

# Aviation Days

By Robert Lee Rohrer

May 19, 2021

For me it all began in 1953, on Jacksonville Road in Towaco, New Jersey. I was just 13 and had been working an annual summer job on a local truck farm. It was a couple of miles from home and my daily bike ride took me past a small grass airstrip. One day after work I stopped to ask a pilot I had seen there, if he would give me a ride. He said yes but it would cost five dollars.

I agreed and dashed home to get the funds from my savings and rode back as fast as I could to get my very first ride in an airplane. I recall my mom asking where are you going so fast, and I think I said something to the effect, I'm in a hurry, I'll tell you later!

When I got back to the airport, I gave him the five dollars and in no time, we were taking off in what I learned was a Piper Cub. This was a long time ago, but I think the ride lasted about 30 minutes. It was exciting to look down from the air and see all the places I knew.

At one point I directed him where to fly, as I wanted to see our home from the air. When we got over our house, I could see my mom outside hanging laundry. As we continued to circle it did not take her long to figure out where I had gone in such a hurry!

By the time we landed she was already there! It was embarrassing the degree to which she chastised the pilot for taking a minor for an airplane ride without any parental permission. She also made it clear my dad had just passed away earlier that year; that she was my sole guardian and that he better never take me flying again.

As Paul Harvey would say, now the rest of the story. My plane ride was most likely in August of 1953; and before school started again in September, there was an article in the local paper my mom made it a great point to show me! My pilot had crash landed at the airport and died. A friend and I went down to see the wreckage of the little Cub which had been dragged into the woods at the far-right end of the field. It was a grim scene which included a lot of blood stain!

The landing approach was right over Jacksonville Road. A line of telephone poles, with power and phone wires, ran parallel with the road, and the story was he had apparently caught the landing gear in the wires and flipped over, smashing into the ground upside down.

I had seen him flying there for some time and surely, he knew to clear those wires. As a kid I had no idea how he could have made such a mistake, but years later the only thing that made sense to me, was he might have gotten caught in a quick downdraft. This was not a short runway requiring such a low approach to get on the ground fast, but if it was really windy it would not take much turbulence to create a landing downdraft hazard in a little Piper Cub! Taught me a lesson I never forgot to this day!

There are a lot of general aviation aircraft flying around Bermuda Run in Davie County, NC. Last fall I went for a drive and found the Sugar Valley Airport about 15 minutes away. As I stood there by the runway a flood of memories hit me with a groundswell of re-interest in aviation.

The first thing that came to me was the name Dick Plahn, the man who taught me to fly. I had worked with him for years at Aircraft Radio Corporation (ARC) in Boonton, NJ. He was in the engineering department; and I was the Advertising and Public Relations Manager of this Cessna subsidiary.

An Internet search of his name revealed he had passed away some years ago at the age of 98; and that his wife, Ruth had predeceased him. The obituary included a short paragraph of his military history. I knew Dick very well, and in all the years we worked together, and during my many hours of flight training, in a Cessna 150 and 172, he ***never once*** mentioned WWII.

The obit also gave the names and locations of his two daughters. There was no listing for Nancy in Bound Brook NJ; however, I did reach Barbara in Costa Mesa, CA. She told me Nancy had moved back into the Boonton house Dick had built after the War. We had a very nice conversation, and she was really appreciative I had reached out with my memory of her dad.

To my surprise Barbara mentioned even they had not known the full extent of Dick's military history, until he provided a family friend, Nadine Frank, some details. Nadine then compiled a very nice booklet, and at his passing copies were given to friends and relatives. Barbara was kind enough to also send one to me with permission to share Dick's complete life story.

Dick had enlisted in the US Army Air Corps in 1941. By 1943 he was a Captain, and a fighter pilot in the 71<sup>st</sup> Tactical Reconnaissance Group in the South Pacific, where he was ultimately awarded the Distinguished Flying Cross, an Air Medal with 2 Oakleaf Clusters, the Asiatic Pacific Ribbon with 2 Bronze Stars and the South West Pacific Service Ribbon.

He had participated in some of the largest battles of the Pacific War including the huge Buna, Wewak, and Biak Island campaigns in New Guinea, and the later invasion of the Philippines at Leyte; MacArthur's famous Return. He even survived being shot down by Japanese ground fire over Manokwari, on a bombing and strafing mission to Sarong. His P-51 was hit hard but he was able to turn toward the sea and gain enough altitude to bail out just before his engine quit.

