



# GOLDEN CONTRAILS

... and off' the setting sun is pleased to trim the clouds with molten sails,  
and lace the way of passing jets with golden condensation trails. September 1991







## A GOLDEN EAGLE

The eagle screamed! Standing in his buttressed aerie atop the northern Sierra crag, he stretched his wings, allowing the east wind to cool his body. The air was quite warm and he was panting from the exertion of his flight. The density altitude was almost 16,000 feet!

All day long he had watched the white contrails along the jet airway streak behind the tiny birdlike figures which led them north and south. He loved the contrails. How he longed to soar with them, perhaps to join the tiny figures in their low song.

He sensed that the upper wind was very strong from the southwest, for the trails drifted out over the valley, forming a thin layer of cloud beyond which muted the harshness of the dust-streaked desert floor.

The eagle's head and neck were white and finely feathered, giving him the look of baldness, of age. He was exhausted from riding the currents and discouraged with his failure to reach the height of the contrails.

Often the eagle had watched the contrails change, as the sun slipped below the horizon, from white to that pink casting of pure gold so favored by the ancient smiths.

How he longed for the setting sun to change his feathers to gold as it did the contrails! But now he was hungry and tired. He would try again tomorrow. He ate and he slept.

The eagle awoke to the howling of a gale, gusts ruffling his feathers. He turned to face the flow and tested the force of the draft. His heart leapt! Today could be the day. He settled back and waited for evening.

At last, rested and strong, he turned again to face the draft, and with a thrust of his powerful wings was quickly borne aloft. He nosed down into the wind, acquiring the speed he needed to maintain his position over the face of the cliff. His wings were arched for maximum lift, his tip feathers spread wide for greatest span.



His rate of climb was fantastic! Higher and higher he soared, head down, scanning the ridge below, watching it shrink into insignificance. A shudder of thrill went through him and his wings trembled with excitement. "This is it," he screamed!

Somewhere, very high, he felt the wind veer to the south. He turned to face it. Southwest... he turned again. As he did, his rate of climb peaked and he found himself closing in on his beloved contrails. They were now the color of burnished gold. Strange, for the sun had refused to set during his remarkable climb.

He was very cold! He gasped for air! His home had long since disappeared in the south. No matter... keep on going.

Suddenly his eyes began to sting. Ice crystals! He blinked, blinked again. Could it be? Yes! He was riding a Golden Contrail... and he was Golden too!

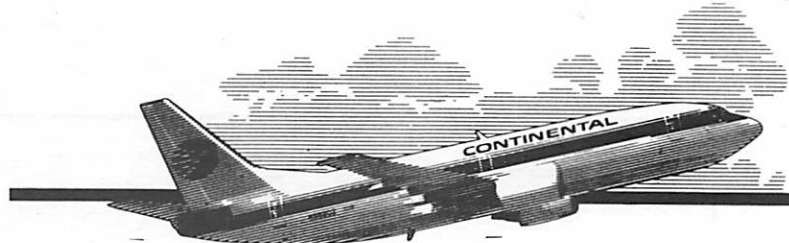
How much later, an hour, two? The sky darkened, became gray, then lavender, then an indigo blue. The wind slowed. The draft eased. He drifted downward to a strange land, forested, green, rivers flowing to the sea.

In near darkness he alit clumsily in the top of a tall pine. It was his first landing in a tree. "This will be my ~~new~~ home," he thought. And then he slept.

Sleeping, he dreamed. Once again he was riding that powerful draft, once again breasting the Golden Contrail and screaming his joy!

And in his heart he knew that he would always be what he had just become...  
A GOLDEN EAGLE!

R. S. Grigsby



## CAPTAIN'S CORNER

SEPTEMBER 1991

Dear Member:

Preparations for our Annual Golden Eagles Convention in Las Vegas at the Tropicana Hotel on October 29th & 30th (Tue. & Wed.) are complete. Our Hospitality Suite will be located in the Nairobi Room (Acapulco wing).

Due to the large turnout we expect this year, it is suggested that your room reservations be made immediately upon receipt of this newsletter. Reservation and rate information are included in this publication.

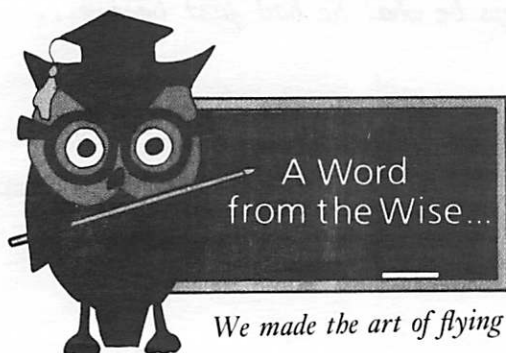
We have invited Mrs. Robert F. Six to be our guest of honor at our banquet. She has agreed to attend (professional schedule permitting) and will address our group with a few comments on her experiences with Continental.

For the last three years our convention attendance has been increasing. We invite all of you who haven't attended recently to make a special effort to join us for a great reunion with old friends.

If you are not a member or your dues are not current we invite you to complete our membership application so that we can continue to include you on our mailing list. We hope you are enjoying our Newsletter and will want to share the cost of mailing this publication as well as the operational expense of our club.

If circumstances prevent you from attending please drop our Editors a line and bring us up to date on events in your life. We hope to see all of you next month in Las Vegas!!

Sincerely,



*Buel*

*We made the art of flying possible,  
and all the people in it have us to thank.*

## CO-PILOT'S CORNER



HI EVERYONE!

We're looking forward to seeing you in just a few weeks when we get together again at Tropicana's Nairobi Room in Las Vegas.

There are just a few changes for this year's meeting. On the day of our meeting we will have juice, coffee and rolls available in the Hospitality Room from 7:30 A.M. to 9:30 A.M. for everyone. If anyone would like to bring home-baked goodies, please do. They always taste the best!

Because of rising costs we will not have lunch served after our 10:00 A.M. meeting. After our business meeting, Ollie Mae Didlake will give a presentation on the history and the fascinating art of DOLL MAKING. Thank you so much, "Mamie", we're looking forward to your program!

We will need volunteers for tending the hospitality room - (1 or 2 shifts) so that we can keep the room open as much as possible. There will be a sign-up sheet available.

Because many of us like to "just do our own thing" while in Las Vegas, we are not planning an organized tour for the afternoon, but hope to have information available on some places nearby for those who may wish to take a little tour on their own.

SEE YOU SOON!

