

Photos & Footnotes for Audiobook Version of “Goodbye, Papa Golf”



Photo #1: SSD Operations center and L-5 towplane. (photo by Joseph N. Bearden Jr.)



Photo #2: SSD's Schweizer 2-22 landing with student and instructor Joe Bearden. (photo from estate of Joseph N. Bearden Jr.)



Photo #3: SSD crew connecting towrope to 2-22 at Richmond, Indiana (Moonbeams, Vol. 28, No. 2/July 1967, Procter & Gamble Company, Cincinnati, Ohio)

Typical Airport Landing Pattern

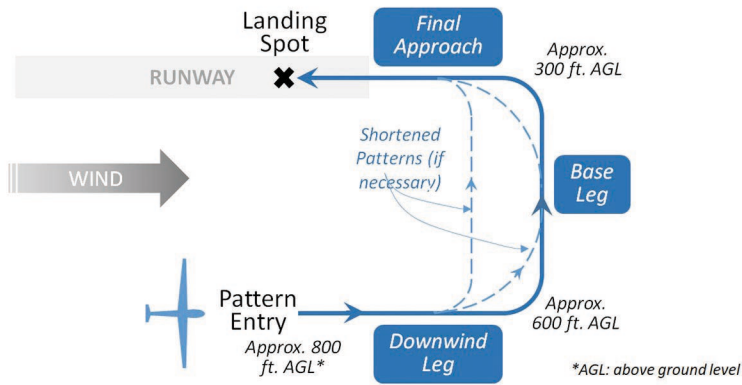


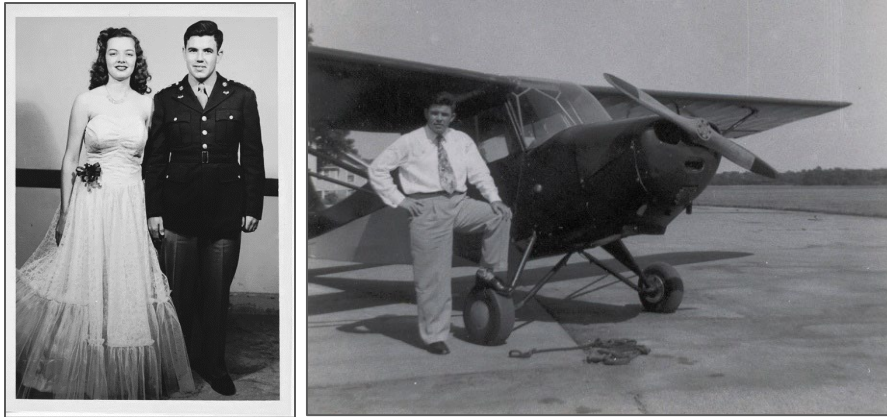
Diagram #1: Typical Left-Hand Rectangular Airport Landing Pattern



Photos #4 & #5: Launching (l) and climbing out of cockpit after landing (r) on first solo flight, October 16, 1965. (photos by Joseph N. Bearden Jr.)



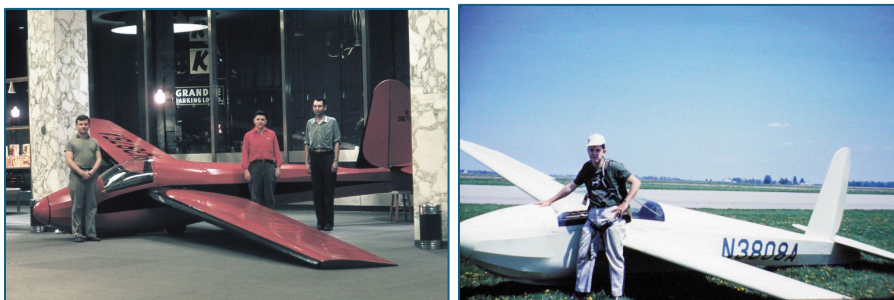
Photo #6: My parents, August 1945. First furlough from U.S. Army Air Forces basic training (photo from estate of Joseph N. Bearden Jr.)



Photos #7 & #8: My parents at Air Force ROTC formal affair at the Marion Institute in Marion, Alabama, ca. 1948, and Dad with the Aeronca Champ he soloed, near Cohasset, Massachusetts, 1953 (photos from estate of Joseph N. Bearden Jr.)



Photo #9: Visiting early soaring meet in Chillicothe, Ohio, 1960. A.J. Smith would win the Nationals in this Lo-150 sailplane the next year and feature in our soaring for over 20 years. Author (9) and sister Diane (2). (photo from estate of Joseph N. Bearden Jr.)



Photos #10 & #11: 1-26 in P&G lobby with my father in center (l) and with his shared 1-26 (r), 1961. (photos from estate of Joseph N. Bearden Jr.)



Photo #12: Retrieving my father's 1-26, 1961. (photo from estate of Joseph N. Bearden Jr.)



Photo #13: Dad's 1-23B at an early (Bryan, Ohio, 1963) contest with Chevy station wagon, trailer, and canvas tent. (photo by Joseph N. Bearden Jr.)



See caption on following page.



Photos #14, #15 & #16: Dad's 1-23B/trailer and our early 60s Chevrolet Bel Air station wagon at Richmond Municipal Airport, Indiana, ca. 1964 (photos from estate of Joseph N. Bearden Jr.)



Photos #17 & #18: My first landout, in a 1-26, Richmond, Indiana, 1967. (photos by Joseph N. Bearden Jr.)



Photos #19 & #20: Joe Bearden ready for launch (l) and author running wingtip during launch (r).



Photos #21, #22 & #23: Joe Bearden in Diamant (top), on tow (l) and in cockpit (r). All photos at Richmond Municipal Airport, 1967, by Vernon Merritt III (from estate of Joseph N. Bearden Jr.)



Photos #24 & #25: Author, 17, in 1-26 at Richmond, Indiana (l, photo by Joseph N. Bearden) and launching at first contest in Marion, Ohio (r, photo by Thelma Bearden Castleman), both in 1968.



Photo #26: First contest outlanding in 1-26, near Marion, Ohio, with trailer. (photo from estate of Joseph N. Bearden Jr.) Recent inset photo of trophies, Dad's 3rd place Open Class (l) and my 1st place 1-26 Class. (r)

Hilltoppers Heading For The Heights In National Meet

Chip Aiming For Glider Championship

Little New Yorker J. N. (Chip) Bearden, III, will enter the North American 1-26 Soaring Championships to be held at Richmond, Indiana, beginning July 27.

