



# NATIONAL BUCCANEERS NEWSLETTER

JULY 2015

## The Central Florida Buccaneers

The CFBs remain on summer hiatus until October 14, when we will reconvene at the Golden Corral Restaurant on State Rd. 200 in Ocala. Have a GREAT summer and be well!



### GONE WEST

#### Sad News Department as of July 20th.

On July 15th we lost F/E **Jesse Hale** at the age of 90. He hired on with National in December of 1955, but retired from PAA and settled in Lenoir City, TN.

F/A **Emily Kubelle Hitchcock** passed away on July 7th at the age of 70. She came to National in February 1967 and settled in Miami after retiring from PAA.

F/A **Doris "Diane" Nelson Long**, of Ponce Inlet, Florida, passed away on July 10th at the age of 63. She joined National in February 1972.

And on July 12th we lost F/E **John Taylor** at the age of 75. John came to National in July 1973 and eventually retired from Delta.

He was residing in Port Orange, Florida at the time of his passing. **On a personal note:** John took his initial F/E training as I was upgrading to the 727. He was ALWAYS a pleasure to work with and was a welcome member of the crew!

We will miss these good people, we will NOT forget them! May their last flight West be fair of wind and free from turbulence.

### Here's a message from Steve Mills!!

Recently I have come into contact with long time NAL Buccaneer members who have been getting the monthly newsletters but are not on our email list. The primary purpose of our email is to distribute timely notice of our group members passing, along with service information. We also use the email system for announcements, reminders and occasionally an item of interest. If you are not receiving our emails but wish to, please send an email to Steve Mills at [nalbucs@gmail.com](mailto:nalbucs@gmail.com). Be sure to include your name, address and phone number for our records.

# Captain Mark Pyle and wife, Jan, Cruise Bahamas

*As promised, what follows is an article written by Captain Mark Pyle about a recent cruise he and his wife Jan made in their catamaran to the Bahamas. We hope you enjoy it! In the*

May 28, 2015

## **Gemini under Scorpio**

We are in Cat Key (at anchor) just off of the West Side of the Private Island awaiting a weather window for our return trip to the United States after spending almost two months aboard Impulse.

I have a few thoughts about the trip while they are still fresh in my mind.

I had always wondered what it would be like to do some extended sailing in a small boat. We learned to sail on Yawls at Pensacola in the AOC phase of training but it was limited by time. The learning was not extensive. Then Jan and I bought a 36' Gaff Rigged Schooner when we were in our pre-kid phase and in the cleaning department at National Airlines. (Arab Oil embargo of 1973) We sailed that boat quite a bit off Ft. Lauderdale but never crossed the Gulfstream. So, now, finally in our small catamaran – a bucket list item is about to be checked off.

Most nights at anchor, I have gazed above our Cabin Hatch at the same group of stars. Scorpio has shown brightly the entire time of our journey. So, my thoughts have been.... Gemini under Scorpio. The Gemini is a 33' Catamaran with a narrow 14' beam.

Our trip began on the 8<sup>th</sup> of April and will finish around that time in June.

*September issue we will present an article sent to us by Pam (Russell) Hertner. After that, who knows? Perhaps someone else will contribute to our reading pleasure. I hope so.*



This is obviously an extended trip for us... the first where we have been in the company of other boats and individuals. Generally, it has been a good experience but the interplay of personalities has, at times, been difficult. I am sure that the others have found faults in our characters that rub them the wrong way and that is to be expected. Considering the very small space, about 10 x 10 in the Living area, Jan and I have done remarkably well. That is not to say we haven't had personality "encounters." They come and go like spring showers. It is nice to know, after 42 years... we are still in love and enjoy each other's company.

The original crossing of the Gulfstream was in extremely gentle conditions. While on the Bahamas' Bank, the boat has been a blessing, in that it has held together in some rough conditions, and a burden in that it has had many failures of

systems and components. Many of the failures are due to shoddy workmanship when the boat was put together and many are probably routine and expected by all boats. However, even the most mundane require time to deal with and sometimes it is a rare commodity. The fabric on the Salon cushions had begun to deteriorate before we left and has been a real issue as it continues this process. It has really taken away from our enjoyment of the boat. Failures include, a through hull fitting, improperly installed roller furling, door to the master cabin, (fell off) faulty foot pump, numerous leaks from at this time unknown areas, Reverse lock (known issue) light fixtures, fans and electrical issues in several areas. These are but a few.

Jan and I knew the boat was not large but I do not think either of us realized how small it would feel on an extended cruise. It is known as a coastal cruising catamaran and although couples here and there have taken it on extended cruising adventures, including "Slapdash's" around the world trip, we must heartily agree it is more suited to short sails and more immediate destinations.