*Kathy Hiemstra*

R.A.P.A.

## RAPA CONVENTION



The 1991 RAPA Convention will be held at the OMNI HOTEL, San Diego, CA November 3, 4, and 5. Your representatives for the CO Retired Pilots are R. E. Hiemstra and J. D. Alley. The Golden Eagles pay dues to RAPA according to our membership count. Please send your remarks and your requests in writing to your representatives for presentation at the convention.



*J. D. Alley*

## EDITORS' CORNER



### "A GOLDEN EAGLE"

Some of our members have not read "A GOLDEN EAGLE", since it was first published in ARECA's THE GOLDEN TALE prior to the inception of Golden Contrails. Others have said that it belongs to us and should be published and on file with Golden Contrails— so here it is, illustrated on the cover by Dick Grigsby's grandson, Tim Harrison, and laser-printed in color to do justice to his talent and effort. This issue might well be called "The Golden Eagle Issue", since even the Post Office Department has cooperated with us by issuing appropriate stamps for our mailing!

### MEMBERSHIP APPLICATION

We are re-printing the membership application with this issue. Your response in bringing in new members has been so dramatic that we hope you will continue by FAXing it a few times and carrying it with you for those times when you may come in contact with prospective new members.

### COLORADO AVIATION HISTORY

Our thanks to Mark Schellenberg for the information he supplied on the DC-6A Cessnas and our pilots who flew them. We knew that Mark could build, maintain and fly anything with wings, but we wouldn't have guessed that he could also write. The benefit was two-fold, for it prompted him to pay up his dues— even to pay them ahead!

### POSTAGE CONTRIBUTORS

Once again your editors wish to thank the many postage contributors for their generosity. You will see from the Treasurer's Report that our treasury balance remains fairly constant, even allowing for the expense of publishing Golden Contrails. Your support makes it all worthwhile!

### BACK COVER

The gentleman helping to get the WACO ready for its second round trip to Oshkosh is J. C. "Mac" McChesney. He has assured the airworthiness of this outstanding antique aircraft for the past eleven years. He holds A&P and AI certificates and is 84 years young!





# COLORADO AVIATION HISTORY

.... and you thought a DC-6 was a DC-6!!

The following bit of Colorado Aviation History is taken from *ANTIQUÉ AIRCRAFT DIGEST*, 1989. Mark Schellenberg writes to answer Mr. Kennedy.

The picture of the AT-6A is included because it carries the registration #NC252H. The Curtiss Fledgling Mark first flew having been destroyed, Mark and Dick Grigsby used the low number on an AT-6 which they bought surplus in 1946 for \$850, using it to conduct AIRPHOTO SURVEYS, INC. CONTINENTAL traded them hangar space in return for occasionally ferrying parts to trouble spots on the system.

From Mark's letter it may be deduced that the Cessna DC-6A NC302 was used by the Civil Air Patrol in the Gulf of Mexico, as was Dick's 1932 WACO UEC, NC16813, which he still keeps in airworthy condition at the Santa Monica Museum of Flying. Perhaps NC300M was also used thus by the CAP and was indeed lost in the Gulf!

Mark could very well be one of the highest time pilots in the world! It can be said with some certainty that his log book showed 9000 hours in the fall of 1946. He flew the line steadily until retirement in 1976, then flew for FRAKE'S AVIATION until recently.

I enjoyed all of the Cessna, Porterfield, Culver and Taylorcraft information and the tribute to Dwane Wallace, which was in this issue of the News. I am glad that the new owners of Taylorcraft are planning to have a new airplane at Antique Airfield for the Fly-In. I took my private flight test and carried my first three passengers in prewar T-Crafts, so I always have had a soft spot in my heart for Taylorcrafts! My commercial and instrument rating flight tests were taken in a Cessna 140 and 140A.

Your mention of the DC-6 Cessnas which Ray Wilson owned, brought back some good memories. As I think I have told you in the past, when Ray Wilson went to Oklahoma to establish his Army primary school at Chickasha, he sold his operation to Harry Combs and Lew Hayden. Park Hill Airport was renamed Hayden Field at that time, about February or March 1942. The airport previously had been known as Denver Union Airport and Curtiss-Wright Airport and later was named Vest Airport, after Harry and Lew sold it to Don Vest at about the end of WW II. Combs' and Hayden's company, Mountain States Aviation, also took over Wilson's airplanes. During the summer of '42, while I was still 17 years old, I was Line Chief at Hayden Field. I worked on Cessna DC-6A, NC300M, quite a bit. We had repainted the airplane blue and yellow, the colors that we were repainting many of our Mountain States airplanes. NC300M didn't have a starter, so I had to spin the prop on that ole Wright quite a few times. The engine was so high off the ground that most of my line crew could not reach it to spin the prop! Since I was over six feet tall, I could handle it okay. There was another DC-6 that we took over, which I never saw. It was on the West Coast on a long term mapping job and was sold after that. NC300M was also sold while I was away in the Army, after I enlisted through CPTP. I have heard rumors that the DC-6A was lost over the Gulf of Mexico, while it was on an anti-submarine patrol for the CAP. I would like to learn if that is what really happened to 300M and get some details. Maybe some of our members know about 300M in the war time CAP operations out of Texas.

Andrew T. Kennedy, Jr., AAA M-6563  
11642 Monroe Street  
Thornton, Colorado 80233-1549