Bearden was the 1968 winner of the Central Ohio Soaring Association's 1-26 contest held in Marion. He recently placed second in the Wright Memorial Glider Meet in Richmond, Indiana and is currently leading his class in the Midwest Soaring Meet now in progress at Adrian, Michigan.

All of the one-design gliders to be used in the National meet were built at Delta, New York, although some owners have performed final work.

Time and distance tasks will be assigned over a period of seven days and scoring will be primarily based upon speed.

The glider pilot, son of Sgt. John A. N. Bearden, Jr., 127 Thunderbolt Dr., was under the Vanderbilt University School of Engineering in September.

Linda Seeks Race Title In Midget

Heading for Portland, Oregon, August 17 will be Linda Keller with her new midget racer "Fission", built by Mr. William Keller of Mt. Washington.

By qualifying for the final big race which will produce the "National" Champion in all classes.

In her three and one-half years of racing, Linda has won 445 trophies or awards and holds 19 track records. Her late father, Fred Keller, has won 14 of the 1960s. Linda has won a trophy during her racing career had won 626 trophies and many championships.

Linda's ambition is to surpass her sister's record and to emerge as Grand National Champion for the third consecutive year. Her other driver has achieved this record. Linda has won the Stock Class National Championship in both 1967 and 1968. The meet were held in Haverhill, Johnson, and Paines, Maine.

SEEKING THE NATIONAL CHAMPIONSHIP in two classes, "AA Fun" and "B Modified", Linda Keller, 13, an eighth grade student at North College Hill "hopes to make it three in a row". She recently won the Southern States Championship to qualify for the Grand National races in Oregon next month. With Linda is her father, Jack, and Randy Keller, son of the new's builder.

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Est. 1919 Cincinnati, Ohio, Thursday, July 24, 1969 Vol. 50, No. 39

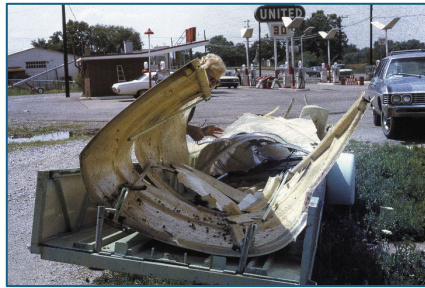
Photo #27: Dad's early public relations, in The Hilltop News, Cincinnati, Ohio, July 24, 1969, pp.1.



Photo #28: Our new Libelle and factory trailer, 1970 (photo by Joseph N. Bearden Jr.)



*Photo #29: Mark, Diane, author, and parents with the Libelle, 1971.
(photo from estate of Joseph N. Bearden Jr.)*



Photos #30 & #31: The Libelle's damaged trailer after the accident. (photos by Joseph N. Bearden Jr.)



Photo #32: Libelle and trailer at landout in 1973, both extensively repaired after highway accident the previous year. (photo by Joseph N. Bearden Jr.)



Photo #33: Author in Libelle over Mount Mitchell, North Carolina, on the way to 14,000 feet, 1976. (photo by Joseph N. Bearden Jr.).

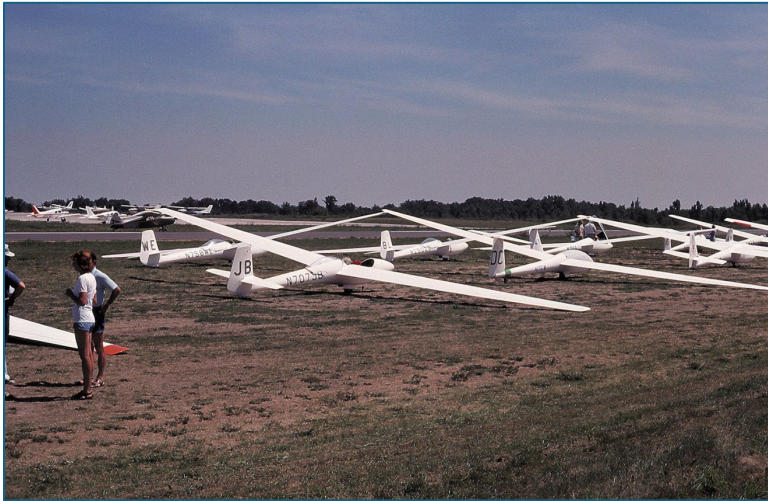


Photo #34: Dad's Libelle (WE) and author's (JB) on the grid at 1977 Nationals in Ionia, Michigan.

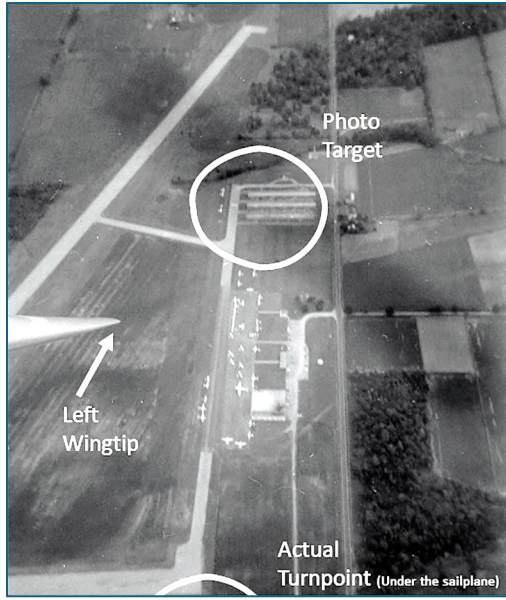


Photo #35: Typical turnpoint photo. The pilot banks and aims the left wingtip (peeking out of the left side) at the photo target, (the far end of the airport taxiway) while flying over the turnpoint itself (the other end of the taxiway, half hidden under the glider).

