



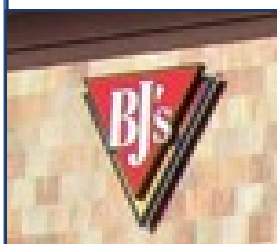
PAJARITO THUNDERBIRD CLUB of NEW MEXICO Chapter 17 of the CTCI February 2018 Newsletter



New 2018 Club Calendar

Month	Dates	Event (as of 2/6/18)	Location	Coordinator	Notes
January	1/13/2018	Lunch and Business Meeting	Matanza West	Sam c De Baca	
February	2/24/2018	Lunch starting at 11:30 AM	BJ's on the westside	Samc De Baca	
March	3/11/2018	Rich Ford (Sunday 10 to 4)	Wyoming and Lomas	Ed Sauer	
		Concurrent Ladies Luncheon	Albuquerque	Jeanine Kontny	
April	TBD	Luncheon	Tomasita's on	Ed and Virginia Kelley	
	4/21/2018	Rio Rancho Car Show Park in the Park (non-club event)	Rio Rancho	Jay Norman	
May	5/5/2018	Corrales Tractor Show and Dinner	Corrales	Glen Schoenbach	
	TBD	Luncheon	Albuquerque area	Steve and Jean Haydu	
	5/18/2018	Bear Canyon Senior Center Car Show (non-club event)	4645 Pitt St NE	Bill Verant	
	5/20/2018	NMCC Museum Show	ABQ Museum	Philip Lovato	
	5/28/2018	Power Ford Celebration	Montano Road	Lloyd Powell	
June	6/16-6/17/18	Durango Car Show	Durango, CO	Craig Sowers	1-2 nights
		Concurrent Albuquerque Luncheon	Albuquerque area	TBD	
	TBD	La Veda Lena Car Show (non-club event)	Albuquerque area	Tray Wood	
July	7/13/2014	Chama Fishing Trip	Chama, NM	Phil Lovato	1-2 nights
	TBD	Summer Jamboree Shrimp Boil	Albuquerque Area	Sam c De Baca	
August	8/15-8/18	CTCI Convention Knoxville, TN	Knoxville, TN	Ed Sauer	
September	9/3/2018	Power Ford Celebration	Montano Rd	Lloyd Powell	
	9/15/2018	War Eagles Museum	Santa Tereesa, NM	Lloyd Powell	1-2 nights
	9/15/2018	Concurrent Albuquerque Luncheon	Albuquerque area	Gary Burns	
October	10/13/2018	Luncheon	Mario's on Paseo	Ray Wood	
	10/13/2018	Socorofest (non-club event)	Socorro Town Center	Judy Lovelace	
November	TBD	Luncheon	TBD	Jay Norman	
December		Christmas Party		Ed Sauer/Sherry Jobe	
			with	Terry and Gaye Leighley	

Join us for Lunch February 24 at B.J.'s on the Westside



Their beer is delicious on its own, but when it's paired with one of the food items, the beer is even more wonderful. The menu is extensive and filled with delicious items. Best known for our Deep Dish Pizza, but they have so many other choices, including items like Santa Fe Salad, Shrimp Tacos, Black and Bleu-House Burger, USDA Steaks and much more.



11:30 AM
Saturday, February 24

10000 Coors Blvd.
Albuquerque, NM 87114

Back to Rich Ford in 2018
Sunday March 11
Exclusive T-bird Showing!



Recent Events: Luncheon at Matanza: The cars



Fred Kelly's 57



Entering the gates...



Gus Kefallinos's 55 ?????



A great line-up



Ed Sauer's 55



Jim Timmons' 56



Russ Barker's 56 Crown Vic



Lou Belmont's 66 ?????

Recent Events: Luncheon at Matanza: The People



Fred Lachenmeyer



Rick Scoepe



Bill Verant



Jay and Beverly Norman



Beverly Norman with Virginia and Fred Kelley



Ed Sauer Sherry Jobe



Linda Wood and Carol Lachenmeyer



Mary Ann Potter



Sandra Norman and Virginia Kelley



Ed Gammon



The Queen of Purple



Prisilla Romero and Epi Gurule



Lou Belmont



Jim and Rose Bell

Plan to Attend:

2018 CTCI International Convention "Thunder 'n Lightnin' in the Smokies" August 15-19



Mark your calendar and make your plans to attend the 2018 CTCI International Convention at the Knoxville Convention Center. For more info, see the Early Bird magazine or www.smokymountainthunderbirds.org for more info . Make your reservations early.