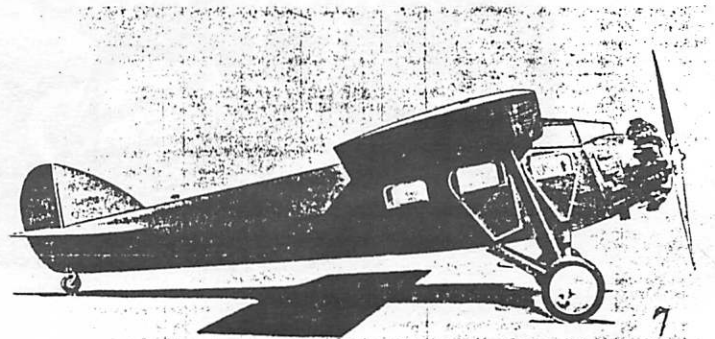
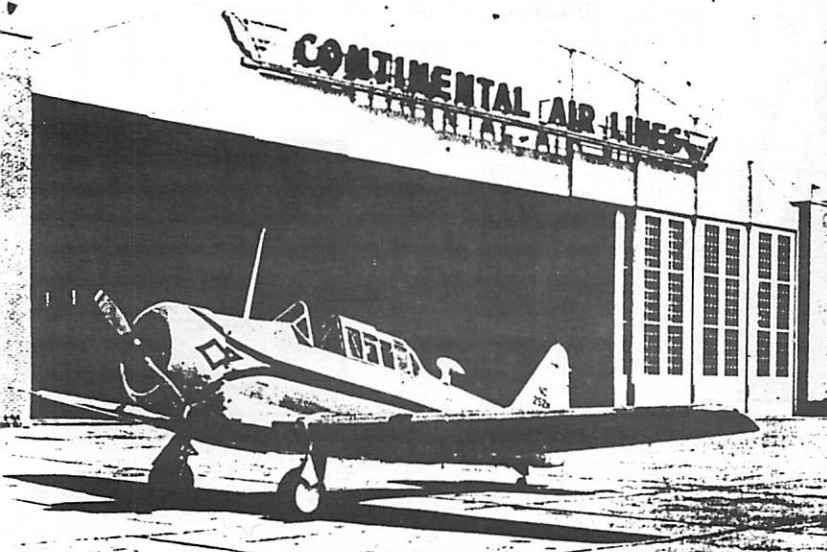
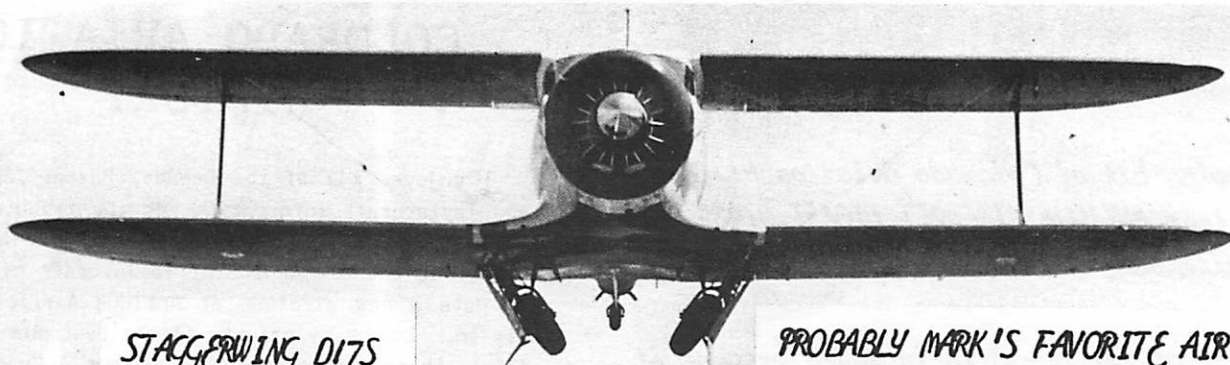


Fig. 136. Cessna model DC-6A with 300 H.P. Wright J6 engine; top speed 160 with ease.



Dear Richard,

I copied some papers out of a U. S. Civil Aircraft book. These pages may tell you something of the DC-6A Cessna.

The copy of a photo is when the engine quit and I had to land in Taylor Park, which is northeast of Gunnison, CO. The elevation is a little above 10,000'.

Now for about what I did and know of the two Cessnas.

I started flying Feb. 24, 1936 at Park Hill Airport in Denver. Ray Wilson was the instructor in a Curtiss Fledgling, NC252H. I soloed in Cessna NC302M August 7, 1936.

I started aerial mapping April 10, 1937 out of North Platte, Nebraska with NC302M. June 6, 1937 started aerial mapping of the mountains of Colorado.

The picture of me at Pueblo was, Sept., 1937 (Norman Schmidt). Around May of 1938 Ray Wilson purchased NC300M and Rollie Graves started mapping about June 20, 1938 at Redmond, Oregon. I last flew NC300M July 14, 1941.

I last flew NC302M in Chicasha, OK December 4, 1941 while working for Ray Wilson's Army Primary Flight School.

Feb. 5, 1942 NC302M went to Hensley Field, Texas.

Sometime in 1935 or 1936 Henry Houghton did aerial mapping in NC302M around Delta, Colorado.

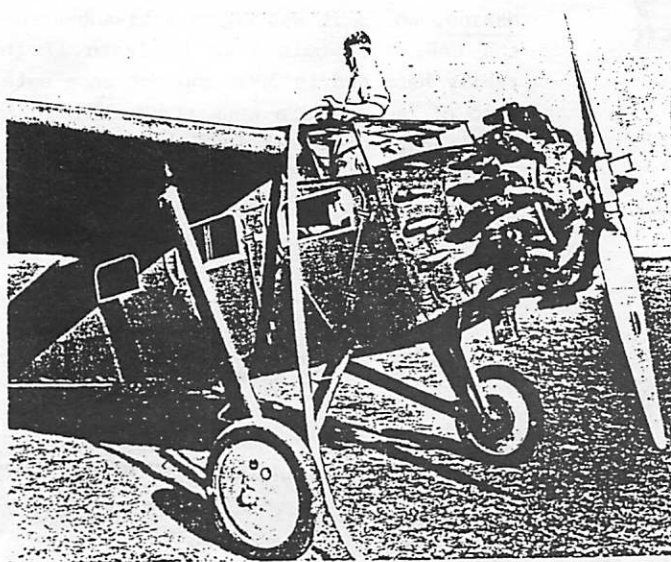


Fig. 140. View shows sturdy landing gear and convenient doors.

*Mark*

Listed below are Cessna DC-6A entries that were gleaned from registration records:

129		CESSNA, DC-6A
NC-6441;	" (# 226)	"
NC-640K;	" (# 227)	"
NC-651K;	" (# 228)	"
NC-652K;	" (# 229)	"
NC-653K;	" (# 230)	"
NC-6449;	" (# 231)	"
NC-654K;	" (# 232)	"
NC-301M;	" (# 233)	"
NC-647K;	" (# 235)	"
NC-300M;	" (# 237)	"
NC-302M;	" (# 238)	"
NC-306M;	" (# 241)	"
NC-137V;	" (# 245)	"

U.S.A.A.F. procured 4 of the model DC-6A in 1942 as the UC-77 for personnel transport.