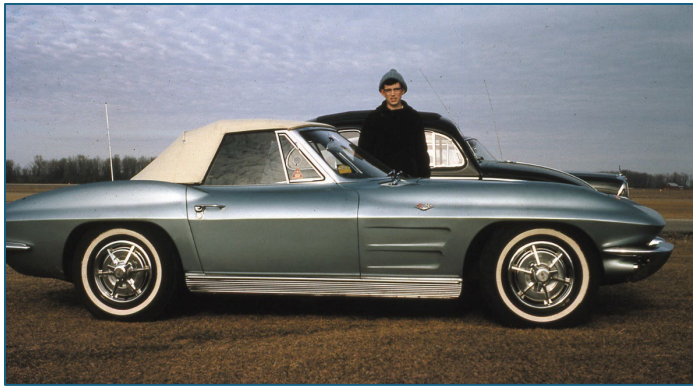


Photo #36: Author with Dad's 1963 Corvette Sting Ray. In 1965, I could fly a glider but was two years away from driving a car! (photo by Joseph N. Bearden Jr.)



Photo #37: Family on launch grid at the Cordele Regional, 1977. A different look than our similar pose six years earlier. (photo from estate of Joseph N. Bearden Jr.)



Photos #38 & #39: New LS3, Teterboro Airport, New Jersey, 1978. (photos by Joseph N. Bearden Jr.)



Photos #40 & #41: LS3 first flight with author, Caesar Creek Soaring Club, Ohio, 1978 (photo from estate of Joseph N. Bearden Jr.), and piloted by Mark Bearden, Chilhowee Gliderport, Tennessee, 1981. (author in chase plane; photo by Kathleen Jerolmon)



Photo #42: Author finishing first marathon, October 1978. (photo by Kathleen Jerolmon)



Photo #43: Author and father, Chilhowee Gliderport, Benton, Tennessee, October 1979. One of his few LS3 flights. (photo by Virgil Jones, from his estate, courtesy of Lee Jarrard)



Photo #44: My father's first launch in his ASW 20, Caesar Creek Soaring Club, Ohio, 1979 (before "PG" added).

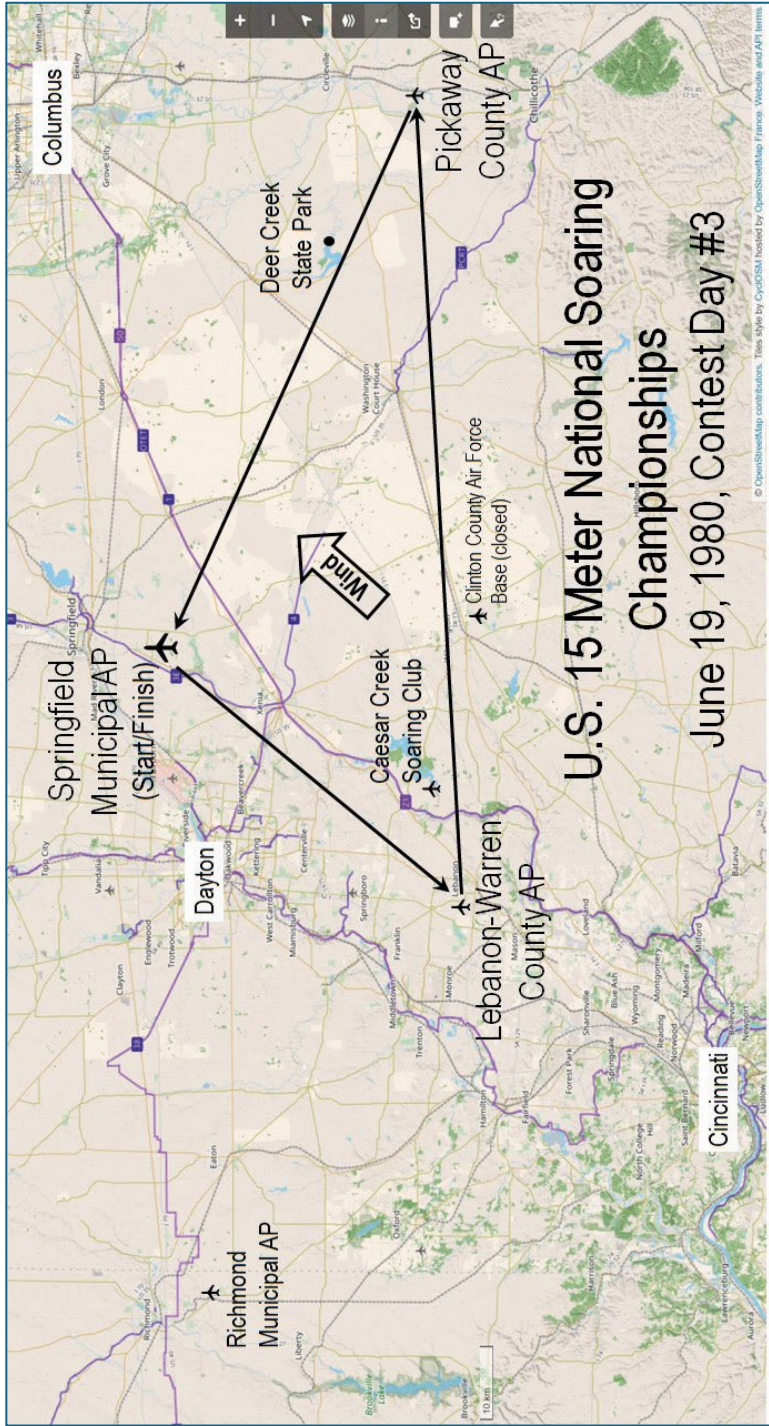


Diagram 2: Map of contest task area. Contains information from OpenStreetMap (<https://openstreetmap.org>), made available here under Open Database License (<https://opendatacommons.org/licenses>). © OpenStreetMap contributors. Tiles style by CycloSM hosted by OpenStreetMap France.



*Photo #45: Family with author's LS3 (JB) and father's ASW 20 (PG).
(photo from estate of Joseph N. Bearden Jr.)*



Photo #46: Springfield launch grid: crews pull each glider down the taxiway to its grid number, then push it into the grass to leave room. The last step is moving the gliders to the taxiway in single file. (photo by Harry Dunn, from Soaring magazine, October 1980, used with permission).



Photo #47: Eric Mozer and father Rudy Mozer. (photo by Richard Devilbiss, from Soaring magazine, September 1977, used with permission).



