heavy casualties and limped back to San Francisco for repairs before being reassigned to action in the Leyte Gulf. At the wars end, the Salamaua was part of the U.S. Navy flotilla in Tokyo Bay.

After serving our country, Eugene completed High School, entered Ohio University, then formed an Industrial Maintenance Company. He earned his private pilot license in 1947. He was a long-time member of the Silver Wings Fraternity. He is survived by his wife Louise.



## George H. W. Bush (1924-2018)



**SILVER WINGS FRATERNITY  
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**SLIPSTREAM**

**WINTER 2019**



**Silver Wings Member  
George H.W. Bush  
1924–2018**