



February 2019

Fellow Twirly Birds,

We look forward to seeing Twirly Birds and their guests at this year's annual Heli Expo and reception. The reception will immediately follow the first day of the show at the **Maple Room at the Omni Atlanta Hotel at CNN Center, Tuesday, March 5, 2019, from 5:00 – 8:00pm.** Please bring a friend or associate who is qualified to be a Twirly Bird.

Bill Yarber's family generously donated five pieces of Bill's aviation art collection to the Twirly Birds. These magnificent pieces will be displayed and auctioned at the Atlanta reception. The pieces have been appraised and a minimum value set for the silent auction. The proceeds from this auction will go to the Twirly Birds, a 501C7 organization, with a portion going to support the Twirly Bird Archives at the U of T at Dallas. See the attached page with images of the pieces.

There is still time to nominate a qualified individual to be an Associate member. There are many non-pilots who have contributed to vertical lift. The Associate Committee will carefully consider all who are nominated for Associate membership.

"ASSOCIATE MEMBER: Those who have been selected by a duly appointed committee of General Members as having made significant and noteworthy contributions to helicopter or other vertical take-off flight through exemplary dedication and devotion."

Twirly Bird Ned Goldsmith's son Christopher sent me a note advising of Ned's death, with an attached article about Ned's work as a Navy Helicopter Pilot in Antarctica. Ned's obituary and the Antarctic story are attached.

The Whirly Girls annual awards banquet at Heli-Expo is Sunday evening March 3, 2019 at the American hotel in Atlanta. This event is always a lot of fun and a great way to start Heli-Expo. The Whirly Girls' impressive and generous scholarship program benefits ladies pursuing careers in the helicopter industry.

Attached (as a link on webpage) is another Trail Blazer article authored by Twirly Bird Marty Pociask. Marty's talents again capture yet another Twirly Bird, Roy Simmons, whose generosity should be an example to all Twirly Birds. Helicopter Foundation International Vice President Allison McKay graciously arranged for a copy of Roy's profile to appear in this newsletter.

DUES: Annual dues are \$10.00. Dues are used to pay for mailing the newsletter to those Twirly Birds who do not have an e-mail address. Dues are also used to buy TB pins, TB certificates, and partially fund the reception at Heli-Expo. Please send your dues to Treasurer Dennis MacBain, 4525 Leon Street, San Diego, CA 92107. Please introduce a friend to the Twirly Birds; better yet, gift them a membership.

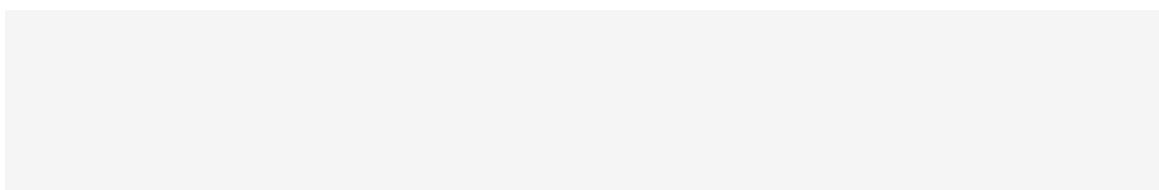
If you are not receiving this newsletter via e-mail please send your e-mail address to Dennis MacBain, macdennis@att.net, so that we can add you to the e-mail list.

KEEP YOUR ROTOR IN THE GREEN!

Steve Sullivan

Please take a few minutes and send me a story, news item, or just a suggestion for the newsletter.

My e-mail is srs@jma.com. Or, call 408 348 5780



Ned Edward Goldsmith:

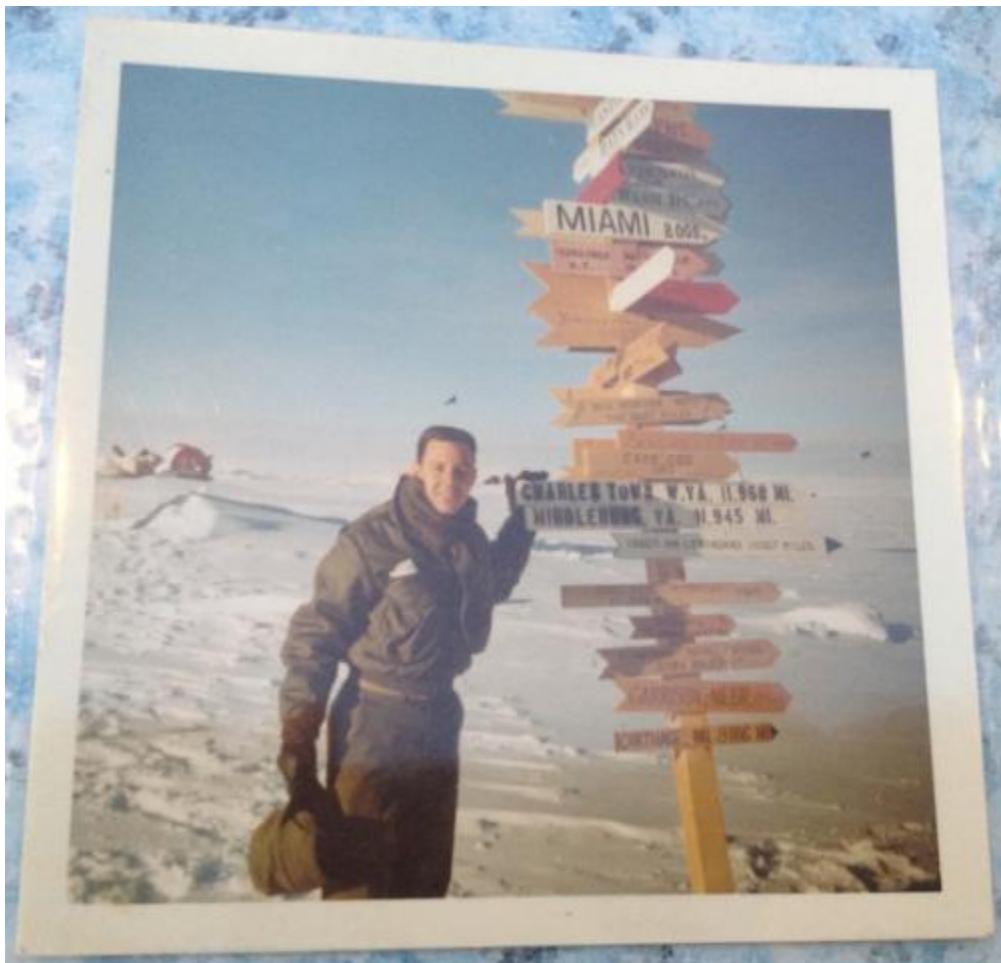
Passed away at the Kline Hospice House in Mt Airy, Maryland on March 10, 2018, just shy of his 80th birthday. He was born April 12, 1938 in Charleston, WV. He grew up there amid his siblings, many cousins, and friends, who together created legendary mischief. Ned's creative antics inspired stories that will be handed down for generations.