Photo #48: Author dumping water ballast crossing finish line. (photo by Guerry Howard)

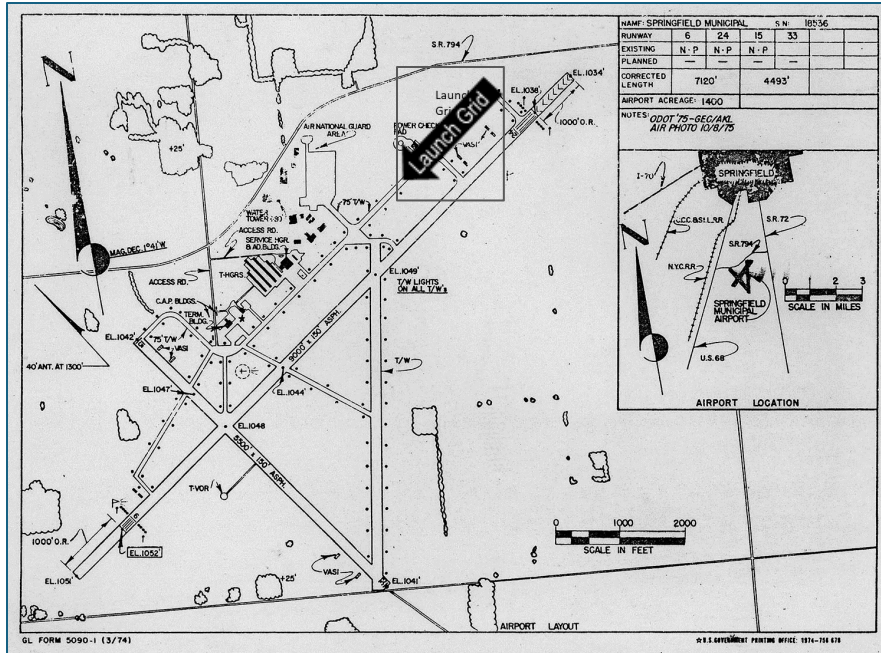


Diagram 3: Springfield Municipal Airport, with launch grid on June 19, 1980, shown. Original map from U.S. Government Printing Office for Federal Aviation Administration.



Photo #49: Suzanne and George Moffat. (photo by Larry Sengbush from Soaring magazine, November 1982, used with permission).

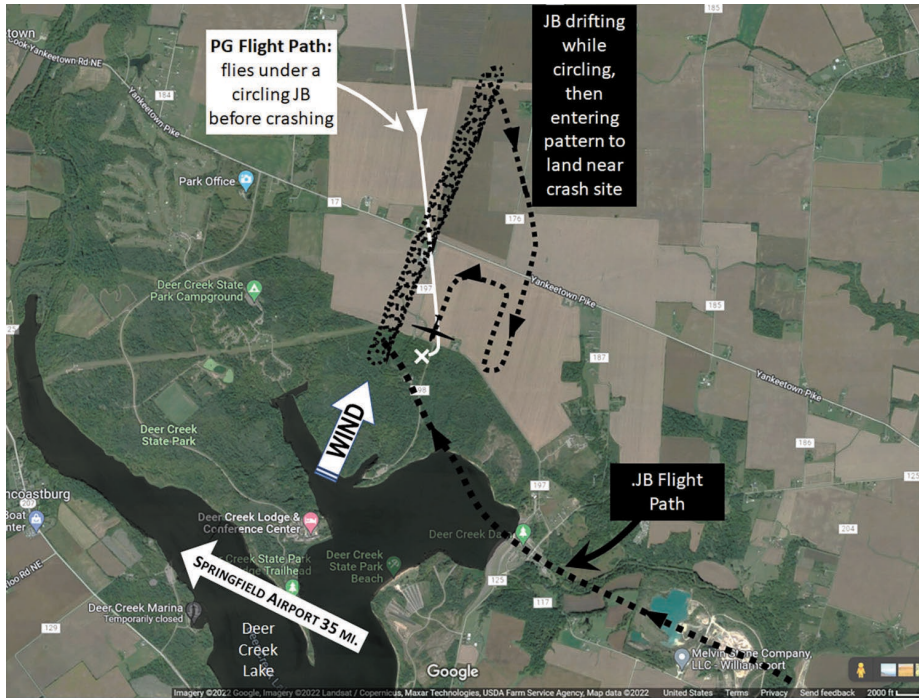


Diagram 4: Deer Creek State Park, Ohio, 2022, details added (Imagery ©2022 Google, Imagery©2022 Landsat/Copernicus, Maxar Technologies, USDA Farm Service Agency, Map data ©2022 United States)



Photo #50: Dad preparing to give first glider ride to Cincinnati WCPO-TV anchorman Al Schottelkotte in SSD 2-22, 1963. (photo from estate of Joseph N. Bearden Jr.)



Photo #51: A.J. Smith accepting trophy at SSD contest, ca. 1960s. (photo from SSD archives)



Photo #52: Motorhome and LS3 trailer on the road, 1981.



Photo #53: On the grid in Minden with Diane, 1981.



Photo #54: Nevada desert, 1981. Landable, but not without damaging the glider.



Photo #55: LS3 in a field on last day at Minden, 1981. Trailer turned 90 degrees for loading.



Photo #56: Robert Robertson finishing task, New Castle, Virginia, 1982. (photos from his estate)

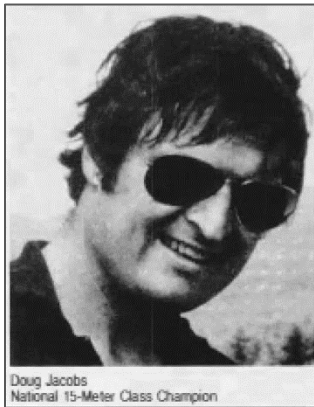


Photo #57: Doug Jacobs after his first National Championship. Soaring, January 1983. Used with permission.



Photo #58: Robert between good friends Klaus Holighaus (l) and Eric Mozer (r) on the podium at Uvalde, 1986. Inside of ten years, two of these three pilots would die in gliding accidents.



Photo #59: University Park Airport, State College, Pennsylvania, 1986. Karl Striedieck and Chris Reeve discussing the ashes drop. From left: Charlie Spratt, Karl, Donald Robertson's emissary from Scotland (hidden), Rod Read (back to camera), Chris, Ilsa, and friend.



Photo #60: After returning from ashes drop, last goodbyes at Karl's Cessna 180.



Photo #61: Tanya's mother, author, Tanya, author's mother at wedding, 1986, Church Center for the United Nations, New York City. (photo from Bearden family)



Photo #62: Author in ASW 24 zooming up after finishing (dumping water ballast)...