Get the scoop from Ed Sauer 505-250-2606

Pajarito Officers Proposed for 2018

President	Sam C de Baca	505-249-1650	rmrcnm60@gmail.com
Vice President	Jim Kontny	505-865-3228	kntny3228@hotmail.com
Secretary	Bill Verant	505-269-6810	wverant@live.com
Treasurer	Jay Norman	505-891-8795	Jaytruck55@msn.com
Directors/Trustees	Ed Sauer	505-250-2606	edstbird@gmail.com
	Tom Windes	312-266-2793	windes@unm.edu
	Ray Wood	505-259-7283	blubrd2@gmail.com
	John Ackerman	505-890-3054	John.t.ackerman@gmail.com
CTCI Representative	Lou Belmont, Ambassador	505-299-0195	lbkaylou5@gmail.com
NMCCC Representative	Phillip Lovato	505-345-5865	Phillipandsons@aol.com..
Newsletter	Lloyd Powell	505-280-3114	Lloydpo@aol.com
Web Site	Jim Bell	505-991-3414	ibelloffice@gmail.com
Phone Calling	Dennis Potter	505-259-9012	dapnmap@comcast.net
	Sue Chisolm	505-296-1800	suechisolm@gmail.com
	Sherry Jobe	505-299-0464	claunchtwin@aol.com
	Ed Sauer	505-250-2606	edstbird@gmail.com

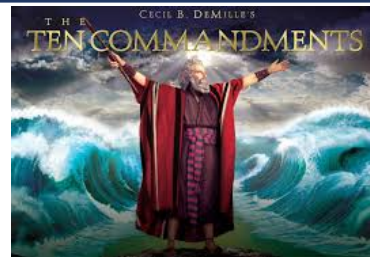
Birthday Wishes to
Ray Wood and Jay Norman
January 2017



THANKS TO ALL OUR MEMBERS
WHO ATTENDED THE CHRISTMAS
PARTY!
TOGETHER WE DONATED \$600
TO THE ROAD RUNNER FOOD
BANK

Ten Commandments of Retirement

Borrowing rather shamelessly from the Bible, here are 10 "commandments" that will help you increase the odds that your retirement is a satisfying one. Unlike the Bible's version, none of these are necessary to keep you on God's good side, or keep you from breaking a law or two. But, they should form the foundation of your future.



Thou shall not:

Spend More than you make. There may be times in your life when this was necessary. Few of us can buy a house or car without taking on debt and a total obligation well in excess of our cash flow. College education for the kids, major medical bills...life happens. Having the ability to borrow money and temporarily go into debt is OK. What can quickly ruin your retirement, however, is spending on wants and desires in excess of what your income is. The basic rules of finance don't get suspended once you cash your last paycheck. Funding your retirement with credit cards, home equity loans, or other options that put you in a perpetual hole will only get deeper.

Ignore the need for a budget. Closely related to the point above, I don't know how you can make it if you haven't kept and maintained a budget for years in advance of retirement. That need continues. In fact, when regular paychecks stop, tighter control over your income and expenses is even more vital. The old rule of thumb is you should plan on spending roughly 80% of what you spent before retirement. I [suggest that "rule" no longer applies](#). You should develop a budget based on your resources and what you think you will spend. If those two numbers work for you, then the percentage is not terribly important. But, you must maintain a budget.

Assume others will take care of you. By others I mean the government, your old employer, your family, or winning the lottery. We are living in a period where personal responsibility must be your primary care provider. It is likely you will receive some assistance in the form of Social Security and Medicare. If you have a pension you may receive everything you expect. Your family very well might be there for you every step of the way. But, I strongly urge you to plan as if none of that support will be there when you need it, not because I am overly cynical but because ultimately whatever happens will fundamentally affect your life, not theirs.

Make a retirement plan and never review or change it. An overworked cliché, maybe, but still true: the only constant in life is change. That is absolutely true when you retire. There is no way you can correctly anticipate what interest rates, the stock market, real estate, or inflation will do over the next 20 or 30 years. The political process guarantees unpredictability. At the very least, once a year take a look at every assumption, every budget category, and every projection of your future income. Adjust as required.

Become bored and restless. Too many retired folks go back to work because they don't know what to do with all the free time. Others spend their days in an arm chair, watching TV or flipping through magazines. Still others play two rounds of golf a day, not because they love it that much, but because it fills the time. This should not happen. Time is a priceless resource. Control over how you spend it is one of the biggest pluses of retirement. [Find your passion](#). Find something to do that jump-starts you out of bed each morning. All too soon, you will wish you didn't squander something that can't be bought, can't be stored, and can't be replaced.