Barbara told me of a book ***The Strafin' Saints***. Only 500 were ever printed and I found one on eBay. It is a beautiful 346-page hard cover, and includes a few of Dick's diary entries; especially the one describing what he went through the day he was shot down. His wingman radioed his location, and soon a B-25 search plane spotted him, and dropped a dye marker. He was only a mile or so off shore and was afraid the Japs could send a launch out to capture him. After nearly 6 hours in his life raft, he was finally rescued by a US Navy Catalina flying boat.

Shortly after receiving *The Strafin' Saints*, I contacted the author, Mrs. Katherine Sams Wiley, in Houston, TX, now in her late 80's. We had a wonderful conversation, and she was very happy I had called. My principal question was to ask why she had written this book. She pointed out her maiden and middle name was Sams. Her father was Colonel William C. Sams, the Commander of the 71<sup>st</sup> Tactical Reconnaissance Wing, reporting to Lt. Gen George C. Kenney, who was MacArthur's Air Officer! A copy of the Books cover is included on the next to last page, below.

Reading the history of the air-to-air combat, and the strafing and bombing missions on the Japanese in New Guinea, I get the picture! Bloody as all hell! Finding all of this, all these years later, has really touched and motivated me!

Of special interest are the military papers Nadine included at the end of Dick's life story. He was current in virtually every aircraft in the Army Air Corps, from the little L-5 tail dragger to the B-17, a bomber he ferried back to America at the end of his tour. The only one he missed was the B-29, as they had not been moved to Guam and Tinian until the final push in 1945.

Dick served a total of 28 years on both active and reserve duty and retired a Lt Colonel. He was the nicest and most unassuming man I have ever known, and a pilot ***beyond*** anything I had any idea. I wish I had a photo of me standing with him the day I soloed!

Below are two photos of Dick. One on the wing of his Bell P-39 Airacobra, along with his flight crew; and the other standing between his flight crew, with his North American P-51 Mustang. He was then around 27, and I was 4 or 5! His planes were all named RUTH-LESS for his then girlfriend, and later wife, Ruth.



Long ago I had logged some hundreds of hours. I still have my original paper Airman certificate, and a new plastic one, required by the FAA. I have already completed a Ground School and an EAA Eagle Flight. I hope to soon find a local Certified Flight Instructor (CFI) for some dual time. I no longer have a motorcycle, and I'm looking forward to bringing back my flying memories!

At Cessna/ARC, I was in the company flying club. We had a 150 and a 172, and after you were signed off to solo, all you had to do was book a reservation for one of the two aircraft, go over to Caldwell-Wright Field, pre-flight the plane and take off! The insurance was covered by Cessna, and the rental and CFI fees were so minor I don't even remember what they were. Dick had been my CFI, and the planes were owned by Cessna!

In California I was no longer with Cessna and RCA did not have a flying club. The Fixed Base Operator (FBO) at Van Nuys, was a Beech Dealer, and they had a small fleet of planes ready to rent. I don't recall ever showing up at the checkout desk to find a plane was not available. You just picked the one you wanted, checked out, pre-flighted plane, wrote down the beginning Hobbs meter time and taxied for takeoff. After landing you noted the ending Hobbs meter time and turned in the numbers for billing.

The one technicality I will never forget, was noticing the word Subrogation, on the flight agreement! I had been flying there for some time and no one had ever pointed it out. The desk attendant explained the FBO was insured for hull damage, with a Subrogation clause to the Pilot In Command (PIC). I had a big OH! I was then making less than \$20,000 a year, and I think even a used Bonanza was about \$35,000! But I kept flying, and being very careful! With every landing I was mindful of everything (remembering Towaco); including Gas, Undercarriage, Mixture and Prop; or GUMP, which I said over and over to myself until I had gone through the process!

Like everything else, flying is now far more complicated and technical. In the east I had flown around NJ, NY and PA out of Caldwell Wright Field (CDW). After moving to CA, I flew a Beech Musketeer and a straight tail Bonanza out of Van Nuys (VNY). Both were busy then and now VNY is the busiest General Aviation airport in America!

My flights also included landing and departing at Burbank, John Wayne International in Orange County, and others; and hearing things like: "Bonanza 6275 Victor clear for take-off, beware wake turbulence departing heavy"... Pucker! I even flew out to Catalina Island a few times and that's no simple trick.