Photo #63: ...and landing (note extended dive brakes). (photos at Elmira, New York, 2015, by Guerry Howard)



Photo #64: ASW 24 canopy wire deflector bars (left, photo by Bozena Michalowski).



Photo #65: Cockpit view (r) with Cordele airport visible to right of instrument panel.



Photo #66: Author and wife, with Tina and Josie, a few months after birth 1994. (photo by Ivanka Lenkow)



Photo #67: Regional contest at Fairfield, Pennsylvania when the girls were 2 ½ years old. (photo from Mid-Atlantic Soaring Association archives)



Photo #68: In Texas, on the way to Standard Class Nationals in Hobbs, New Mexico, 2007.



Photo #69: Tenting at Standard Class Nationals, Hobbs, New Mexico, 2004 (the girls were 10).

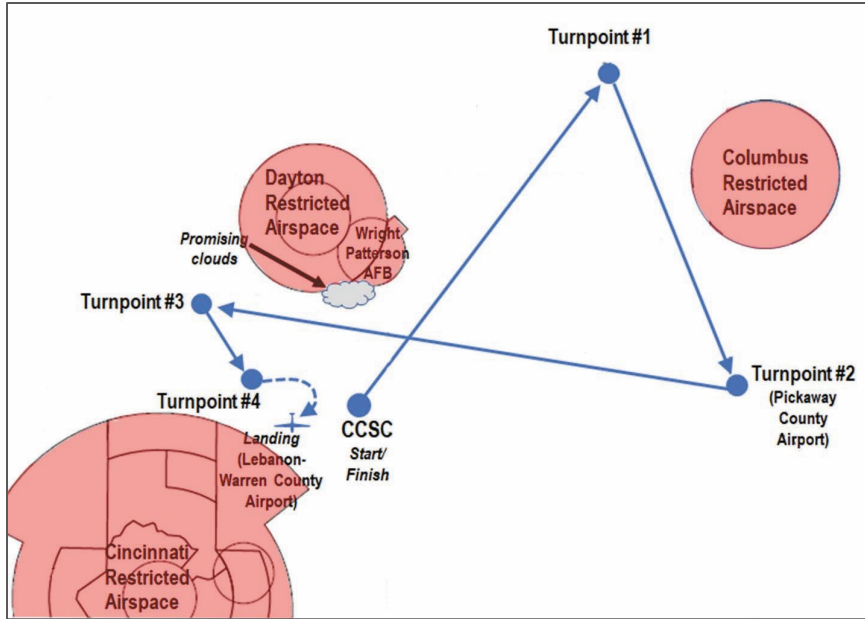


Diagram 5: Task on 17 Jun 2005, Standard Class Nationals, Caesar Creek Soaring Club. Pilots' kit map originally from Worldwide Turnpoint Exchange.



Photos #70 & #71: Crash site, view from front & right rear. In latter, "PG" visible on left side (on vertical fin, lying flat). (photos by Bruce E. Morgan, Deer Creek State Park, Ohio)



Photo #72: Awful weather. Slow time. Indescribable experience. Boston Marathon 2007, with finisher's medal peeking out of my jacket, Tina, and Josie. (photo by Tanya Lenkow)



Photo #73: The Motel Chevrolet. It's free! The problem is noise if parked next to an idling big rig.



Photo #74: Our deceptively “normal” family at Independence Pass, Colorado, July 2007.



Photo #75: Launch grid at the Cordele Standard Class Nationals, 2008.



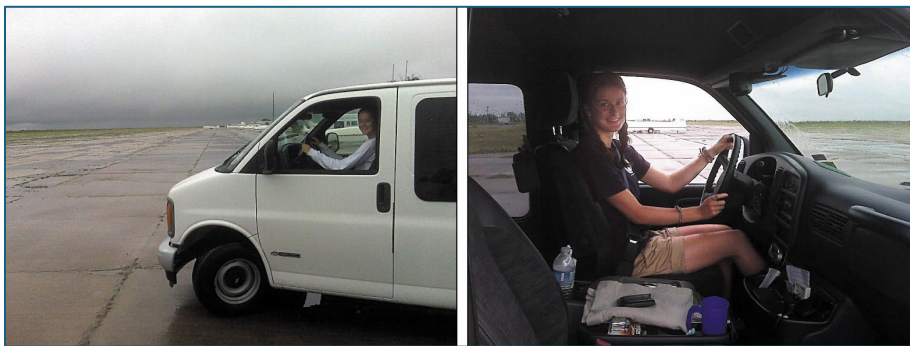
Photo #76: Pre-start thermal; 22 gliders, almost half of the fleet. (photo by Baude Litt)



Photo #77: With Erik Mann (c) and Bif Huss (r), Cordele Nationals 2008.



Photo #78: It was worth it: 43 years of struggle before the big reward! Unbelievably, this is the author's only photo of this day. Cordele 2008 (photo by Erik Mann)



Photos #79 & #80: Tina at the wheel on one of the many rain days at Hobbs, 2010.



Photos #81 & 82: Two landouts at Hobbs, 2010, under deceptively good skies. In the right photo, four gliders went into the same field when the thermals died.



Photo #83: Emergency repair from gear-up landing. Fuselage upside down: landing gear and gear doors to the right; teardrop-shaped damaged area in middle.



Photo #84: Leading edge and lower surface of wing after striking landing light.

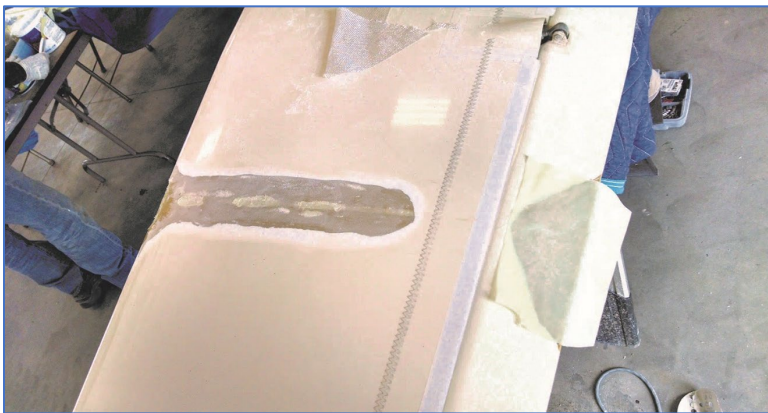


Photo #85: Bottom of wing after sanding to expose damage before repair. Repair to underside of aileron in progress (triangular patch, far right).