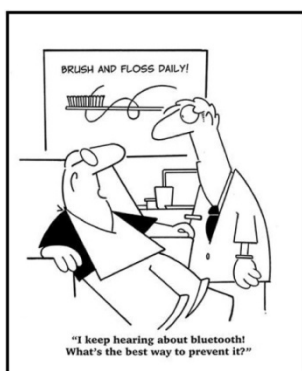
Treat a spouse or partner poorly. The entire dynamics of a relationship changes when one partner retires. To assume the Person who just stopped working gets a free pass and can contribute nothing to the smooth operation of the household is not going to work. All that extra time together can be the greatest period of your relationship, or can contribute to the rapidly rising divorce rate among older Boomers. Work hard on your budget and finances...work even harder on strengthening your primary relationships.

Move right after retirement. The stress of retiring is substantial. Suddenly what your life looked like changes. Much of what gave you purpose and meaning is over. That is not the time to tear out the roots of your home life. Regardless of how much you want to move away from the rain or snow or desert, no matter how much you want to live near your grandkids....do not make that decision for at least a year. After the upheaval of not working settles down, then you are able to rationally look at what you'd be giving up and what you'd gain by moving.

Ignore your health. I don't need to belabor this point. If you don't feel well, if you don't take care of yourself, and if you don't follow common sense steps to maintain your health, your retirement will not be all you want it to be. [If you already have health issues](#) don't stop fighting for the life you want. You have a mind and you have creativity. You are alive and you are a unique being who have things to contribute and people to love.

Allows others to define what a satisfying retirement is This is a personal journey. Lots of people will tell you what to do or sell you a book with the 8 steps to a happy retirement. Heavens, I blog about the subject every three days! But, the bottom line is retirement will become uniquely yours. Take all the input and suggestions you can. But, in the end, [you decide what your life will look like](#).

Become a curmudgeon. The stereotypical grumpy old man (or woman) isn't a requirement of aging. Don't become so set in your ways that you reject everything new as flawed and no match to "the good old days." No one likes to be with a grouch.



Tech Tip

Winter Bird Inspection & Cleaning

Time to check you're Bird's Brakes – by Glen Schoenboch

No matter what year Thunderbird

When was the last time you had your brakes inspected

In this picture the brakes look pretty good, but when I pulled the wheel off a few weeks ago I was pretty happy with what I saw, plus a couple of years ago a profession mechanic inspected the car, check the brakes all was good. I came from and grew up in Detroit, my Dad who was a Head Engineer and Designer for the Big Three, and me working for all the Major Car Companies as a Car Photographer. I learned a thing or two, first things can look good to the eye but that doesn't mean everything is prefect.

65 T-Birds have Disk in Front and Drum in Rear. In photos below you will find what I saw, and with some cleaning, wire brushing, air gunning, painting and then replacing a few parts, this Ol'Girl will be ready for some safe fun & adventures.

REAR DRUMS



Rear drums and shoes were like new excellent shape, and meet Ford Shop Manuel Specs. The above photos are what proper brakes should look like.

Tec-Tip: Remove drum by just pulling outward, it might take a bit of rocking. Check inside of Drum by just running your fingernail across inside of drum. It should feel smooth. If not it needs turning... A 11 inch drum can only be turn down .060 " if inside measurement is more than 11.190" from inside wall to wall it should be replaced.

Check springs; they should look clean and still have paint on them with no heavy rust, also look for leaks around piston dust covers seals, then check for wear of shoes. Generally they should be .25" or greater



After pulling off the dust & spring cover, I found that the cover was old rusty and weak, pulling the pads off they had some cracks and half worn down, to a master mechanic this OK and will still give good service. But after seeing brakes fail at motor sports races, I prefer to replace now before major repair to Rotors.

Tec-Tip: Open Brake Fluid Reservoir, always keep checking the fluid that it doesn't over flow when pulling pads when pushing piston back., Remove two screw-nuts that hold down dust shield; gently & carefully push back Brake Pads away from Rotor pushing the pistons back into caliper, do this by using 2 large-slot head screw drivers with equal pressure, then brake pad will lift out. (This a good time to clean with wire brush and paint clappers and rotor, remember to use high temperature paint) If pads are worn replace with OEM style Pads only. Check Rotor for cracks & again run your finger nail across surface it should feel smooth and flat, also check Ford Specs on thickness if seems worn. Remember to scuff surface of rotor with emery-cloth or sandpaper lightly. Again it should feel smooth and flat no ridges.

