

**HELLO.**

**I HAVE SOMETHING TO SHARE WITH YOU,  
MY MOST APPRECIATED FRIENDS**

**I AM ATTEMPTING TO WRITE A BOOK. I WILL BEING TRYING  
TO HARNESS ALL MY AVAILABLE ENTERGY TO  
ACCOMPLISH THIS. I AM SORRY I HAVE BEEN SO OUT OF  
TOUCH. VERY SORRY.**

**THIS BOOK WILL BE STORY BY STORY AND THEN REQUIRE  
ASSEMBLING THE STORIES INTO A BOOK OR  
DOCUMENTARY**

**I PRAY I CAN FINISH THIS BOOK FOR MY  
FAMILY AND YOU**

**NOTE START-**

**MANY PEOPLE, MOST OF ALL, MY CHILDREN AND MANY OF MY FAMILY HAVE  
ASKED ME TO LEAVE SOME SORT OF RECORD OF MY LIFE. THEY BELIEVED IT  
WAS WORTH REMEMBERING. I AGREED I HAVE DONE SOME WORK DURING MY  
LIFE THAT QUALIFIED BUT I DIDN'T THINK I HAVE ACCOMPLISHED ENOUGH TO  
SET ME APART FROM OTHER PEOPLE WHO HAD SIMILAR CAREERS TO MY OWN.**

**THEY CONTINUED TO TRY TO CONVINC ME MY LIFE STORY WAS WORTH A BOOK OR DOCUMENTARY; MORE AND MORE OF MY PEERS AND FRIENDS SAID THE SAME. I DID CONSIDER SOME OF MY ACCOMPLISHMENTS TO BE PRETTY GOOD, BUT A BOOK OR DOCUMENTARY WAS A LITTLE LOFTY TO ME. I THINK I HAVE WAITED TOO LONG TO COMPLETE ANYTHING. I HAVE DECIDED TO AT LEAST WRITE AS MANY STORIES LIKE THIS ONE AS I COULD AND SEE WHAT THE OVERALL OPINION IS BY MANY OF YOU, MY CLOSEST FRIENDS, AND MANY PEOPLE I HAD WORKED WITH IN MY LIFE WHO KNEW THE MOST ABOUT WHAT HAPPENED OVER MY LIFE THAT WOULD BE WORTHWHILE TO ARCHIVE.**

**NOTE ENDED-**

**HERE I GO !**

**I HOPE I CAN FINISH A BOOK, BUT I WILL TRY TO GIVE YOU ALL SOME MEMORIES OF WHAT HAS OCCURRED IN MY LIFE OF TECHNOLOGY. I PROMISE FUN AND LAUGHTER, BUT THERE WILL ALSO BE SADNESS AND TRAGEDY!**

**I WILL APPRECIATE YOUR COMMENTS, GOOD OR BAD. I AM JUST TELLING YOU MY STORIES, WHETHER ANYTHING WILL BECOME OF THESE WRITINGS ONLY THE LORD KNOWS. IF I ACCIDENTALLY OFFEND ANYONE, I AM SO VERY SORRY AND I HOPE I DO NOT OVEREXPOSE MY WRITINGS AS TO HARM ANYONE.**

**THIS ATTEMPT WILL BE ONE OF MEANINGFUL, TRUE, BUT I WILL BE CAUTIOUS IN HOW MUCH INFORMATION I MAKE PUBLIC. JUST GOOD AND TRUE, WITH BOUNDARIES THAT WILL EXIST TO ALLOW NO HARM TO REACH THE FRIENDS I WRITE ABOUT, THEIR FAMILIES, OR YOU.**