Photos #86 & 87: Bullet passed through trailer skin (layer 1); upper/lower wing surfaces (layers 2 & 3); punctured canopy (layer 4) and instrument pod (layer 5)—note arrow; then exited instrument panel (layer 6)—note arrow, with missing power switch and fuses; before breaking larger hole in canopy, (layer 7)—see following photo.



Photo #88: Canopy damage, with white speed tape over the hole and cracks radiating from it. (photo by Nirmal Mathrani)

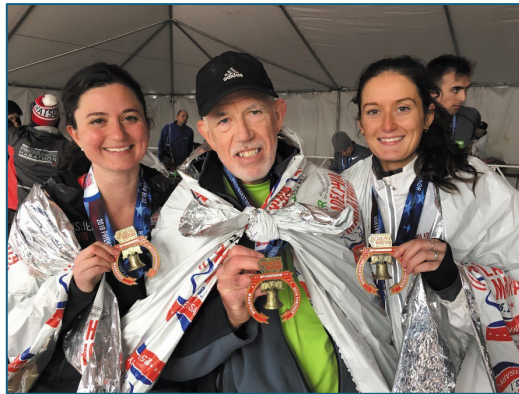


Photos #89 and #90: "The Killing Fields": Midlothian, Texas. From here, bullet holes are difficult to spot (l) 9 mm

bullet after passing through seven layers of my ASW 24 (r).



Photo #91: A soaring buddy pulling up exuberantly after a high-speed, low-level pass. (photo by Bożena Michalowski)



Photos #92 & #93: Two post-marathon finishes: my daughters escorting me at Philly after near collapse in 2016, and their first marathon there in 2018. (photos by Tanya Lenkow)

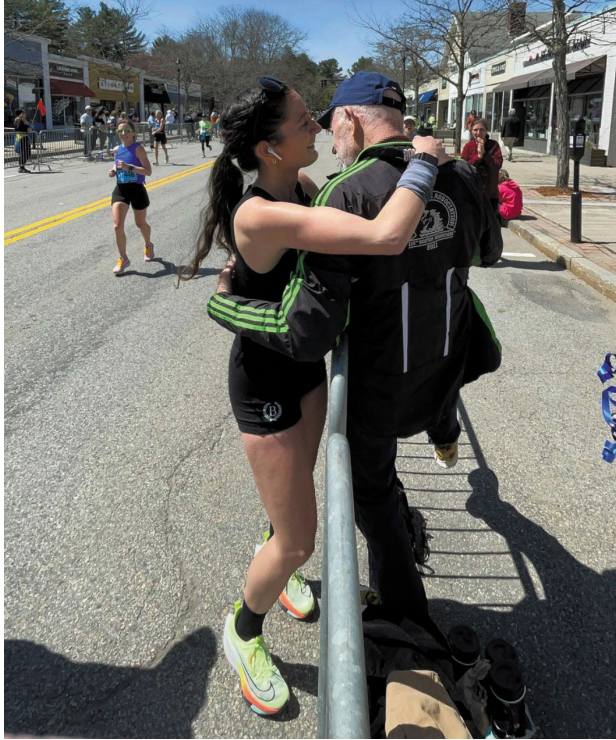


Photo #94: Tina and author midway at 2022 Boston Marathon. (photo by Samuel Hoad)



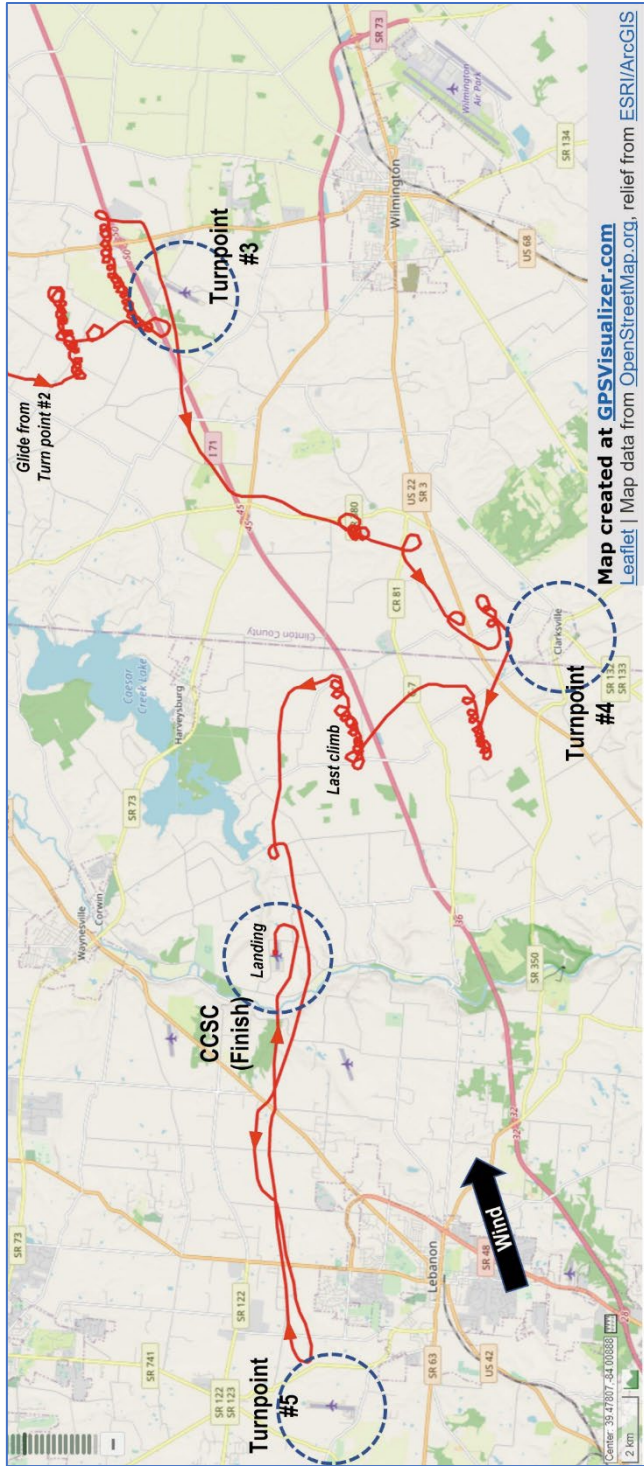
Photo #95: Do I look like pilot material? My 14th birthday, one week before my first flying lesson. (photo by Joseph N. Bearden Jr.)