<https://www.youtube.com/watch?v=SKxe3C5-15A>

This above link is a great lesson on the Catalina approach and departure. It was not this modern when I made my trips out there 51 years ago, no VASI for sure. Some time ago I read the military had completely redone the runway and the facility for training purposes.

First time, I went with a friend who knew the drill. I went back at least twice more, once with my then wife in the right seat and my mom in the back. My log book says that day it was a Beech Musketeer 7216R.

For Catalina, you don't want to be too high on the approach to a relatively short runway, or too low where any sudden down draft could put you head on into a cliff; and on the departure you can't see how much runway is left until after VR, potentially causing the impulse to rotate too soon, knowing if you wait too long, you're going off a cliff!

We went down to Avalon for lunch, which is about a 12-mile round trip; but what I ***do*** remember was how nervous I was about weather, that can change fast out there. By the time we got back for takeoff, a huge cloud-bank had built up on the departure end! I could not visualize how close it was to the end of the runway, but I knew I did NOT want to fly into it. I applied brakes up to full power then released them, and we were very quickly in the air and a right turn into blue sky and the return to Van Nuys! I'm here which proves I made it! 🙏

**Just a word of caution to all, regarding what I  
learned the hard way, and later from several AOPA articles!**

Back in October of 2020, the more I thought about it, the more I felt it would be fun to just get current again with some dual time, and possibly even solo. Not for any cross-country trips, but just some local flights.

I contacted a local Aviation Medical Examiner (AME), and in our first telephone conversation he said he would **not** meet with me until I had filed FAA Form 8500-9 (Medical Certificate) or FAA Form 8420-2 (Medical/Student Pilot Certificate.)

Sadly, I later learned directly from the FAA in Oklahoma City, that this is **not** their procedure. This would be like contacting a CPA, and being told file your income taxes first; or contacting an attorney for a self-defense legal problem, and being told, contact the police first.

I'm not going to go through the whole last 7 months of the *Pandora's Box* this opened. I had only been taking 4 prescriptions. Then at my first, and only, actual meeting with this AME, I was told the Neurontin was a complete deal breaker with the FAA. I stopped taking it that day, and my current Internist at Wake Forrest Baptist Medical Center assured me, there would be no issue with stopping this prescription! But **TOO LATE**, I had already entered it on the submitted FAA form.

The other prescription in contention was a tiny 37.5 mcg pill of levothyroxine. So, while I am not a pharmacist, I think that equals 37.5 millionths of a gram, to just help maintain my thyroid hormone in the normal range. It's not unusual to have a Synthroid supplement. A complete report could have been initially filed with my blood work and the medical graph showing I was in the normal range; not in some out-of-control hypothyroid condition. Again, **TOO LATE!**

Suffice it to say the FAA then began delivering monthly four-page letters demanding almost every physical exam you can imagine. Many were already in my records at Wake Forest. None had been emergencies, just good common sense, like my recent full stress EKG, annual physicals, and full panel blood work, which includes the thyroid report and graph!

I provided the FAA with all my hospital records, but their demand was I take the same complete series of physical tests again. Of course, they would not be covered by insurance, since there was no medical reason for my internist to order the tests!

So, like me be honest! It's even a felony to lie on an FAA application! **But** also deal with an AME who will help you understand what you need to do, in order to be in complete compliance, and legal in every way. If you need to stop or start something, do it! But above all, be proactive with any needed health corrections and fix them before you file for a certificate!

I did NOT need an FAA Medical for dual instruction with a CFI; only if I was later signed off for solo, and only if I felt comfortable with solo flight. I am now scheduled for dual flight training at the Piedmont Aviation Training Center at Smith Reynolds Airport in Winston-Salem. I have given up on the FAA, the AME and any thought of Solo flight. It's just going to be **GREAT** fun to fly again, with a CFI Co-pilot!

With all the years I was in aviation, and a pilot in command, I don't have any photos with the aircraft I flew. It did not occur to me that someday I would be looking for memories! The first photo below is after a right seat EAA ride with CGI Sandra Smith, my Ground School Instructor. The second one was taken by my CFI Samantha Welborn, after a left seat dual flight. Both ladies are true professionals. And I am fulfilling my objective. I clearly recognize I am not the pilot I once was, but the experience is enabling me realize what I had accomplished when I was just 32!