Ned graduated from Charleston High School and went on to earn his bachelor's degree from Florida Southern College. Ned was introduced to flying at a young age. It remained his passion.

Ned proudly served as a pilot in the U.S. Navy from 1962-1969. After his service in the Navy, he flew corporate jets for many years. He maintained an active pilot license until the final year of his life and had planned to fly a glider to celebrate his 80th birthday.

He later took up ranching in Wyoming and Colorado. He was a deeply loyal friend with a gypsy soul, a kind heart, and had a lust for adventure. Ned shared his zest for life with his family by celebrating his 60th birthday on the USS Yorktown, an aircraft carrier docked at Charleston, South Carolina.

His parents, Rebecca Dickinson and Edward Irwin Goldsmith, preceded him in death as did his sister, Maude Goldsmith Carr. He is survived by his brother, Robert Fletcher Goldsmith; his children: Andrea Kaleta, Carrie Mullen (Greg), and Christopher Goldsmith. Also surviving him are five grandchildren: Nastassia and Zofia Kaleta, Isaiah Goldsmith, and Evelyn and Hailey Mullen.



Navy

Lieutenant Ned Goldsmith poses with the signpost at McMurdo Station in November, 1966 (photo courtesy N. Goldsmith).

In the austral spring of 1966, Ned Goldsmith was a young US Navy lieutenant assigned to McMurdo Station to fly helicopters. Over the course of a few deployments in the late '60s, Goldsmith was a witness to, and sometimes a participant in, some pioneering exploits of Antarctic aviation. A decade after the International Geophysical Year and the establishment of McMurdo Station, Ned and the scientists he carried aboard his Sikorsky H-34 were still among the first to stand on certain parts of Antarctica, visiting places literally *no one* had ever been. Now in his seventies, Ned - a neighbor and friend of mine in Washington State - found out that I was headed to Antarctica 50 years after his first deployment, and he and his son, Chris, invited me to dinner to share some photos and stories.



Sikorsky H-34 helicopters in a volcanic crater (photo courtesy N. Goldsmith).

"I wasn't fond of helicopters," Ned confided while I flipped through his photo album. "I thought you said you hated them," Chris, a pilot himself, rebutted. Chuckling, Ned replied, "Well, that's true. And the H-34 was always finding new ways to tear itself apart. Before each flight I used to open up every door and hatch and stick my head in. I didn't know what I was looking for but I could tell when it wasn't right." Amid stories of waterspouts, whiteouts, and flying backwards in severe winds, Ned mentioned that one of his greatest achievements was landing a geology crew in the crater of an extinct volcano at 6100ft/1860m. "Of course, the rim of the thing was at 7100ft (2165m) and getting back out was pretty wild," he offers. Over the course of a two hour meal, our conversation ranges from helicopter flight training, to chaperoning visits of the historic explorer's huts, to the distinguished visitors that flew with Ned, to the food on Station. One common theme runs the length of our discussion: Ned is grinning widely and laughing frequently, remembering his time in Antarctica with fondness.



Goldsmith poses in front of Shackleton's hut at Cape Royds (photo courtesy N. Goldsmith).

The Sikorsky H-34s have long since been retired and Navy helicopter support for Antarctic operations ended in 1996, replaced by Petroleum Helicopters, Inc, a private contractor. But Ned Goldsmith and other resourceful pilots and aircrews that followed him have been making remote science possible in Antarctica for 60 years. Tomorrow, weather permitting, I'm excited to fly with the pilots of Heli Ops in their red helicopters out to Granite Harbor for some end-of-season field work with the team. I'm even more excited to have a helicopter story to tell Ned when I return home next month. And to let him know that food science still hasn't perfected powdered milk.



Goldsmith flew the Sikorsky H-34 which was "always finding new ways to tear itself apart," (photo courtesy N. Goldsmith).

HELIEXPO AUCTION ITEMS



FOUR OF THE FIVE HAVE SIGNATURES OF PILOTS WHO FLEW THESE AIRCRAFT