Photo #96: Richmond (Indiana) Municipal Airport, August 2019. Could just as well be 1965.



Photo #97: On final approach after finishing, Standard Class Nationals, CCSC, 2019. (photo by Bozena Michalowski)



August 29, 2019, Standard Class Nationals: Last half of flight, from slow climb out at Turnpoint #3, tagging edge of Turnpoint #4, then last climb before long glide to tap Turnpoint #5 (Lebanon-Warren County Airport) and back to the finish at CCSC. (Map created at GPSVisualizer.com Leaf-let | Map data from OpenStreetMap.org, relief from ESRI/ArcGIS)



Photo #98: Launch grid at CCSC, 2019 Nationals (photo by Bozena Michalowski)



Photo #99: Standard Class Nationals 2019 (l to r) CD John Lubon, author, winner Tom Holloran, 3rd place Hank Nixon, Contest Manager Chuck Lohre. (photo from Chuck Lohre)

II IN MEMORIAM II

"... Here's a toast, to the host of the men
Who love the vastness of the sky . . ."

— Army Air Corps Song

On June 19, 1980, **Joseph N. Bearden, Jr.** of Cincinnati died in the crash of his AS-W 20 during the 15-Meter Nationals in Ohio. The accident occurred at the end of a long contest day during which Joe had been racing very fast over familiar terrain. Regardless of what the FAA may have to say, his family and friends believe that the causes of this accident will never be fully explained.

I concur with those friends of Joe who expressed the sentiment that, if he had had his druthers, this is the way Joe would have preferred to go, with his boots on. He was at the height of his business career, doing what he loved, competing in a national contest with A.J. and most of the old gang he had flown with since the days of the *Sisu*. All his family was nearby, and by a strange coincidence his son Chip was in the air close to him when he went down and was the first pilot to reach the crash site.



It is hard to sum up in a few words a person like Joe. He was the kind of man who inspired confidence, and his major responsibilities as administrator of the employee benefit programs at the Proctor & Gamble Company reflect the recognition of this trait by the business world. He was friendly, down-to-earth, intense, enthusiastic, an Alabama boy with a wide grin and a sophisticated business outlook. He devoted much energy to his family and his church. He was a good friend who was always giving support when it was needed most. A highly experienced and conservative pilot, a patient instructor, a tireless promoter of soaring in the Ohio Valley, he was never too busy to help a neophyte who was just starting.

Joe had been involved in soaring since the early 1960's and was a leading figure in the Soaring Society of Dayton and the Caesar Creek Soaring Club. He made numerous contributions to these groups as an officer and as a strong advocate of disciplined flight instruction programs. In addition to the time he put in as a regular instructor, it was characteristic of him to pass up hours of good soaring in his own sailplane to pitch in and give extra instruction to club members when the duty instructors were overloaded.

Contest flying was an important part of his life and he consistently did well, although he may have lacked that streak of recklessness needed to win a national competition. Soaring in Ohio will not be the same without him.

For his family — Thelma, Chip, Mark, and Diane — and his many friends throughout the country, I recall the words of Samuel Johnson, spoken in 1769:

"It matters not how a man dies, but how he lives".

— EDWARD PRESCOTT WILLIAMS

Photo #100: "In Memoriam," as published in *Soaring* magazine, October 1980. Used with permission.



Photo #101: "In Memoriam" author Ted Williams (l) with my father in Cincinnati, Ohio, March 1980, three months before the crash. (photo by Ted's daughter, Chantal Williams, from the estate of Joseph N. Bearden Jr.)

FOOTNOTES TO AUDIOBOOK VERSION OF “GOODBYE, PAPA GOLF”

- [1] Krakauer, Jon. *Into Thin Air* (New York: Anchor Books, 1997)
- [2] Dinesen, Isak (Karen Blixen). *Out of Africa* (London: Putnam, 1937)
- [3] *Perri-Winkle*, Perry County High School, Marion, Alabama, May 11, 1945
- [4] *Hoosiers*. Directed by David Anspaugh, screenplay by Angelo Pizzo. Orion Pictures, 1986. Film.
- [5] Clearly, I’m ignoring father-daughter sports experiences, many of which I have been fortunate to share with my own daughters as an adult.
- [6] Sailplanes are also beautifully photographed in the remake of *The Thomas Crown Affair* (1999) and in *Fifty Shades of Gray* (2015).
- [7] *On the Waterfront*, Directed by Elia Kazan, screenplay by Budd Schulberg, Horizon Pictures, 1954. Film.
- [8] See examples of high-speed passes at <https://www.youtube.com/watch?v=UK5XVGV8eM8>
- [9] I did file an official protest with the national organization, pointing out the disparity between the infraction and the penalty, the near impossibility of my having cheated, and the extenuating circumstances—with no more success. In the spirit of “don’t just complain, make it better,” I then submitted proposed rules changes for my infraction and one other rule with equally disproportionate and devastating results. I had to pursue it with three different rules committee heads but years later, my language was adopted almost verbatim, albeit many years too late to help me.
- [10] Updike, John, *Couples* (New York: Alfred A Knopf, 1968)
- [11] Today, comparable figures for a Standard Class or 15 Meter glider would start at \$40,000 used and be well north of \$100,000 new. The larger classes (18M and 20M two-seater) would edge up into quarter-of-a-million-dollar territory, including the sustainer or self-launch motor that is increasingly popular.
- [12] Bearden, J.N., Jr., “Club News: Soaring Society of Dayton.” *Soaring*, October 1963, pp 18-19. Used with permission.
- [13] Gann, Ernest K. *Island in the Sky* (New York: The Viking Press, 1942)
- [14] Wolfe, Tom. *The Right Stuff* (New York: Farrar, Straus and Giroux, 1979)
- [15] Krakauer, *ibid.*
- [16] Moffat, George B. *Winning on the Wind* (Los Altos, California: The Soaring Press, 1974)
- [17] Moffat, *ibid.*
- [18] Wolfe, *ibid.* I use the phrase “the right stuff” multiple times in referring to the amalgam of courage, skill, and demeanor held in high regard by test pilots and astronauts in the early days of the U.S. space program. Although popularized by Mr. Wolfe’s book, the phrase pre-dated it.
- [19] Markham, Beryl, *West with the Night* (Boston: Houghton Mifflin Company, 1942)
- [20] See low-resolution version at http://www.youtube.com/watch?v=EzQYd_INSOg or <https://www.youtube.com/watch?v=xTlWC7kfpDE>
- [21] Mr. Williams’ In Memoriam is appended to this book.