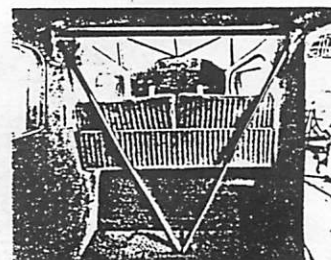
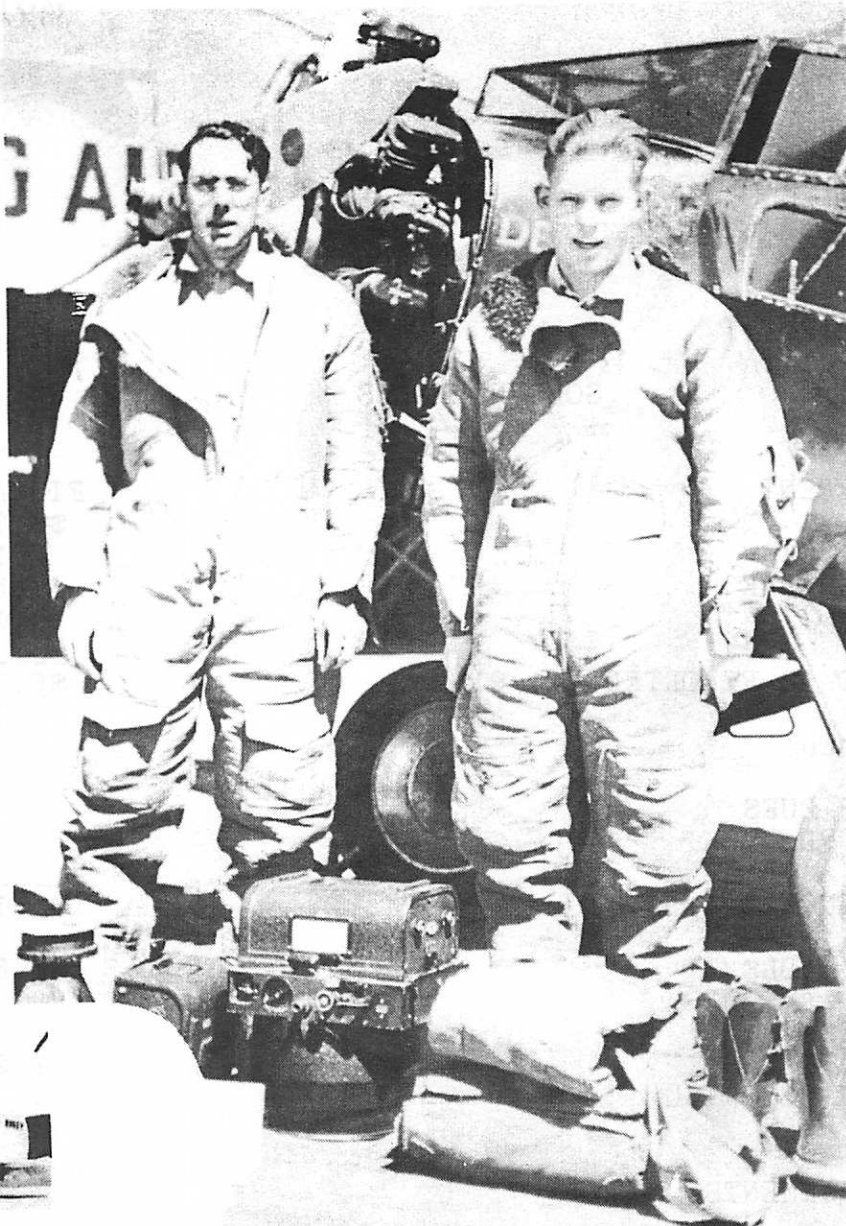
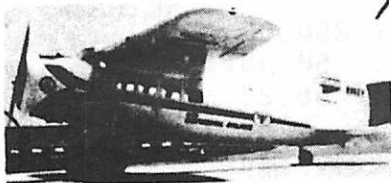


Fig. 139. Interior of DC-6A looking forward; mohair was popular fabric.





Airplane is Cessna DC 6A.

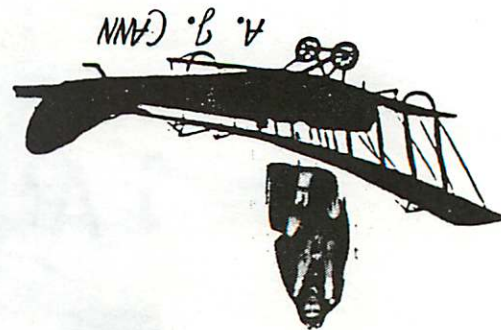


Lockheed Vega

when C.A.L. was operating the Lockheed Vega through Pueblo.



KITTY KORNER



# GOLDEN EAGLES

FINANCIAL STATEMENT  
JAN. 1, 1991  
INCOME TO 5/1/91  
TOTAL CASH AVAILABLE  
DISBURSEMENTS

FISCAL YEAR  
\$6,714.64  
1,130.00  
7,844.64  
1,143.65

BALANCE ON HAND AS REPORTED 5/1/91

\$6,700.99

## INCOME STATEMENT:

### RECEIPTS

MEMBERSHIP DUES  
POSTAGE FUND

900.00  
250.92

TOTAL INCOME SINCE 5/1/91

\$1,150.92

TOTAL CASH AVAILABLE

\$7,851.91

### DISBURSEMENTS:

GOLDEN CONTRAILS  
DON WILSON MEMORIAL  
POSTAGE STAMPS

1,250.00  
50.00  
58.00

TOTAL DISBURSEMENTS

1,358.40

ENDING BALANCE ON 8/31/91  
A.J. CANN, TREASURER

\$6,493.51

NICE JOB,  
SIR!



ENCLOSED IS MY CHECK FOR \$\_\_\_\_\_ TO BE DISTRIBUTED AS FOLLOWS

DUES \$\_\_\_\_\_

POSTAGE \$\_\_\_\_\_

MEMBER'S NAME \_\_\_\_\_  
STREET \_\_\_\_\_  
CITY & STATE \_\_\_\_\_ ZIP \_\_\_\_\_

1991 DUES \$20.00 MAKE CHECK TO "GOLDEN EAGLES" MAIL CHECK TO  
A. J. CANN  
30725 SORREL LANE  
CANYON LAKE, CA. 92587

VERY COOL



Retired and Over Fifty

APPLICATION FOR MEMBERSHIP

(Please print or type)

Two pertinent paragraphs of The By-Laws are quoted:

PURPOSE: To maintain and continue the close friendships and associations of the members, and to promote their general welfare, as well as to assist those active pilots who are approaching retirement in the problems relating thereto.