Just a few additions to Murphy's famous law, anything that can tangle with anything else when least expected...will tangle. Anything that can fall overboard or be blown over the boat...will achieve that outcome. (Hats, Cushions and flags included) Anything that can fall to the deck during a sail offshore, will in fact, fall with great force. Any essential items must always be secured. A photo that would be wonderful to have and exhibit

later will most assuredly be missed, as you are too generally terrified or awe-struck to have taken it at the time. On occasions too numerous to count.

You must realize that if you travel as a with other boats, "The needs of the many outweigh the needs of the few or the one." (Spock) Be ready to experience frustration and disappointment. Otherwise, man up! And go on your own.

The Bahamas were excellent fun with few exceptions. Almost all of the people were the most pleasant surprise. They were accommodating and gracious everywhere but Marsh Harbor, where we met one surly dock master. Pretty good for the number of places we went. For the most part, everyone made you feel welcome and I think it was not feigned. The telephone and Internet services however, for the most part, are like dial up modems use to be when the Internet was young. Exceptions were marinas here and there.

The Islands are neither as "deserted" as we had expected nor as we had hoped. Only on one occasion did we experience a paradise with little infringement and that was by accident. Jan and I had broken away from the rest of the group as they ploughed on into heavy seas between Spanish Wells and a place called Hatchet Bay. Our boat was being pounded by waves, rain and 25 kt. winds directly on the bow and our little engine would not perform to the task so we veered out of the direct path of the onslaught and sought out safety for the day in a place called Muttonfish Point. The nearest point of interest on the map was a nearby landmark called Clear Window

(Eluthera). We could not have been happier there and spent the next day as well. I would have stayed longer but Jan insisted we rejoin our group. While in the lee of Muttonfish, we snorkeled and made friends with the only other boaters there. An Italian couple named Mario and Laura. They had been out for 6 months on their 40' Jenneau Sloop. As for the rest of the trip there were neither enchanting deserted beaches nor out of the way places where you could expect solitude. There were people and boats everywhere we went in abundance. Some of these boats boggled the mind. I remain boggled at the wealth on display in the Islands.

Frankly, there are only a few places

to which I would return and I would stay longer in each of them. I would generally forgo the shopping and the ubiquitous restaurants of the cities and opt for a turkey rollup on the few deserted places we found.

The boat next time would not be the same one we went in this time although lack of coin may preclude any upgrades.... Life is way too short for the cramped environment in which we found ourselves. However, if one must be jammed into a 100 square foot seaborne efficiency, I can think of no one I would rather be with than Janice Elaine Bounds... (My bride of 43 years) Fair winds.



The Catamaran Captain Mark Pyle and his wife, Jan, sailed to the Bahamas

## Picnic Time is Almost Upon Us!

Our annual NAL picnic is scheduled this year for August 29, 2015. Once again it will be held at the Macon County Park in Franklin, North Carolina. But don't limit yourselves to one day. Whether you drive under a hundred miles or over a thousand, why not make this an expanded weekend!

As in the last few years we'll gather on Friday, August 28th in the hospitality room at the Hampton Inn from 2:30 to 5:00 for BYOB and snacks. Then we will walk, hobble, ride or roll down the hill to Willy's Bar-B-Q for dinner. Afterwards it's back to the Hampton for more schmoozing.

On Saturday we will be at the Macon County Park - upper pavilion - from 10:00 AM until 6:00 PM. for hot dogs, hamburgers, brats and whatever else you might care to bring. Beverages are provided.

Don't go home yet, please!!! Who wants to picnic all day and then drive anywhere farther than the Hampton Inn? Last year we had a pretty good gathering at the Hampton after the picnic. Those who were there thoroughly enjoyed a continued time of visiting. This year we'll order pizza and make an evening of it. Then Sunday morning after breakfast you will be well-rested for your drive home.

We have a good rate at the Hampton this year - \$93.60 plus tax, but make your reservations early. Call [828-369-0600](tel:828-369-0600). Ask for the Buccaneers rate for the nights of August 28 and 29. If you have any problems or questions, call me at [850-566-8370](tel:850-566-8370).

See you there,  
Dick Walker

**IMPORTANT (at least to me) PLEASE READ.** For those of you who have neglected to pay your dues, I bid you adieu, this will be

your last hard copy edition of the newsletter. It will be up to you to gain reinstatement by contacting us, we will not track you down.

**DO YOURSELVES AND US A FAVOR,  
JOIN US IN FRANKLIN! TIME IS  
RUNNING OUT!**

## PLEASE NOTE:

For the last several years I have taken the month of August off, primarily because of the Franklin Picnic and the need for a break. This year

will be a replay. The letter will reappear with the September issue. I have gotten NO COMPLAINTS with this action in the past and for that I am grateful to you.



A bit of National Airlines nostalgia.