Tech Tip continued

PUTTING ON WHEELS



Tec-Tip: Remember to use Anti-Seize on Axle before replace Drum, & put Anti-Seize on Lug Nuts then lightly wipe off, this will help prevent brake drum from rusting to hub, also preventing Lug Nuts Locking to wheel studs and braking off.

Clean Wire Wheels

This is a great time to prep and clean wire wheels while they are off of car.



Products used on this T-bird



Remember Birds Flock Together.....





Winking at you....

Would you believe...

In 1998 Kodak had 170,000 employees and sold 85% of photo paper worldwide. Within just a few years their business model disappeared and they went bankrupt.



Jan 19, 2017 - Five years ago today **Kodak** filed for Chapter 11 bankruptcy protection.

Some minds are like concrete
thoroughly mixed up and
permanently set.



Christmas must be over....





Yesterday I was at Costco buying a large bag of Dog Food..

for my loyal pet, Necco, the Wonder Dog, which weighs 191 lbs. I was in the check-out line when a woman behind me asked if I had a dog. What did she think I had an elephant?

So because I'm retired and have little to do, on impulse I told her that no, I didn't have a dog, I was starting the Purina Diet again. I added that I probably shouldn't, because I ended up in the hospital last time, but that I'd lost 50 pounds before I awakened in an intensive care ward with tubes coming out of most of my orifices and IVs in both arms.

I told her that it was essentially a Perfect Diet and that the way that it works is, to load your jacket pockets with Purina Nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete so it works well and I was going to try it again. (I have to mention here that practically everyone in line was now enthralled with my story)

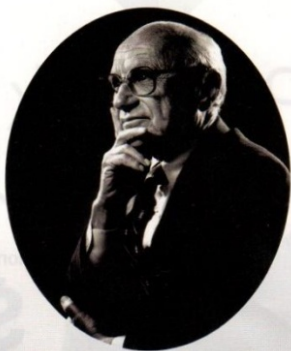
Horried, she asked if I ended up in intensive care, because the dog food poisoned me. I told her no, I stopped to pee on a fire hydrant and a car hit me. I thought the guy behind her was going to have a heart attack he was laughing so hard. Costco won't let me shop there anymore. Better watch what you ask retired people. They have all the time in the world to think of crazy things to say.



More Acronyms

Many Thanks to Alan Highley

Nissan	Never Interrupt Sam Singing All Night
Opel	Ordinary People Exclude Lincolns
Packard	Past Accident Cruelly Kicked At Red Dodge
Peugeot	Pete Eventually Gets Edsel On Tick
Plymouth	Pope Leases Yearly Many Old Used Tacky Hudsons
Pontiac	Please Overlook Norman's Tiring Insults About Cadillacs
Renault	Renovated Edsel Needs Affluent Uncle's Loan Today
RIO (Truck)	Rendered Isuzu Obsolete
Saab	Swedish Antique Austin Burned
Skoda	Serbian's Kaiser Overheats Dangerously Again
Stutz	Skoda Tuned Up To Zero
Subaru	Several Useless Buicks Aggravate Ruined Ulrich



"The government solution to a problem is usually as bad as the problem."

Milton Friedman



It is getting so that now, when I leave the house, I might forget my wallet but



I always remember my phone...

The American flag does not fly because the wind moves past.....

The American flag flies from the last breath of each military member who has died serving it."

AIRLINE CAPTAIN - You will not regret reading this one. I Promise
My lead flight attendant came to me and said, "We have an H.R. on this flight."

(H.R. stands for Human Remains.)

"Are they military?" I asked.

"Yes", she said.

"Is there an escort?" I asked.

"Yes, I've already assigned him a seat".

"Would you please tell him to come to the Flight Deck. You can board him early," I said...

A short while later a young army sergeant entered the flight deck. He was the image of the perfectly dressed soldier. He introduced himself and I asked him about his soldier.

The escorts of these fallen soldiers talk about them as if they are still alive and still with us. 'My soldier is on his way back to Virginia,' he said. He proceeded to answer my questions, but offered no words.

I asked him if there was anything I could do for him and he said no.

I told him that he had the toughest job in the military, and that I appreciated the work that he does for the families of our fallen soldiers. The first officer and I got up out of our seats to shake his hand. He left the Flight Deck to find his seat.

We completed our preflight checks, pushed back and performed an uneventful departure. About 30 minutes into our flight, I received a call from the lead flight attendant in the cabin.

'I just found out the family of the soldier we are carrying, is also on board', she said. She then proceeded to tell me that the father, mother, wife and 2-year old daughter were escorting their son, husband, and father home. The family was upset because they were unable to see the container that the soldier was in before we left.

