

1980..Here at 16518 Ledgestone out by the swimming pool with
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a group of about 100 old friends and relatives, including Georgia Ann's Mother, Babe, and her Father Tates, her boss, Ernest Scrivener of Scriveners department store on the Northeast corner of Broadway and Loop 410 and my three kiddos..She retired from Scriveners after being with Ernest for 45 years..She was the second person that he hired in 1957..

Georgia Ann and I got very involved in "L-Birds" in many ways; airshows, flying them, their histories (we found very little available), buying, selling, flying them, etc..So much so, that I founded and established the INTERNATIONAL LIAISON PILOT AND AIRCRAFT ASSOCIATION (ILPA) and over a period of years, I have had over 2,000 members, world wide, "sign-on" with me..

Used the great old 4106 bus motor home an awful lot..We put about 150,000 miles on it..Traveled to airshows, gatherings all over the USA and Canada..We sure did learn to like the ole bus-motor-home..Joined the Southwest Bus Nuts, a group that had restored and/or converted old buses into motorhomes..Made a lot of trips with the "Bus Nuts"..We are still members..

I had modified a British four passenger "mini-mok" to fit in the forward baggage compartment of the motor home..It was still four-passengers, street legal, licensed and did about 60 mph..I had placed a small electric winch in the compartment and winched the mini-mok up into the compartment on rails that I had made..We always traveled with the mini-mok and used it where ever we wound up; Galveston, Lancaster, PA, Oshkosh, WI, Santa Fe, NM, Colorado Springs, etc..We always had it in the forward baggage compartment of the our bus-motor-home with the solid aluminum door closed..We had so many folks come up to us and say, "We hear that you have a little car in there..Can we see it"? So, I was always opening up the solid aluminum door to expose the mini-mok to curious folks, so much so, that I took the door off, removed the aluminum paneling and replaced the aluminum paneling with clear plexiglass..Now, everybody could see the mini-mok, even when we were traveling..Had several folks start to pass us, but saw the mini-mok and would slow down to get a better look at it.."Screwed up traffic a couple of times"..

Bless his heart, Georgia Ann's Father, "Tates" died and was buried in the Holy Cross cemetary out on Nacdoches Road..We tried to get her Mother, "Babe" to move in with us, but she

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wanted to stay at their new home they had built on 2903 Abercorn..Georgia Ann and I made a trip to Hawaii to visit with one of her twin-cousins, Jean, living there in a home up

on a hill just above Ford Island..It was a great trip and
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spent two weeks with her cousin..They let us use their second car, a new Mercedes-Benz station-wagon..We drove all over Honolulu, Oahu..Saw everything, the Pearl-Harbor memorial (there was a Stratton there that lost his life on the Arizona, and is still "down-there")..Rented a plane and flew to all the other Islands, the big Island, and all the rest..Great trip..Would like to go back some day..

The next year, 1982, we took a "Cruise Boat Tour" from Miami down through the Caribbean Islands; Bahamas, Haiti, Martinique, St Thomas, Barbados, Trinidad, Aruba, Carcacos, Panama Canal, Jamica into Miami..Great trip..Saw some very interesting places, towns, people, etc.,

The next year, 1983, took another "Cruise Boat Tour"; this time from San Francisco to Vancouver, "inside" to Ketchikan, Juneau, Glacier Bay, back down on the "outside" to Sitka back to Seattle, Astoria, Mt St Helen, back to San Francisco, to San Antonio..Another great Trip..

My International Liaison Pilot and Aircraft Association (ILPA) was getting a lot of publicity with T.V. interviews, the book "Box Seat Over Hell" that Hardy Cannon and I co-authored, etc..So much so, that the head of the Experimental Airplane Association, (EAA) of Oshkosh, Wisconsin, Paul Poberezny, ask me in 1984 if I would "bring a bunch of my L-Birds to the 1984 EAA Convention and Airshow at Oshkosh, Wisconsin..I said yes..I got the ole bus-motor-home all loaded up, hooked a flat bed trailer to it with a fifty gallon drum of aviation gas, a case or two of motor oil, a spare propeller, landing gear, shock cords, tent, sleeping bags, etc..Left San Antonio, Cannon Field trailing the flying L-1, L-2, the L-3, the L-4 with the "pilots gear, etc." in the bus..I followed them up IH-35, (I had Hardy Cannon with me), and we "remained-Over-Night" (RON) at Fort Worth..Left Fort Worth with an L-5, and RON'd the second night at Overland Park, Kansas..Gained another L-2 and an L-6 there and RON's at Ottumwa, Iowa with Bob Taylor and his AAA there..Stopped in with Irwin (Irv) Lindner at Keokuk, Iowa to gas-up, freshen up before proceeding to Oshkosh..Irv really "rolled-out-the-red-carpet" for us and we got well acquainted with him..He ask us to come back and spend a couple o days with him..A year or two later, we accepted his invitation and it worked out so well, that we started having our Annual World-Wide Gathering of L-Birds at Irv's Place there at Keokuk, Iowa each year for a day or two, and then we would all, including Irv in his L-19, proceed on up to Oshkosh "en