MEMBERSHIP: Regular Membership shall be limited to Retired Continental Airlines pilots and to Active Continental Airlines pilots over the age of 50 years.

An Active Pilot is defined as one who is on the Company Payroll as a Scheduled Airline Pilot.

A Retired Pilot is defined as one who flew as a Scheduled Airline Pilot, and who was on the payroll in such capacity at any time for Continental Airlines, or any of its predecessor companies.

\* \* \* \* \*

Name \_\_\_\_\_ Nickname \_\_\_\_\_

Wife's name \_\_\_\_\_ Nickname \_\_\_\_\_

Street address \_\_\_\_\_

City and State \_\_\_\_\_

Telephone (Area Code) \_\_\_\_\_ (Number) \_\_\_\_\_

Date of first employment with CAL or OTHER \_\_\_\_\_

Applicant's Signature \_\_\_\_\_ Date \_\_\_\_\_

Dues \$20.00 Annually

Make check payable to :GOLDEN EAGLES: Send to Treasurer/Membership.

A. J. CANN  
30725 SORREL LN.  
CANYON LAKE, CA. 92587



LOOT ISIFE5

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USA - 2128-755-848

8 AM  
705 PM



OCT 29 1991

CONFIRMATION #

3210919

CALL 24 HRS TO CANCEL  
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The Island of Las Vegas

An Azar Corporation Casino

GOLDEN EAGLES  
CONTINENTAL AIRLINES RETIRED PILOTS

October 29 - November 1, 1991

SGECA

PACKAGE HOTEL

1800 6346277

Call 9 AM - 7 AM HNC TIME  
FOR CANCELLATION

Reservations received after September 29, 1991 will be accepted on a space available basis only.

Please reserve accommodations for:

NAME: \_\_\_\_\_

COMPANY: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

SHARING ROOM WITH: \_\_\_\_\_ NO. OF PERSONS: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ PHONE NUMBER: \_\_\_\_\_

ARRIVAL DATE: \_\_\_\_\_ TIME: \_\_\_\_\_ DEPARTURE: \_\_\_\_\_

The TROPICANA RESORT HOTEL AND CASINO can only confirm your reservation request when accompanied by one night's deposit (room rate, plus 8% Clark County Room Tax). This deposit may be made by check, money order or by American Express. If paying by check or money order, please include the arrival date on the face of the check. Refunds will be made when cancellations are received no less than two (2) days prior to your scheduled arrival date (be sure to keep your cancellation number).

AMERICAN EXPRESS CARD NUMBER: \_\_\_\_\_

NAME AS IT APPEARS ON CARD: \_\_\_\_\_

EXPIRATION DATE: \_\_\_\_\_

\$49.00

\$59.00

\$175.00

Single/Double plus tax

Triple plus tax

One-Bedroom Suite plus tax

(Clark County Room Tax is 8%)

Please return this reservation request to:

TROPICANA ROOM RESERVATIONS DEPARTMENT

P. O. BOX 97777

Las Vegas, NV 89195-7777

NO SATURDAY ARRIVALS ARE AVAILABLE - PHONE: 1-800-634-4000

# The Island of Las Vegas

DINNER RESERVATIONS  
for  
OCTOBER 30th-7:00 PM

NAME: \_\_\_\_\_

No. in party: \_\_\_\_\_ @ 25.00 ea. tax\tip inc.(24%)

Total inclosed: \_\_\_\_\_

Menu Choice...Roast Sirloin of Beef No. \_\_\_\_\_  
Fish (Orange Roughy) No. \_\_\_\_\_

Mail to: A. J. Cann  
30725 Sorrel Ln.  
Canyon Lake, CA. 92380

Cancellation deadline 72 Hr. prior to Dinner

## GOLDEN EAGLES ANNUAL CONVENTION PROGRAM

October 29, 1991  
5:30 PM  
Arrival and sign in - Nairobi Rm.  
Hospitality Reception (Nairobi Rm.)  
Open Bar...Hors D'Oeuvres

October 30, 1991  
7 to 9:30 AM  
10:00 AM  
10:00 AM  
1 to 5:30 PM  
6:00 PM  
7:00 PM  
8:00 PM  
Hospitality Rm. Coffee/Juice  
Pilots Business Meeting(Rm to be announced)  
Ladies Auxiliary Business Meeting and Program (Rm to be announced)  
Hospitality Rm. open  
Cocktail Hour in Dinning Rm.(CASH BAR)  
Banquet Dinner  
Program

October 31, 1991  
Checkout

OUT OF  
THIS WORLD!





Stan Lee

#### GONE WEST:

**STAN LEE** (June, 1991)

Members are invited to write notes of condolence and sympathy to Georgia.

#### ILLNESS/SURGERY:

**ROSY ROZELL:** Hiatal Hernia Surgery at Mayo Clinic in January, and convalescing at home.

**MICKY BENDER:** Fell off ladder and broke leg--now almost recovered.

**PEGGY CARPENTER:** Had massive heart attack in mid-June.

**ISABEL CURRENT:** Recently in hospital with shingles.

**DICK HUGHES:** Prostatectomy in mid-August, recovering at home.

#### THIS'N THAT:

**ART SPARKS** flies about twenty days each month, and is living in Yokohama, Japan. His wife, **JEN**, recently won a "Best Cookbook" award from the International Association of Culinary Professionals for her "Curries and Bugles: A Memoir and Cookbook of the British Raj", published by Harper Collin Publishers.

**ROSY ROZELL** owns four horses for his family to ride.

**TOM FRAZIER** is building a model railroad with over 600 feet of track. He is modeling the PR--late 1940, 1950 Era, with steam, and progressing into the Diesel years. **ELLIE** assists, and hand paints all the figures that are used.

**DICK GRIGSBY** flew his 1932 Cabin Waco to the 1991 EAA Convention in Oshkosh, WI. The Continental Historical Society DC-3, flown by Capt. Jim Minor, won an award as "Outstanding Transport Aircraft", and Dick's Waco won an award in the "Antique Aircraft" category. Dick advises that he saw **C.M. STUBBEN** and son, Mark, along with Jim Colburn. He also saw **CLIFF PLEGGEN-KUHLE**, Ann, and 747 Captain **CLIFF PLEGGEN-KUHLE, JR.** Pleggie's OX5 buddies hosted a fine Colonel Sanders bash at their special tent. Grigsby's Waco will be featured in the 5th of a 13 part series, "Test Pilot", to air weekly on A&E Channel, beginning Wednesday, Sept. 18th.