[22] *The Way We Were*, Directed by Sydney Pollack, screenplay by Arthur Laurents. Columbia Pictures, 1973. Film.

[23] While noticeable, this is modest compared with the five, seven, or even more Gs experienced by fighter pilots.

[24] *On the Waterfront*, *ibid.*

[25] Thomas, Dylan, *Collected Poems 1934-1953* (Great Britain: Phoenix, 1998)

[26] *The Sunship Game*, directed by Robert Drew, Drew Associates, 1970. Film. Digitally remastered, rereleased in 2010 <https://drewassociates.com/films/the-sun-ship-game>

[27] Brautigan, Richard. "Horse Child Breakfast." *The Pill vs. the Springhill Mine Disaster*, (San Francisco: Four Seasons Foundation, 1968) Available at <http://www.brautigan.net/pill.html>

[28] There is debate about what caused this abrupt "kiting" maneuver. one theory is that the Ventus tail stalled and dropped, precipitating the nose-up, out-of-control climb.

[29] When last I checked, this was viewable at <https://youtu.be/xUz9ed1IGo8> (accessed 16 Sep 2021; the last segment beginning at 1:32:00)

[30] Tanya later decided she wanted faith in her life and converted to Catholicism after we began attending the church where our daughters were in parochial school.

[31] With apologies to E. B. White for his short story.

[32] At this time, 25% of the competitors (i.e., 7 in this nationals) must score at least 60 miles for a day to be official. Sometimes only one or two more pilots are needed to reach 25%, rendering it a "no contest" day, often to the frustration of the more successful pilots. This rule prevents (i) scoring a day when most or all pilots simply take a tow and glide as far as they can before landing; and (ii) situations where one or a few pilots are able to find lift that no one else does and post impressive distances, deemed too luck-prone for fairness.

[33] Both have gone on to further success. Thanks, P3 and H7, for your friendship over the years.

[34] <https://www.ssa.org/ContestResults.asp?contestId=289&ContestDetailId=3531&ContestName=Standard+Class+Nationals> (accessed 3 Oct 2020)

[35] With its archaic implication that the ambitious pilot is always male: Booth, Ann. "Shall I Marry an Aviator? An Interview with Mrs. Floyd Bennett," *Good Housekeeping*, v89 #2, August 1929

[36] In 2012, U.S. Navy F/A-18 jets performed this aerial salute for astronaut Neil Armstrong over the village in Cincinnati where my parents had bought their dream home almost 35 years earlier. It can also be seen in the movie *Top Gun: Maverick* at Iceman's funeral.

[37] Lindbergh, Charles A., Journal Entry, 26 August 1938, from *The Wartime Journals of Charles A. Lindbergh* (New York: Harcourt, 1970)

[38] Lindbergh, Charles A. *The Spirit of St. Louis* (New York: Charles Scribner's Sons, 1953)

[39] https://www.usna63.org/tradition/history/Eulogy_Conroy.html

[40] Wolfe, *ibid.*

[41] Analogous to the classic line about a deranged killer harassing a babysitter via telephone, hiding inside the house where she is barricaded. Most notably from *When a Stranger Calls*, directed by Fred Walton, written by Steve Feke and Fred Walton. Columbia Pictures, 1979. Film.

[42] For a video peek at the Nephi launch grid, see <https://youtu.be/reNYaxBV5ps> by a soaring friend of mine. I believe I'm shown launching (uneventfully this time) at 2:45.

[43] Churchill, Winston S., *The Story of the Malakand Field Force* (London: Longmans, Green and Co., 1898).

[44] Ponders, Kimberley A., *The Last Blue Mile* (New York: Harper, 2007)

[45] <https://chessintheair.com/the-risk-of-dying-doing-what-we-love/>

[46] *Moonbeams*, No. 6/June 1975, Procter & Gamble Company, Cincinnati, OH

[47] <https://chessintheair.com/the-risk-of-dying-doing-what-we-love/>

[48] Attributed to Captain Alfred Gilmer Lamplugh, British Aviation Insurance Group, London. ca. early 1930s.

[49] Williams, Edward P., "Crossing the Bar," *Gliding International*, February-March 1983.

[50] Attributed by various sources to E. Hamilton Lee, early airmail pilot who rose to become United Airlines' most senior captain when he retired.

[51] Gantenbrink, Bruno. "Safety Comes First," originally published in *Aerokurier*, February 1993, downloaded from https://www.pacificsoaring.org/documents/Safety_Comes_First_BGantenbrink.pdf

[52] Ponders, Kimberley A., *The Art of Uncontrolled Flight* (New York: HarperCollins Publishers, 2005)

[53] Vandello, Joseph A.; Bosson, Jennifer K.; Cohen, Dov; Burnaford, Rochelle M. and Weaver, Jonathan R., "Precarious Manhood," *Journal of Personality and Social Psychology*, v. 95, issue 6, 2008, p. 1325-1339

[54] Murray, Stephen R., "FACE: Fear of Loss of Face and the Five Hazardous Attitudes Concept," *International Journal of Aviation Psychology*, 9(4):403-11, February 1999.

[55] The original "Bendix Trophy" of aviation history was first awarded to the winner of a transcontinental air race from Burbank, California to Cleveland, Ohio, in 1931.

[56] Simon & Garfunkel, (1968) *Bookends* [vinyl album]. Capitol

[57] Josie writing about her experiences at the 2003 regional contest in New Castle, Virginia. Originally published as a sidebar to the report on the 2004 U.S. Standard Class National Soaring Championships in *Soaring* magazine, November 2004, and used with permission.

[58] Tina's college admissions Common App essay at age 17, a year after crewing for me at the 2010 Standard Class National Championships in Hobbs, New Mexico