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masse"... Went on into Oshkosh the next day, Friday with seven (7) L-Birds..There were some L-16s and L-19s and L-20s there, but we were the only World War Two (WWII) L-Birds at Oshkosh that year..Paul and the EAA "rolled-out-the-red-carpet" for us, and I parked right on the flight line behind our L-Birds..We lead-off the airshow Saturday afternoon, Sunday afternoon, Tuesday afternoon, and left to return, Wednesday morning..We flew up there, flew three (3) airshows, and all returned without any "cuts-burns-or-bruises"! How about that..We got a got write-up about our "visit" in the next issue of EAA's "Warbird" publication..Several times in following years that we flew to Oshkosh, on our way back from Oshkosh, some of us would "turn left" and head for the U.S. Air Force Museum in Dayton, Ohio..Got well acquainted with the head of the USAF Museum there, Nelson Hall, and started trading "stuff" with him..

In late 1984, I got a call from the Commanding Officer (C.O.) of Fort Sam Houston (FSH), Col Clarence Woliver to come over and visit with him at his office at FSH to discuss the upcoming "75th Anniversary of the first flight of a military contracted airplane" off of the parade grounds there at FSH, March 10, 1985..So, I went to visit..We had lunch and discussed the upcoming "75th Annv" ..He asked if there was any chance that we might get the original "Wright Flyer" down to FSH? I called the Museum and they said "no-way", but gave me the name of a fellow that had made a perfect replica of the 1910 Wright Flyer, Lee Abbott of Fort Worth, Texas..I called Lee Abbott and made a deal with him to bring his "Wright Flyer Replica" to Fort Sam Houston and fly it around the parade grounds for seven and one half minutes..He brought the "Flyer" down in a trailer the morning of the 10th of March 1985 and we assembled it there at the parade ground, and got it ready to fly..In the meantime, I got "permission" from Col Woliver and the "FSH People" to fly several of my L-Birds over to FSH and land there on the parade grounds..I had the L-1, the L-2, the L-3, the L-4, the L-5, the L-6 and a Stearman that landed and set up a line of L-Birds and the Stearman for a "background" for the "Wright Flyer Flight", plus my 1939 Chevrolet Army Staff Car with a 4th Army Headquarters data plate in front and my converted bus motor home to "entertain the High-Brass and V.I.P.s" ..At the exact minute that _____ took-off with the "Flyer", the morning of March 10, 1910, seventy five years later, Lee Abbott took off in "His Wright Flyer Replica" and flew the same pattern for the same amount of time, seven and one-half minutes that did seventy five years ago..Everybody was

that great!

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After the "Wright Flyer Affair" at FSH, Lee Abbott offered his "Wright Flyer Replica" to me for \$15,000..I should have bought it, but was so involved with my L-Birds that I figured I ought not to buy his "Flyer"..I do not know whether it and/or Lee Abbott is still "around" or not..The FSH "photo people" made video tapes of the "75th Anniversary Affair" there at FSH and gave the ALG credit for being able to get all the airplanes to participate..I have video tape of the whole program and boy, it is great!

Like, I said..I got so involved with the L-Birds, Alamo Liaison Group (ALG) and the International Liaison Pilot and Aircraft Association (ILPA) that I really didn't have time for A.B.C. Service Company..So, I "sold" it to Rick, Cherie and Leslie..I "looked in on them quite often" there at 10380 South Zarzamora Street..Georgia Ann and I still made a lot of trips to Airshows, Conventions, etc..Went back to Keokuk, Iowa each year to Co-Host the Annual World Wide Gathering of L-Birds with Irv Lindner there at his Lindner Aviation Company..We would spend each Friday, Saturday and Sunday at "Irv's Place" and then the following Monday or Tuesday, we would fly "en masse" on up to Oshkosh, Wisconsin to attend EAA's world's largest Airshow and Convention..EAA ask me to start a "L-Bird Formation Flying Clinic" at Keokuk to check our ILPA members out in their L-Birds to be "legal" to fly formation at Oshkosh..I did that, by having the L-Birds show up at Keokuk two or three days, Tuesday, Wednesday and Thursday, before the "L-Bird Gathering" the following Friday, Saturday and Sunday..If the weather messed things up some way, the "formation people" could complete their formation flight training on Friday and/or Saturday, if they needed to.. .I eventually turned the Formation Flight Training operation over to some of the "L-19 Birddog People" to run the ground school and formation flight training..It got so popular, that the "Primary Trainer Group with PT-17s, PT-19s, PT-23s, PT-26's etc. asked to "join up", and they did..To this day, the "Formation Flight Training Operation" is very much "alive and doing great"!

In the middle of 1988, my many ILPA members asked me to write, edit and produce a newsletter for them, so they could "look for parts, L-Birds, dates, etc"..I started "Liaison Spoken Here" for the over 2,000 members that have "signed-on" with me over these past twenty five years..It has been well received and I exchange newsletters with many other aviation groups, even with a group in Japan..