**TOMMY GREEN** and his wife, **ADAH MYRLE**, who was his childhood sweetheart, made the news in a Colorado Springs "Gazette" item, entitled, "Falling in Love Again". Recently they were reported "having a ball", while on a trip to Alaska.

**HAL ROSS** is Chief Pilot for "The Hoffman Company", who are builders and developers in Concord, CA. Hal flies a Citation 3, and the Company also owns a DC-9, two Helicopters, and the Seattle Seahawks.

**NORM MCGOWAN** spent the last two years helping restore the Historical Society DC-3. He is Chief Pilot for the Historical Society, and he flew the DC-3 to Cleveland and Minneapolis during the Labor Day Weekend.

**BOB WEIKART** took early retirement in 1985. Since that time he was a Boeing-737 Simulator Instructor for Western, a corporate pilot on a Lockheed Jetstar, and he is now as Senior Flight Crew Ground Training Instructor on the MD-11 with Douglas Aircraft.

**BIM RICHARDS** is also a Senior Flight Crew Ground Training Instructor for Douglas Aircraft, and he teaches both the MD 80-90 and the MD-11.

**RALPH MUSSER** and wife, **SHIRLEY ANN**, are enjoying life on their Country Estate in Indiana, which has been in the family for over 100 years.

**AMOS CANN** and his wife, **LAVERNE**, recently hosted 90 residents of their area for a party, including a prime rib dinner.

**TED RUTHERFORD** and his wife, **KATHY**, (arriving on their motorcycle), visited the Canns recently. Ted is a big booster for the Golden Eagles, and has gotten us many new members.

**Jocko Harris**, **Gene Lambert**, **Fred Heil**, **BUD DIXON**, and **BOB GLAU** have reached age 60. They are eligible to fly as Flight Engineers if they choose.

Thanks to **BILL LEEPER**, Chief Pilot of the LAX Base, for the list of pilots reaching age 60 this year.

**VIRG HEMPHILL** and **WAYNE CASE** have taken leaves of absence and are eligible to bid Flight Engineer at a later date.



**THISN'THAT:** (Continued)

**FRANK VINCENT** has a small business, manufacturing doll house type furniture. Frank also collects small tractors.

**AMOS CANN AND GENE NEWMAN** were surprised and delighted to find **NORM MEYER** also attending a mid-May Investment Seminar in Las Vegas.

**JEAN HART** has moved to a condominium in a Sacramento suburb, and she is relieved that she doesn't need to worry about sprinkling the lawn, house maintenance, etc.

**BUD WALTER** is flying "third seat" on Grand Air's Boeing 727's.

**JIM MICHAELS** is a general contractor, and he is using his spare time to build a "Lance Air 320" from a kit.

**BEN AND SANDRA WILLIAMS** hosted an affair for fellow pilots and wives recently at their home, near a lake, which supplied the plentiful and tasty fish for dinner.

**NOTE:** Please let your editors know what you are doing, or include a note to Amos Cann, when you send your dues. We are all intersted in your activities.

**TIDBIT:**

Jack Painter, Rex Buchanan, and Dick Grigsby each retired in 1981, with over 39 years of service with Continental Air Lines. In August 1991, Bob Glau retired with over 40 years of service, a record on Continental, and quite probably a record on all U.S. Airlines. I was a check pilot in El Paso at the time the nineteen year old Bob Glau began his flying with Continental, and he was assigned to fly his first few weeks with me. I remember showing him how to find railroads on a Sectional Chart, and helping him to learn to land straight ahead, when sitting off to one side of the wide (to Bob) DC-3 cockpit. To illustrate how much Bob had progressed, two years later we were flying together in a Convair 240, and I started to make a pullup from a landing approach at Hobbs, N.M., because a small aircraft was slow in getting off the live runway. Forgetting I was no longer in a DC-3, I ordered, "Gear Up, Flaps Up". Bob looked over at me and he said, "Do you mean Gear Up, Flaps fifteen degrees?" Of course, with this reminder, I changed the order to agree with his suggestion!

Gene Newman

**KUDO KORNER**

*KUDOS to the postage contributors of record since the May issue: Jerry Dixon, Jean Hart, Art Sparks, Leon Green, Bob Green, Tommy Thompson, George Cramp, Bill Himmelreich, Red Stubben, Dick Grigsby, Rube Cage, Norm McGowan, Lou Cuthbertson, Merrill Moore, Mont Roper, Paul Conroy, Hal Ross, Lee Myners, Bud Walter, Ralph Musser, Frank Vincent, Joe Mullins, Bert Lynn, and others who may have contributed by press time!*