# Monthly Mysteries Solved

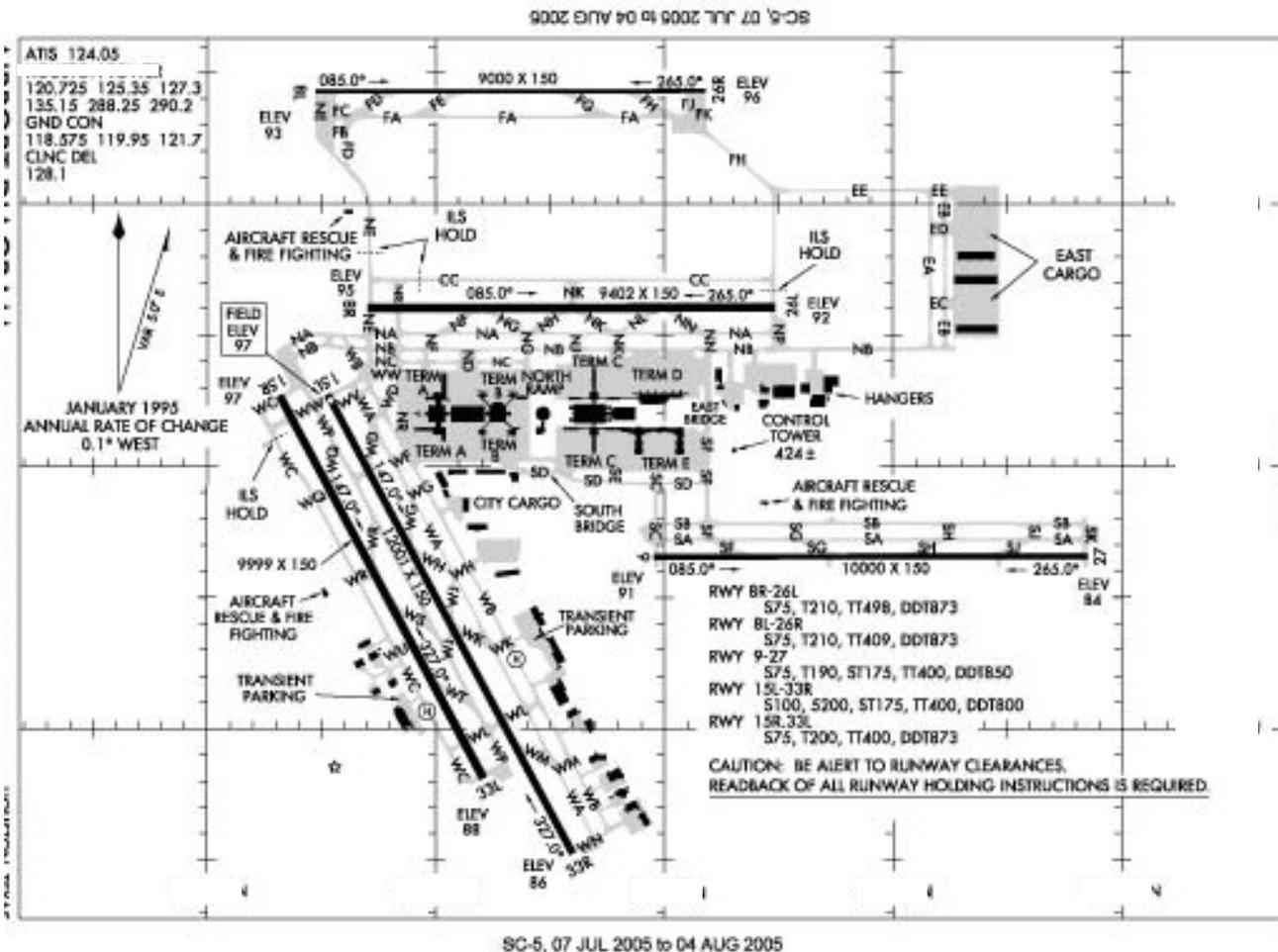
**Mystery Airplane and Airport:** OK, here's the deal. I expect that the lateness of the June letter is still fresh in your minds, I know it is in mine. So, I am going to list the folks who, as of today, July 20th, have correctly IDed the items. I am not, however, going to reveal the correct answers because I'm sure there are others out there who know but have not yet had a chance to send in their offerings. In fairness to them, I want them to have more time. I will acknowledge them and the answers in the September issue. If you want to know beforehand, simply e-mail me at

[johnhd500@gmail.com](mailto:johnhd500@gmail.com) and I will slake your curiosity. Not the best set up, I know, but it serves the occasion.

Bob Massey, Curt Briggs, Larry Helms, Joe Fricks, Rusty Heard and Bob Pierson all knew the airport.

Curt Briggs and Larry Helms got the airplane which I admit was a bit tough. I recognize this is a bit unorthodox, but I wanted to get this issue out sooner so as to accommodate a last pitch for Franklin. The fact that this extends my August break is merely an added boon.

I expect about 126 correct IDs on this National stop.



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OK historians, what can you tell me about this airplane?