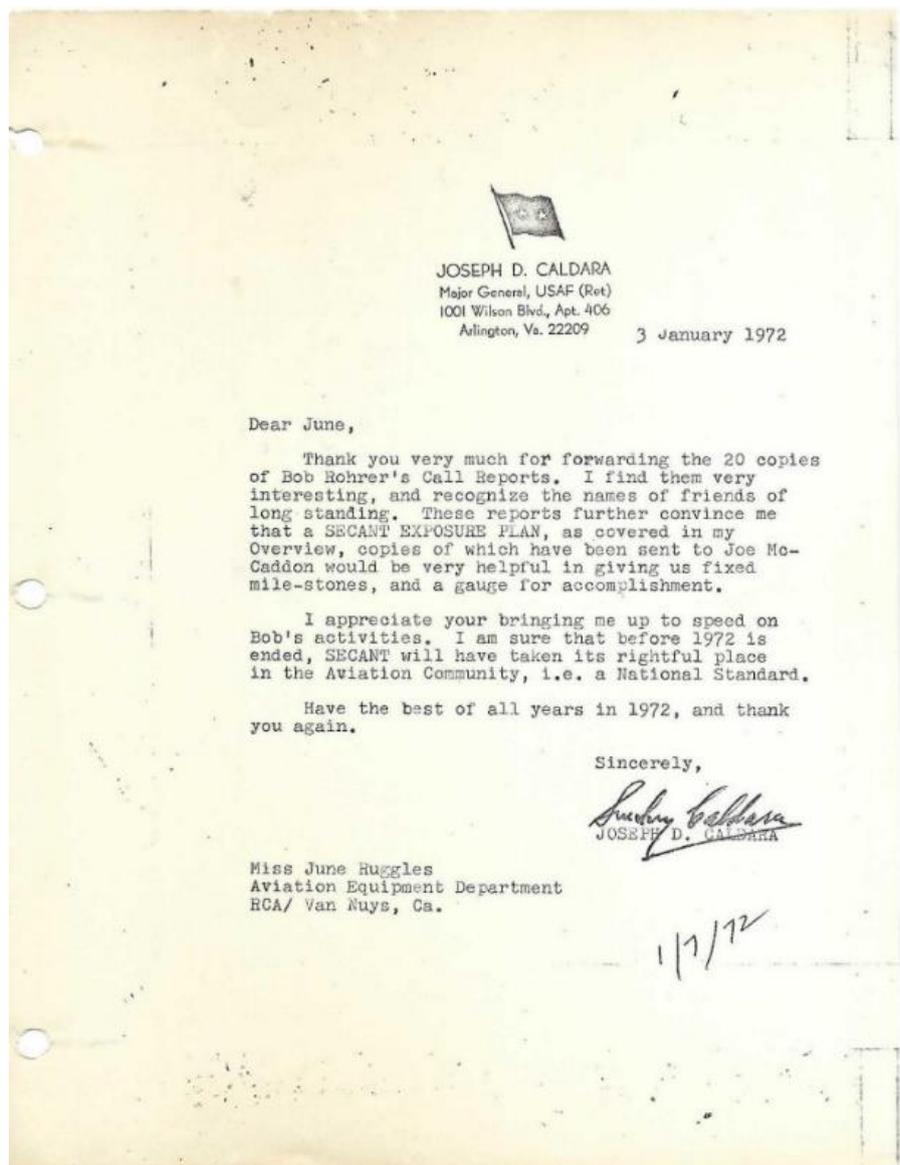


## Now for some other history!

RCA had retained Major General Joseph D. Caldara USAF (Ret) as a consultant on the company's CAS<sup>1</sup> project. He had preceded General Robin Olds as the USAF Director of Aerospace Safety. I had been promoted to Manager General Aviation SECANT<sup>2</sup> Marketing, from my original position in the Aviation Equipment Department, where I had been Manager Public Relations and Advertising.

As a result, I was having a number of meetings and lunches with the General. He was impressed with what I was accomplishing, and arranged for a meeting with General Olds and his staff.

Below is a letter from Major General Caldara to June Ruggles, secretary to the Director of the Electromagnetic and Aviation Systems Division, within RCA Government and Commercial Systems.



<sup>1</sup> Collision Avoidance System

<sup>2</sup> Separation Control Aircraft Non-Synchronous Techniques. Something the engineers came up with. RCA/CAS would have been much simpler, and a better and more memorable marketing approach!