---

**I WILL POST EACH STORY AS I FINISH THE STORY, THEN ASSEMBLE THE BOOK FROM ALL OF THESE STORIES.**

**ONE OF THESE STORIES I AM WORKING ON RIGHT NOW IS ABOUT HOW THE **BOEING 747 AIRCRAFT** CHANGED MY LIFE. WHY I WANTED TO FLY ON, OR EVEN PILOT A BOEING 747 AIRCRAFT WILL BE EXPLAINED AS THIS STORY UNFOLDS (I DID GET 10 MINUTES TO ACTUALLY SIT IN THE CONCORD'S PILOT SEAT AND FLY IT! (MOSTLY BECAUSE I WAS A CERTIFIED ATR RATED PILOT).**

**JACK NITZSCHE, THE FAMOUS AND TALENTED MUSICIAN, WRITER, PRODUCER, AND MY PARTNER IN MANY RECORDING PROJECTS AND I SET A RECORD OF CONCORD FLIGHTS BETWEEN EUROPE OF 19 FLIGHTS ON THE CONCORD AND EACH OF US RECEIVED A PLAQUE FROM BRITISH AIRWAYS AS AN AWARD AFTER THE TREMENDOUS AMOUNT OF TIME WE SPENT RECORDING THE AL PACINO MOVIE "CRUISING" IN NORWAY AND MANY EUROPEAN COUNTRIES AND IN THE UNITED STATES OF AMERICA TO ACCOMPLISH RECORDING AND PRODUCING THIS SOUNDTRACK.**

**THE BOEING 747 AIRCRAFT WILL BE EXPRESSED MORE PLAINLY AS THIS STORY GOES ON.**

**MY DADDY GAVE ME THE OBSESSIVE LOVE OF FLIGHT. HE WAS INVOLVED IN FLIGHT FOR THE US MARINES AIR CORP (THE NAME OF THIS ARM FORCES DEPARTMENT HAS CHANGED MANY TIMES DURING IT'S EXISTENCE) ABOARD THE USS SARATOGA (CV-3) OF THE LEXINGTON CLASS AIRCRAFT CARRIERS IN WW II. HE FLEW THE CHANCE-VOUGHT F4U CORSAIR "MODEL A". TWO OF MY UNCLES, FRANKLIN ELLIS AND HOWELL EVANS, ALSO BEING GREAT PILOTS IN THE SAME WAR.**



**THE CHANCE-VOUGHT F4U CORSAIR**

**DURING WORLD WAR II WHEN THE MARINES' CORSAIR "MODEL A" WAS REPLACED BY THE LONGER AND MODERNIZED CORSAIR "MODEL B", DADDY WAS SENT TO OTHER LAND BASE OPERATIONS BECAUSE HE WAS 6'5" TALL AND COULD NOT FIT IN THE NEW CORSAIR 'B". AT THE TIME OF OUR WINNING THE WAR, DADDY CAME HOME.**

**LATER, I WAS THE LAST OF 4 CHILDREN AND I WAS BORN MAY 18<sup>TH</sup>, 1950 AND HE STARTED LETTING ME ACTUALLY FLY WITH HIM IN HIS WACO UPF-7 (AN HISTORIC BIPLANE AIRCRAFT DURING THE 30S AND UP TO PRESENT DAY) AND HIS ERCOUCPE (THE ERCO ERCOUCPE IS AN AMERICAN LOW-WING MONOPLANE AIRCRAFT THAT WAS FIRST FLOWN IN 1937) WHEN I WAS 5 YEARS OLD, 1955. THE CALL LETTERS FOR DADDY'S ERCOUCPE WERE: N94883. MANY OF THE BOGALUSA POPULATION ALSO EXPERIENCED A RIDE IN THIS ERCOUCPE. DADDY WAS KNOW FOR GIVING STRANGERS AND FRIENDS A RIDE OVER THE AREA IN N94883. I KNOW THAT MANY OF YOU READING THIS STORY WERE AMONG THIS GROUP WHO DADDY TOOK FOR A RIDE!**