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Like I said..I got so involved in the ALG, the ILPA and "Liaison Spoken Here" and answering ten or twenty telephone calls, FAX's, and writing, editing and producing "Liaison Spoken Here", that I bought a computer and Georgia Ann and I went to "night school" to learn how to use computers..Then I got involved in the "Internet/Email" with the computer and didn't have time for much else..So, I turned the ALG and the L-Birds over to Hardy Cannon and the ALG members..Most of the ALG members, thirty or forty of them, were retired high ranking Air Force Officer Pilots..The highest ranking was a Major General (MG) P.D.Straw..Georgia Ann and I joined them when we could flying to and from airshows..

Hardy Cannon died of a heart attack in November of 1991 leaving the ALG and it's seven L-Birds to the "retired officers"..Six (6) years later, they had completely destroyed, beyond repair, five (5) of the L-Birds and had killed five people while destroying the five L-Birds..

Georgia Ann and I were spending about 100% of our "time" with the ILPA by co-hosting, with Irv Lindner, the annual L-Bird gatherings at Keokuk..The "overseas ILPA members" were complaining that they were unable to get to Keokuk for the annual gatherings..So, Georgia Ann and I started co-hosting ILPA Gatherings for our "overseas ILPA members", every-other year, co-hosting with various ILPA members in "their" countries, every other year, starting with one in Rome, Italy in 1994, co-hosted with Italian ILPA member Italo Battioli and his wife, Cosetta..Then Paris, France with Swiss member Jerome Chavalle and his wife..The in Middle Wallop (an old WWII L-Bird Base) in England and Anzio, Italy (with Dutch Schultz) and Italo Co-Hosting again..Italo and his sweet wife, Cosetta, insisted we stay with them in the beautiful little brick and tile roof cottage just outside of Rome..Had a great, great time! We had a South Pacific ILPA member reunion planned for Australia for October 2001 with a bunch of ILPA Members "signed-up" for this reunion, but as you know, September 11, 2001, "the cowardly act of 9-11" happened and everybody, due to anger, cancelled the South Pacific reuion scheduled for Australia as nobody wanted to fly "commerical" after the "9-11 tragedy"!At the "Anzio Reuion" with A.W."Dutch" Schultz, we were checked into a hotel near Anzio.."Dutch" was..Georgia Ann and I were staying with the Battiolis in their great little cottage nearby..But, also, "checked-in" at Dutch's hotel, was a bunch of German folks with their "Restored Military Vehicles and Club"..We had breakfast with them at the hotel the first morning, and one German fellow came over and introduced himself as, Willy Fretz of Heidleberg Germany and he had his "restored German WWII military Volkswagen" parked outside..Dutch and I went out into the parking lot and looked

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at it..While Dutch was looking at the "Volkswagen", Willy pulled out a photo of him as a Lt in the Nazi Army during WWII and said it was taken nearby Anzio, when he was stationed there during WWII..I ask him what his duty was and he said, "I lead a bunch of German Artillery troops and we were trying to shoot down the American Liaison Aircraft that had been launched off the temporary plywood decks of the LSTs off the coast of Anzio, that were flying over the coast and later, inland, directing Navy gunfire and later, landed US artillery fire upon the retreating German military, retreating toward Rome..I had always heard of cases like this, but this was the first time I was directly involved in "enemy-meeting-enemy"..That evening back at Dutchs hotel, we were all having supper and the Germans were to at the same time in the same dining hall..I had Willie come over and I introduced him to Dutch, who had been launched off the temporary plywood deck of a LST during the Anzio Invasion and was directing naval and artillery fire on "Willie and his German Troops retreating toward Rome..At first, for a few minutes, their meeting was a little "distant" with not much conversation between the two until they got better acquainted and sat down and had supper togather..When they departed that evening, they shook hands and gave each other a hug..What an evening..The next morning, Willie had breakfast with us and asked me, "how often to you have these reunions away from the U.S.? I answered, every two (2) years..Willie asked, "Where are you going to have the next one"? I answered, "Willie, where did you say you were from"? Willie answered, "Heidleberg, German"..I replied, "That is where we will have our next one (just for fun)..Willie came back with, "May I be your co-host"? I turned to Dutch and he nodded, and I answered, "Willie, you will be the next co-host for the next "overseas reunion" at Heidelberg"! Willie shook hands with Dutch and I and said, "I will get home and get started", and we departed, never to see Willie again, as he passed away the following year and Dutch Schultz passed away the year after!

Bless her sweet heart, Doris Helen died here in San Antonio at their home with her sweet wonderful children around her..She had been suffering with cancer..Georgia Ann and I attended her funeral with the children, Lee Richard "Rick"; Cherie Gay and Leslie Ann..

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It has been sorta quite as to overseas reunions since then, especially since "9-11" .. But we have continued having the annual world wide gathering of L-Birds, along with the "L-Bird Formation Clinic" at Irv's Place in Keokuk, Iowa the last week in each July, with "en masse" flight on into Oshkosh for EAA's great Airshow and Convention the first week of each August .. Our gathering at Keokuk gets larger every year with one hundred plus ILPA members attending with their fifty or sixty great ole restored L-Birds..