# General Robin Olds USAF (Ret)

<https://www.youtube.com/watch?v=SwBK0a3n658>

The below story is **not** about me; it is instead about a great legendary Ace Fighter Pilot, as told by his daughter at the above link. She relates a wonderful and complete verbal biography. The story stands alone, but I could not pass it along without mentioning I once met the great General! No one who has ever flown an aircraft, had an interest in aviation or United States military history should miss listening to his story – He was one of a kind!

While I knew his name, at the time I had no idea the full depth, and style of this legendary man! I loved my time in the aviation business with Cessna and RCA, which also enabled this meeting. I'm blown away by his story. And one thing that really stood out in his daughters' wonderful presentation was her repeated reference to all his **Jokes!**

I had created the SECANT presentation which had an array of technical slides, and took about an hour to explain. At the very end of my presentation, I asked if there were any questions and the General was the first to speak and said something to the effect: "Young man, that was a good presentation, I just have one question; will that CAS system also enable me to collide with another aircraft?" I hesitated for a moment, and recall vividly, my answer was, "But General, why would you want to do that?" His immediate answer was: "So I can squirt a missile up his ass!" The whole room broke into raucous laughter.

In all I had made about fifty SECANT presentations, to the aviation media, the major airframe companies, the airlines, The Department of Aerospace Engineering at Boston University, The Air Line Pilots Association, and The Physics Division of Cornell Aeronautical Laboratory to name a few, but never did I have a question like that! **Now I get it 😊!**

Here is my call report for that day...

CALL REPORT		
REPORT BY:	LOCATION:	DATE:
32 Robert L. Rohrer	303-2, Van Nuys	1/21/72
TITLE OF PROJECT: SECANT	CUSTOMER'S LOCATION: Department of the Air Force Headquarters Air Force Inspection and Safety Center Norton Air Force Base, California 92409	
BACKGROUND OR REFERENCE:	PERSONS CONTACTED & DATE: See Attached List	
REPORT:		
<p>My initial contact at Norton Air Force Base was with Bob Harrison, the editor of <u>Safe Engineering</u>, a civil publication and <u>Aerospace Safety</u>, a military publication. Because of intense interest in SECANT he contacted Colonel Critchlow and what was intended as an editorial briefing burgeoned into a session with the entire staff from the IG on down.</p> <p>During the Q&amp;A period General Olds asked if there were any possibility of a SECANT concept being adapted to a covert detection system for electronic warfare. What he wanted to do was "correlate?" on MIG transmissions for range, range rate and bearing for offensive air-to-air missile attack. Apparently information from the RIO is valid only for target detection and not IFF. This point might be further pursued, however, our initial objective is, of course, CAS.</p> <p>Their scientific advisor brought up an interesting legal ramification regarding the remitter. He felt that a remitter equipped G/A aircraft</p>		
RECOMMENDED ACTIONS - WHEN AND BY WHOM:		
SIGNATURES: F. H. Krantz/J. P. McCaddon/W. R. McKinley/J. Browder/W. B. Miles/ J. Singleton/L. Parsons, Van Nuys; E. A. Holmes, L.A.; J. N. Breckman/ E. Jellinek, Camden; P. Preuss/G.D. Prestwich/D. Shore/H. J. Woll, Moorestown/ M. J. Ribe, Red Bank; V. Catron/R. Fraser/C. M. Lewis/N. D. Rappaport/B. Smith, Arlington/N. Pensiero/General J. Caldarà		

could collide with either a military aircraft or a commercial airliner and that the pilot, or his estate, could contend that he had complied with the law leaving the burdon entirely on the higher equipped AC. This is an interesting point which, I suppose, should be considered but if the remitter were functioning properly that is the way the blame should fall.

It was my impression that SECANT was well received and that we have considerable leverage over T/F with the Air Force.

Bob Harrison indicated that SECANT would be a contender for editorial review in both the publications for which he has responsibility.



Below is a letter from the Staff secretary at Norton Air Force Base, with a list of attendees! Any serving in the USAF back then may recognize some friends.

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR FORCE INSPECTION AND SAFETY CENTER  
NORTON AIR FORCE BASE, CALIFORNIA 92409

REPLY TO: SES  
ATTN OF:

24 Jan 1972

Mr. Robert L. Rohrer  
RCA Aviation Equipment  
8500 Balboa Blvd.  
Van Nuys, California 91409

Dear Mr. Rohrer

Attached is list of attendees at your briefing at this headquarters on 21 January. Col Critchlow asked me to point out to you that the list is approximately by seating arrangement.