**WACO-UPF-7**





### THE ERCO ERCOUPE

**WHEN I WAS 16 YEARS OLD, I HAD PASSED MY WRITTEN EXAM AND FLIGHT REQUIREMENTS AND I SOLOED THAT DAY, AT THE YOUNGEST AGE ALLOWED FOR SOMEONE TO GET THEIR PRIVATE PILOT'S LICENSE. I CONTINUED TO GAIN NEW RATINGS, MULTI-ENGINE, SEA PLANE, INSTRUMENT, AND ATR (AIRLINE TRANSPORT RATING) AND BY REACHING 25 YEARS OLD. I HAD MY ATR. THE FIRST FLIGHT OF THE BOEING 747 TOOK PLACE ON FEBRUARY 9, 1969, AND THE 747 WAS CERTIFIED THAT YEAR. I WAS 19 YEAR OLD AND HAD BEEN ACCEPTED TO TRANSFER TO UCLA AND CHANGE MY MAJOR TO PHYSICS.**

**BOEING INTRODUCED THE 747-200 IN 1971, WITH MORE POWERFUL ENGINES FOR A HEAVIER MAXIMUM TAKEOFF WEIGHT (MTOW) OF 833,000 POUNDS (378 T) FROM THE INITIAL 735,000 POUNDS (333 T), INCREASING THE MAXIMUM RANGE FROM 4,620 TO 6,560 NAUTICAL MILES. I DID NOT KNOW AT THE TIME,**

**BUT THE 747-200 HAD SEVERAL PROBLEMS, ONE OF WHICH WAS IT WAS OVERWEIGHT. LITTLE DID I KNOW BY THE TIME OF THE RELEASE OF THE 747-200, I WOULD HAVE PLAYED A SMALL PART IN CORRECTING THE PROBLEMS OF THE 747-200 BEING OVERWEIGHT A SHORT TIME LATER WHILE ATTENDING UCLA. THIS IS A LONG STORY AND SO MANY OF MY FAMILY, ESPECIALLY MY CHILDREN, AND MANY FRIENDS AND FAMILY HAVE LONG ENCOURAGED ME TO AUTHOR A BOOK OR DOCUMENTARY ABOUT MY LIFE.**

**I HAVE HAD 4 BOOK OFFERS AND 3 FILM (DOCUMENTARY) OFFERS BUT ALL HAD MAJOR CONTRACT PROBLEMS THAT I FOUND ABSOLUTELY UNACCEPTABLE UNDER ANY CONDITIONS OR AMOUNT OF MONEY THAT I STOOD TO MAKE AS THE AUTHOR.**

**THE FIRST PROBLEM, EACH PUBLISHER WANTED TO KNOW THE MOST HORRIBLE DETAILS OF MY CAREER SUCH AS (1.) WHO BEAT THEIR WIFE. (2.) WHO DID THE MOST DRUGS, ETC.**

**NO WAY WOULD I PARTICIPATE IN A WRITING A BOOK INCLUDING PRIVATE DETAILS OF MY FRIENDS AND ARTIST THAT COUNTED ON ME, NOT ONLY AS AN ENGINEER/PRODUCER, BUT ALSO MOST OF ALL A TRUSTED AND WONDERFUL FRIEND! A PROJECT WITH THESE INCLUSIONS SUCH AS WHAT WAS BEING ASKED OF ME WAS NOWHERE TO BE FOUND IN THE WAY MY PARENTS RAISED ME AND TAUGHT ME THE DIFFERENCE BETWEEN RIGHT FROM WRONG. I AM SO APPRECIATE MAMA AND DADDY TAKING THE EXTREME TIME AND EFFORT TO DO THIS FOR ME! THE COMPANIES MADE SMALL CHANGES IN THEIR OFFERS, BUT NONE OF THE CHANGES WERE STILL UNACCEPTABLE TO ME. I LITERALLY BURIED THESE OFFERS AS IF THEY HAD NEVER BEEN MADE.**