*KUDOS to Tim Harrison for the cover illustration for "A GOLDEN EAGLE" !!*

*KUDOS to Ted Rutherford for bringing us so many new members!*





# OVER 50 OR RETIRED,

## ROSTER CHANGES, ADDITIONS, AND NEW MEMBERS

Aug. 1991

FN	LN	SPN	AD	CT	ST	XP	AC	HP
F. Ken	Alrick	Luverne	30339 Channel Way Dr	Canyon Lake	CA	92587	(714)244-9361	
<b>DAVID</b>	<b>BAKER</b>	Mary	2210 Cannes Square	Oxnard	CA	93035	(805)984-0231	
<b>RICHARD</b>	<b>BOOTH</b>		9800 Virginia Wd Circle	Las Vegas	NV	99117	(702)254-6976	
Grover	Cameron	Norma	2859 Vista Way	Hemet	CA	92544	(714)658-7700	
Amos	Cann					92587		
<b>WAYNE</b>	<b>CASE</b>	Poule	1384 Harmony Ct	Thousand Oaks	CA	91362	(805)495-0069	
<b>GUY</b>	<b>CASEY</b>	Marilyn	1507 Kirk Ave	Thousand Oaks	CA	91360	(805)496-9675	
Bryce	Chapin	Rega	2719 Grandfalls	Kingwood	TX	77345	(713)360-1926	
<b>CHARLES</b>	<b>CHEKID</b>		1180 Via Monte Vista	Palm Springs	CA	92262	(919)322-4484	
Forrest	Coffman					80503		
Robert	Curtis	Betty	P.O. Box 2104	Avila Beach	CA	93424	(805)595-2548	
<b>Dick</b>	<b>Dahse</b>		3260 N. Heritage Way	Las Vegas	NV	89121	(702)457-746	
John/Betty	DeShurley/Whit		23456 Continental Way	Canyon Lake	CA	92587	(714)244-4423	
George	Didlake	Mae						
<b>JERRY</b>	<b>DIXON</b>	Pat	4525 Willow West Dr	El Paso	TX	79932	(915)584-6194	
<b>DANIEL</b>	<b>DOWING</b>		222 D Street	Davia	CA	95616	(916)753-1000	
Bill	Eaton						(713)539-3256	
<b>LEE</b>	<b>EDMONDS</b>	Anita	500 Lunalilo HomeRd 33D	Honolulu	HI	96825	(808)395-4976	
<b>MARTIN</b>	<b>PEDIGAN</b>		5479 Pleasure Point Ln	Bellevue	WA	98006	(206)747-8369	
<b>MARLAN</b>	<b>GAMBER</b>		Box 788	Edwards	CO	81632	(303)926-3247	
<b>JOHN</b>	<b>GREEN</b>	Anita	218 Hayes	Irvine	CA	92720	(714)551-8485	
Robert	Green						(619)436-6294	
<b>ROBERT</b>	<b>GREER</b>	Ulla	1529 N.Bundy Dr	Los Angeles	CA	90049	(213)472-1324	
Jean	Hart		4814 Courtland Lane	Carmichael	CA	95608	(916)481-5418	
<b>R.V.</b>	<b>HEMPHILL</b>	Jenine	6112 North Mesa #112	El Paso	TX	79912	(915)584-3955	
<b>GEORGE</b>	<b>HEMMINGER</b>	Mary	P.O. Box 6980	Incline Vil	NV	89450	(702)831-0069	
Ted	Herbert	Joyce						
Harold	Hundley		5600 NW 36th St #366	Miami	FL	33159		
<b>KENNETH</b>	<b>LAKES</b>	Sue	803 Cuyama Rd	Ojai	CA	93023	(805)646-4243	
<b>RICHARD</b>	<b>LANE</b>		P.O. Box 399	Templeton	CA	93465	(805)238-9594	
<b>WILLIAM</b>	<b>LEEKER</b>	Gloria	8180 Manitoba #337	Playa DelRey	CA	90293	(213)305-7688	
Georgia	Lee	-----						
<b>WALLY</b>	<b>LEO</b>		P.O. Box 4559	Laguna Beach	CA	92652	(714)497-6584	
Amy	McCoy		3031 Silverton	Dallas	TX	93424	(214)247-3818	
<b>NORMAN</b>	<b>MCGOWAN</b>	Peggy	4920 Wondol Ct	Hurst	TX	76053	(817)589-7030	
<b>MAX</b>	<b>MEINEN</b>	Nona	500 Lunalilo HomeRd #33D	Honolulu	HI	96825	(808)395-4976	
<b>G. LEE</b>	<b>MEYNERS</b>		Rt #3, Box 880	Wimberly	TX	78676	(512)847-2070	
<b>JAMES C.</b>	<b>MICHAELS</b>	Betsy	93 Oak Drive	Ojai	CA	93023	(805)646-2834	
Merril	Moore							
Joseph	Mullins		P.O. Box 1119					
Ralph	Musser						(219)862-3154	
<b>DAVID</b>	<b>PERRY</b>	Jet	158 Avenida DeLas Flores	ThousandOaks	CA	91360	(805)495-2294	
<b>LARRY</b>	<b>RAY</b>		5200 Keller Springs#1331	Dallas	TX	75248	(214)490-4135	
<b>CARL</b>	<b>ROGERS</b>	Jo A.	6752 Bridgewater Dr	Huntington B	CA	92647	(714)847-4062	
Mont O.	Roper							
<b>HAROLD</b>	<b>ROSS</b>		73335 Oriole Ct	Palm Desert	CA	92260	(619)346-4939	
<b>TED</b>	<b>RUTHERFORD</b>	Kathy	16051 Nelson St	Westminster	CA	92683	(714)841-2183	
<b>MAURICE</b>	<b>SARONI</b>	Sonja	6987 N. Oracle Rd	Tucson	AZ	85704	(602)297-2971	
Hank	Schnieder	Eileen	1400 Colorado St #C	Boulder City	NV	89005		
Richard	Schumacher		20739 Tomlee Ave	Torrance	CA	90503	(213)316-3332	
<b>PAUL</b>	<b>SHELTON</b>		417 Irondale Dr	El Paso	TX	79912	(915)584-1350	
<b>JAMES</b>	<b>SHOEMAKER</b>	Kathy	685 Mystic Way	Laguna Beach	CA	92651		
<b>ARTHUR</b>	<b>SPARKS</b>	Jen	1-61-82 Makado-cho	Naka-Ku,Yokohama	231	<b>JAPAN</b>	(045)621-1087	
<b>CHARLES</b>	<b>STARR</b>	Mary	7123 Willowbridge Cir	Houston	TX	77095	(713)859-9599	
<b>DON</b>	<b>STRAIGHT</b>	Ellie	59-449 PuPu Keo Rd	Haleiwa,	HI	96712		
<b>C.R.</b>	<b>Sullivan</b>	Carrol	2375 West 118th Ave	Westminster	CO	80234	(303)469-8057	
<b>ROBERT</b>	<b>THEIRIEN</b>	Julie	1313 Beachmont	Ventura	CA	93001	(805)650-0765	
R.E.(Tommy)	Thompson	Adeline						
Bruce (Bud)	Walter	-----	30856 Agoura Rd, D-1	Agoura Hills	CA	91301	(818)889-0454	
<b>ROBERT</b>	<b>WARNER</b>		P.O. Box 9	Brighton	CO	80601	(303)659-6195	
<b>ROBERT</b>	<b>WEIKART</b>	Pasty	17632 Chestnut St	Fountain Vly	CA	92708	(714)962-1042	
<b>ANDREW</b>	<b>WHITTLESKY</b>	Audrey	4168 La Venta Dr	Westlake Vil	CA	92708	(818)889-1743	

**NOTE:** All the names in capitalized bold print designate new members.  
All the names in bold print (not capitalized) designate new names on our roster.  
All the names in normal print show a change (spelling, spouse, etc.)

**REMINISCENCES**  
by Gene Newman



**R.F. Six:**

In the fall of 1964 I was flying military charters (MAC Flights) to Vietnam in Boeing 707-320 aircraft. Continental had a limited amount of these charters, since at that time we were not experienced overseas; our routes were over land, in the western half of the United States only. After flying to Saigon for about two months, my schedule showed a three day layover in Honolulu, so I invited my wife, Betty to join me there for those days.