Sincerely  
  
HARRIET J. BULLOCK, Secretary  
System Safety & Engineering Division

1 Atch  
List

RECEIVED  
JAN 26 1972  
R. L. ROHRER

Strength through Vigilance

Brig Gen Robin Olds, Director of Aerospace Safety  
Mr. John S. Leak, Technical Advisor, Directorate of Aerospace Safety  
Col David M. Critchlow, Chief, System Safety & Engineering Division,  
Directorate of Aerospace Safety  
Mr. Walter J. Wrentmore, Jr., FAA Liaison Officer, Directorate of  
Aerospace Safety  
Lt Col James A. Whitener, Chief, Transport Unit, Directorate of  
Aerospace Safety  
Lt Col Richard H. Wood, Maintenance & Engineering Branch, Directorate  
of Aerospace Safety  
Col William Savidge, Jr., Chief, Fighter Section, Directorate of  
Aerospace Safety  
Col Rex L. Poutre, Deputy Chief, Safety Operations Division, Directorate  
of Aerospace Safety  
Col Ferdinand Barnum, Chief, Life Sciences Group, Directorate of  
Aerospace Safety  
Maj Eugene Hickman, Travel Coordination Group  
Col Joseph F. Marling, Chief, System Safety Branch, Directorate of  
Aerospace Safety  
Mr. Robert Shanks, Maintenance and Engineering Branch, Directorate of  
Aerospace Safety  
Lt Col David L. Elliott, Chief, Operations & Facilities Section,  
Directorate of Aerospace Safety  
Mr. James L. Sparkman, Maintenance & Engineering Branch, Directorate  
of Aerospace Safety  
Mr. Robert W. Harrison, Managing Editor, Aerospace Safety Magazine,  
Directorate of Aerospace Safety

Caldara

I'm glad I saved all my SECANT call reports from my Aviation Days, now 49 years ago! And Major General Caldara was correct, we were then making a lot of good progress.

However, before the end of January 1972, the FAA made the decision to delay airborne CAS for as long as five years; and mandated the control of aircraft would remain on the ground with the Air Route Traffic Control System (ARTCS) -- not in the cockpit!

This news would soon change my life in a big way as my aviation days came to an end. Below is the article that went around the office like wildfire; and both Walter Miles and I were subsequently laid off. Walter was an electrical engineer, and one of my best friends at RCA. We had earlier worked as a team on Weather Radar sales and later the SECANT program.

In 1971, I had passed the difficult Airman Written Test for my Commercial pilots' certificate at the Los Angeles FAA testing facility. I had begun training for what I knew would be a challenging FAA check ride in early 1972. Then all this transpired. I had never planned on being a commercial pilot, but simply wanted the rating for credibility in the avionics business.

For Walter it was then real estate sales. For me, it was a new path and **Motorcycle Days** would now be the next phase of my life. From flying with ARC and RCA; to advertising agency Account Executive on the Yamaha motorcycle account with two different agencies, with Motocross and long-distance desert racing; and later road riding across America with AMF-Harley Davidson!

[https://www.bobrohrer.com/pdf\\_files/barstow-to-vegas.pdf](https://www.bobrohrer.com/pdf_files/barstow-to-vegas.pdf)

Today virtually all aircraft are equipped with CAS! Even single engine general aviation aircraft have an amazing array of avionics, with autopilots, altitude reporting transponders, and Garmin GPS to track flight routes similar to how we now track roads and destinations in our automobiles. Small planes can now even be equipped with a parachute – Who would have thought!

## Electronics review

Significant developments in technology and business

FEB 2 1972

R. L. RO'IRER

# Effort to decide CAS standard mired in committee

FAA, Pentagon, NASA unit to take more than a year as makers of ground and cockpit systems keep vigil

A common way to avoid taking action on a controversial subject is to form a committee to study the matter. The same thing is done in Washington, except that in the Federal Government, where financial stakes are highest, it takes more agencies to form the committee, and the delay is longer.

That's what has happened to the pending national standard for aircraft collision-avoidance systems that the Federal Aviation Administration has been agonizing over—some industry sources say, "procrastinating over"—for several years. An interdepartmental committee of the FAA, the Defense Department, and NASA is going to study various competing CAS systems in hopes of lowering costs. The committee is headed by the FAA's David R. Israel, director of the Office of Systems Engineering Management.