**THESE QUESTIONS WERE NOT EVER GOING TO BE ANSWERED BY ME. I HAVE TOO MANY FUNNY, UNUSUAL, AND HEARTWARMING STORIES TO OFFER WHICH COULD ENTERTAIN PEOPLE ABOUT THE WONDERFUL BLESSINGS OUR LORD HAS GIVEN ME INSTEAD OF STATING BAD AND PRIVATE FACTS ON ANYONE IN MY LIFE WHICH, EVEN IF THEY HAD PASSED, THAT COULD POSSIBLY HARM THEIR LIVING FAMILY AND NO DOUBT HARM THE HISTORIC GREAT PARTS OF THEIR LIVES. THIS WOULD INCLUDE FRIEND OR FOE, ARTIST OR GROUNDS KEEPER.**

**UPDATE: A MAJOR PUBLISHER HAS JUST AGREED TO GIVE ME FINAL APPROVAL OF THE BOOK. THIS CHANGES EVERYTHING!**

**I HAVE BEEN WRITING THE 747 STORY FOR WEEKS. I AM GETTING NEAR THE END AND I WILL POST THIS STORY AS SOON AS I CAN. THIS IS THE TRUE STORY OF A PROMOTIONAL FLIGHT FROM DALLAS TO LOS ANGELES BY AMERICAN AIRLINES IN 1969. I MADE SURE TO BOOK A FIRST CLASS TICKET ON THIS FLIGHT. I FIRST BOARDED A FLIGHT FROM NEW ORLEANS TO DALLAS TO BE ABLE TO FLY ON THIS 747. AT THE TIME, NEW ORLEANS COULD NOT SUPPORT 747 FLIGHTS SO THAT WAS MY ONLY CHANCE TO BE ONE OF THE FIRST TO FLY IT.**

**THE STORY RECAPS WHAT CHANGED MY LIFE BY TRADING SEATS WITH AN ELDERLY COUPLE WHO WERE NOT ABLE TO BOOK THEIR 2 SEATS TOGETHER. WHEN I WENT TO MY SEAT, THEY WERE HUGGING EACH OTHER AND VERY UPSET AND THE HUSBAND WAS ABOUT TO GO TO FIND HIS SEAT ACROSS THE FIRST CLASS CABIN. THERE WERE ONLY 13 FIRST CLASS SEATS.**

**I QUICKLY INTRODUCED MYSELF AND OFFERED TO GIVE MY BOARDING PASS TO THE HUSBAND SO THEY COULD SIT TOGETHER. THEY WERE OVERWHELMED BY MY OFFER AND WE SWITCHED PASSES AND HE TOOK MY SEAT, NOW NEXT TO HIS WIFE, AND I WENT TO FIND HIS SEAT, WHICH WAS NOW MY SEAT.**

**THE RESULT OF GIVING UP MY SEAT AND MAKE THIS COUPLE, I DID NOT EVEN KNOW SO VERY HAPPY, WOULD HAVE AMAZING REWARDS TO MY FUTURE.**

**BY TRADING SEATS AS A COURTESY, THE RESULT OF THE PERSON I ENDED UP SITTING NEXT TO AND THE BENEFITS OF JUST BEING A KIND PERSON WOULD BE ASTRONOMIC. THE NEXT 4 HOURS WOULD BE ONE OF THE MOST UNBELIEVABLE BLESSINGS TO MY FUTURE.**

**I AM TRYING TO FINISH THE STORY NOW. I PROMISE YOU WILL BE HAPPY TO READ IT AND SEE HOW GOD BLESSED MY LIFE THAT DAY. THIS STORY IS ON THE LEVEL OF THE PERRY COMO STORY. I CAN NOT WAIT FOR YOU TO READ IT!**

**THANK YOU FOR ALL YOU DO AND HAVE DONE FOR MY FAMILY AND ME. I CAN NOT EXPLAIN MY GREAT APPRECIATION!**

**PRAYERS, LOVE, AND BLESSINGS TO EACH OF YOU AND ALL OF YOUR FAMILIES. PLEASE ENJOY THE STORY THAT I AM TRING TO COMPLETE**

**AMB**

**Bleu**



**American Airlines 747-100 - 1969**