During our first day together, I took Betty to the Ala Moana Hotel, and we had an afternoon cocktail together in their Beach Bar. As we were finishing our drink I noted that Mr. Six, his wife Audrey, and two high-ranking military officers were seated nearby.

As we were leaving, Betty and I stopped at their table just to say "hello". Mr. Six was quick to seize an advantageous opportunity, and introduced me to the general and his aide, stating that I was the most Junior Captain flying military charters for Continental. And, when I answered his question regarding my flying time as approximately 21,000 hours, his "sales pitch" was dramatically concluded! (NOTE: After those early days with one aircraft and seven crews, Continental's MAC Operation expanded to thirteen aircraft and more than sixty crews!)

**O.R. (TED) HAUETER:**

When Mr. Six asked his fellow President, TWA's Jack Fry for some help to bring Continental up to TWA's instrument flying capability, President Fry selected Ted Haueter, and "loaned" him to Continental. Ted has told me that, with the exception of Jack Weiler, none of the Continental pilots, then flying, could fly on instruments. In a short time Ted did so well in making the Continental Pilots completely "Instrument Qualified" that Mr. Six took Ted away from TWA and made him Vice-President of Operations.

Early in Ted's so-called "tour" he noted that a Continental Captain did not drink any alcohol during a social evening with their wives, because he was scheduled to fly in less than twelve hours. But Ted also noted that this pilot made frequent trips to the bathroom. So Ted made his own trip there, and discovered a half consumed pint of whiskey, hidden in the water tank. When Ted returned to the group, he advised that Captain that he had been removed from the next day's schedule, with the result that any drinking problems were eliminated from that day on....

A good many pilots hired after 1941 believe that Continental's Safe Flying Record is due to the high standards established by Ted Haueter, his Chief Pilot, Jack Weiler, and to the Captains of that Era.

**JACK WEILER:**

We've all heard about Jack wrestling with other pilots, and even about the time he cracked a couple of Pleggie's ribs. In the days we were being checked to learn if we were Captain material, Jack was a thorough check-pilot. Perhaps you didn't know that our Lockheed Lodestars had two flares which could be discharged separately to illuminate a place to land in an emergency. Hudspeth Airport, is about 35 miles east of El Paso. Jack has been known to ask, "How do you turn the lights on at Hudspeth?" The correct answer is, "There are no lights; I'll have to use our flares". And, along with many others I still know that Guadalupe Peak is 8,751 ft. above sea level, and that Franklin Peak is 7,176 ft. above sea level !!

Jack was an excellent pilot, and I remember his demonstration of how to make a course reversal, using what was then a new navigational aid--VOR. Under the hood, he made an 80 degree turn to right, a 260 degree turn to the left, and just as he was finishing his turn to the new course, the VOR needle was exactly centered. It was a great way to encourage professional instrument flying.



## REMINISCENCES



### JESS HART:

When I was hired, George Fry scheduled each new copilot's first trip with Jess Hart, the most senior Continental Captain. And after three intensive days of studying Continental Operating Rules, and the Systems and Operation of the Lockheed Lodestar, (Pleggie was our tutor), Gordon Klein and I were authorized to fly as copilots on the AM 29 to El Paso, and AM 43 to Tulsa.

After our weather briefing I was about to spend more than thirty minutes filling out the flight plan from Denver to El Paso, (with intermediate stops), including adding minutes for turns after takeoffs, for climbs to cruising altitude, for descents, and for circling to land, if the forecast wind at that landing airport made such a maneuver probable.

I guess that Jess had noted the excesssive amount of time that I was taking, for he edited my enroute times by saying, "It takes 25 minutes to Colorado Springs, 14 minutes to Pueblo, 15 minutes to over Trinidad, etc". Sure enough, when we arrived in El Paso, and I compared the actual times with his estimates, I found that they were right on the money.

Its important that I mention that Jess and his fellow pilots loved to fly: For example, on a night flight from Albuquerque to Pueblo, Fisher's Peak (near Trinidad) looked really beautiful in the moonlight. So superb, that Jess remarked, "It is a shame to take money for flying on a night like this".

### I.R. (OLEY) OLSON:

We all remember that Oley liked to make up his own jokes, and that he thoroughly enjoyed telling them to one and all. During a month's flying with Oley, his copilot would hear his entire repetoire, and if the same copilot flew with Oley the next month he usually would hear each joke for the second time, but Oley so savored his "storytelling" that usually we enjoyed them the second time also.

Two of Oley's jokes are as follows: When flying over Las Vegas New Mexico, Oley would say, "We are now flying over the Old Sante Fe Trail: In the old days the Indians would fly over the plains, but now the planes fly over the Indians". When enroute from Sante Fe to Albuquerque, Oley would say, "In the old days it would take an Indian, riding on a horse, three days to go from Sante Fe to Albuquerque. Now, with modern 200 miles per hour Lockheed Lodestars, it still takes an Indian, riding on a horse, three days to go from Sante Fe to Albuquerque."

### ALLEN P. (AL) SHELLY:

I had learned that Al Shelly was an aeronautical engineer, and former Chief Pilot, so I was very anxious to do a good job as copilot when I learned that I was scheduled to fly the morning trip to El Paso with such a professional, experienced Captain. On the flight I remember working very hard to maintain exactly 70 degrees carburetor heat, since we were "on instruments", with the outside air temperatures very near 30 degrees.

Before a movie that evening, I found that Al was a "regular guy", and, during the movie I relaxed so much that I fell asleep. From that time on, copilot trips with Al, (a true professional pilot), were an enjoyable and learning experience.

### ED CAMPBELL:

When Ed Campbell returned to flying, after Dr. Mumie performed that marvelous job on Ed's almost completely severed fingers, I was assigned as his copilot flying Air Transport Command C-53's (DC-3's) from Denver to Hill Field (near Ogden, Utah) to Sacramento. The winter of 1942-43 provided lots of weather, and Ed aptly demonstrated his mastery of the skies. We completed our trips in all kinds of weather, and, on one trip, I learned that even such an expert as Ed would turn around; (when we encountered a violent thunderstorm west of Winslow, and returned to Winslow to stay overnight, and continued on to Sacramento the next day). The weather had been so bad on the route via Ogden that we had gone on the alternate, longer, southerly route. It was great "instrument flying" experience.....



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*"You say you're going WHERE?"*