Market loss. While the official word is that the committee will take about a year, one FAA source concedes that the study will last "much more than a year," and an industry spokesman estimates that a final decision on CAS will be delayed three to five years. Also put off are electronics manufacturers that see a potential market amounting to several hundred million dollars.

The action deals a setback to advocates of time-frequency systems, led by the Air Transport Association, the airlines' trade group.

McDonnell Douglas, Bendix Avionics, Wilcox Electric Inc., and Sierra Research were the largest developers—with McDonnell Douglas, especially, prodding the FAA to decide for the time-frequency technique. Gaining a toehold are newer systems: RCA's Secant and Honeywell's operational proximity-warning indicator systems, which will also be studied. McDonnell Douglas and RCA have been in a fierce competition to get their respective systems FAA-approved.

The study is a "delaying game" by the Defense Department, which thinks that time-frequency systems would be too expensive to install on its planes and wants to look at other systems, says one FAA source. Hard figures are hard to come by, since, for example, time-frequency systems aren't in mass production. But it's known that outfitting the entire military fleet would cost more than \$1 billion.

However, one bitter time-frequency advocate says that "DOD doesn't want a cockpit [airborne] system at all" and is using the study as an excuse to develop further ground-based CAS functions. FAA topside also has voiced a preference for ground-based systems, saying that collision avoidance can be provided better from sophisticated ground radar equipment.

**Interference.** One problem with airborne CAS units is that they are assigned the same L-band frequency as some military altimeters, says an FAA source. Although there aren't any hardware problems with time-frequency units, he adds, agency officials wonder if such an interrogator-transponder system wouldn't have mutual interference

problems when, say, 300 CAS-equipped planes are aloft near one airport.

There also are problems with ground-based systems, says one FAA official, such as achieving adequate coverage and obtaining back-up facilities in case of malfunction. "It's a complicated proposition that we don't want to rush into," he says. "We want to really study the matter to make sure of the right system before we undertake such a major investment."

### Societies

IEEE questionnaire seeks mandate for change

"Fifty-fifty is a mandate to do something; even 18-18 is a mandate." Speaking earlier this month was the IEEE's new president, Robert H. Tanner. He used these numbers to summarize the results of vot-

**Tanner:** IEEE's president sees a mandate for change, but just how strong is it?



UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

THIS CERTIFIES THAT **ROBERT LEE ROHRER**  
APT. F-11 100 VAIL ROAD  
PARSIPPANY, NEW JERSEY 07054

DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY
07-02-39	75 IN.	165	BROWN	BROWN	M	USA

IX. HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II. PRIVATE PILOT III. CERT. NO. 1804266  
RATINGS AND LIMITATIONS  
XII. AIRPLANE SINGLE ENGINE LAND

XIII. *R. L. Rohrer*  
XIV. *William F. McLean*  
X. DATE OF ISSUE: 10-30-67  
AC FORM 8060-2 (4-67)

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

IV NAME **ROBERT LEE ROHRER**  
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125 JUNIPER CIR  
ADVANCE NC 27006-9596

VI NATIONALITY	IVa D.O.B.	SEX	HEIGHT	WEIGHT	HAIR	EYES
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IX. HAS BEEN FOUND PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II PRIVATE PILOT  
III CERTIFICATE NUMBER 1804266  
X DATE OF ISSUE 21 OCT 2020

XIV *Steve Deke*  
VIII ADMINISTRATOR

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# The Straglin' Saints

**THE 71ST TACTICAL RECONNAISSANCE GROUP  
MEMORIES OF THEIR SERVICE IN THE PACIFIC THEATER  
1943 THROUGH 1945**



Below is a photo of me, circa 1966, in my ARC office. My Aviation Days were then a far reach from the 13-year-old in Towaco, as I was now a pilot and a Manager in the business!

Also below is an arial photo of Aircraft Radio Corporation in Booton, NJ. It was an absolutely idyllic setting and I treasure all the memories.

There was a hangar at the far-left end of the field with a number of aircraft used for engineering avionics test platforms. I had many flights from this field with our company test pilots. Even had dual instruction with take-off and landings and other local flight off this grass strip in a Cessna 182. For these flights my CFI was none other than Dick Collins of ***Air Facts*** magazine!