We were on our way to a major hub at which the family was going to wait four hours for the connecting flight home to Virginia. The father of the soldier told the flight attendant that knowing his son was below him in the cargo compartment and being unable to see him was too much for him and the family to bear. He had asked the flight attendant if there was anything that could be done to allow them to see him upon our arrival. The family wanted to be outside by the cargo door to watch the soldier being taken off the airplane.

I could hear the desperation in the flight attendants voice when she asked me if there was anything I could do. 'I'm on it', I said. I told her that I would get back to her.

Airborne communication with my company normally occurs in the form of e-mail like messages. I decided to bypass this system and contact my flight dispatcher directly on a secondary radio. There is a radio operator in the operations control center who connects you to the telephone of the dispatcher. I was in direct contact with the dispatcher. I explained the situation I had on board with the family and what it was the family wanted. He said he understood and that he would get back to me.

Two hours went by and I had not heard from the dispatcher. We were going to get busy soon and I needed to know what to tell the family. I sent a text message asking for an update. I saved the return message from the dispatcher and the following is the text:

'Captain, sorry it has taken so long to get back to you. There is policy on this now, and I had to check on a few things. Upon your arrival a dedicated escort team will meet the aircraft. The team will escort the family to the ramp and plane side. A van will be used to load the remains with a secondary van for the family.

The family will be taken to their departure area and escorted into the terminal, where the remains can be seen on the ramp. It is a private area for the family only. When the connecting aircraft arrives, the family will be escorted onto the ramp and plane side to watch the remains being loaded for the final leg home.

Captain, most of us here in flight control are veterans. Please pass our condolences on to the family. Thanks.

I sent a message back, telling flight control thanks for a good job. I printed out the message and gave it to the lead flight attendant to pass on to the father. The lead flight attendant was very thankful and told me, 'You have no idea how much this will mean to them and the ramp controller said, 'Take your time.'

Things started getting busy for the descent, approach and landing. After landing, we cleared the runway and taxied to the ramp area. The ramp is huge with 15 gates on either side of the alleyway. It is always a busy area with aircraft maneuvering every which way to enter and exit. When we entered the ramp and checked in with the ramp controller, we were told that all traffic was being held for us.



The American flag continued

'There is a team in place to meet the aircraft', we were told. It looked like it was all coming together, then I realized that once we turned the seat belt sign off, everyone would stand up at once and delay the family from getting off the airplane. As we approached our gate, I asked the copilot to tell the ramp controller, we were going to stop short of the gate to make an announcement to the passengers. He did. I stopped the aircraft and set the parking brake. I pushed the public address button and said: 'Ladies and gentleman, this is your Captain speaking: I have stopped short of our gate to make a special announcement. We have a passenger on board who deserves our honor and respect. His name is Private XXXXXX, a soldier who recently lost his life. Private XXXXXX is under your feet in the cargo hold. Escorting him today is Army Sergeant XXXXXX. Also, on board are his father, mother, wife, and daughter. Your entire flight crew is asking for all passengers to remain in their seats to allow the family to exit the aircraft first. Thank you.'



We continued the turn to the gate, came to a stop and started our shutdown procedures. A couple of minutes later I opened the cockpit door. I found the two forward flight attendants crying, something you just do not see. I was told that after we came to a stop, every passenger on the aircraft stayed in their seats, waiting for the family to exit the aircraft.

When the family got up and gathered their things, a passenger slowly started to clap his hands. Moments later, more passengers joined in and soon the entire aircraft was clapping. Words of 'God Bless You', 'I'm sorry, thank you, be proud, and other kind words were uttered to the family as they made their way down the aisle and out of the airplane. They were escorted down to the ramp to finally be with their loved one.

Many of the passengers disembarking thanked me for the announcement I had made. They were just words, I told them, I could say them over and over again, but nothing I say will bring back that brave soldier.

I respectfully ask that all of you reflect on this event and the sacrifices that millions of our men and women have made to ensure our freedom and safety in these United States of AMERICA.

Foot note:

I know everyone who reads this will have tears in their eyes, including me. Please send this on after a short prayer for our service men and women.

They die for me and mine and you and yours and deserve our honor and respect.

Prayer Request: When you receive this, please stop for a moment and say a prayer for our troops around the world...

GOD BLESS YOU!!!

Thank you all who have served, or are serving. We will not forget!!!!

P.S. If you would like this article as a PDF to be able to forward, send me a request at Lloydpo@aol.com

Group Photo from Christmas Party Available



The group photo from the club's Christmas Party is available as a full color glossy photo for \$ 15.00 including postage. If you would like one, send an email to Lloyd at Lloydpo@aol.com or text to 505-280-3114 by March 1.