



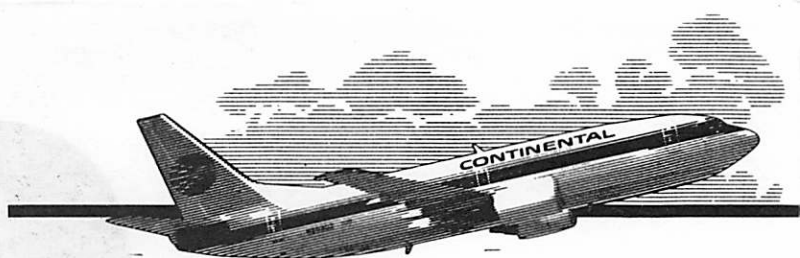
GOLDEN CONTRAILS

... 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. December 1991



A PRAYER

GOD, who has made all creatures for thine own glory and has destined all things of this world for the service of mankind, bless, we pray Thee, this machine built for air travel, that it may serve- without loss or danger- for spreading even more widely the praise and glory of Thy name, and for the quicker dispatch of the world's affairs, and may foster in the hearts of those who travel in it a yearning for the things above. Through Christ our Lord. Amen



CAPTAIN'S CORNER

December 1991

Dear Golden Eagles,

We visited -

We shared -

We enjoyed each others company, thanks to all of you for coming - IT WAS FUN!!! The planning and support group did a great job. The whole event of our Las Vegas Golden Eagles Reunion of 1991 was outstanding.

We dearly missed you folks that could not be with us in Las Vegas. We do want to see you, visit and have fun reminiscing over old times. Each year proves these are real PRIME TIMES. It's not too early to mark your calendar. We'll be at the Tropicana Hotel again next year on October 13th and 14th.

Golfers have suggested getting together just prior to October 13th. If that gets your attention please let us know.

Thank you - thank you - thank you to all those people who have brought us to where we are today. They have given us a stable platform to grow on.

There was an unknown author who said: "No one can reach everybody, but everybody can be reached by somebody." Keep in touch with us with your ideas, events and news items.

Warmest wishes for your Holiday Season and the coming New Year.

Sincerely,

Kalt



A Word from the Wise...

"You are as young as your faith, as old as your doubts; as young as your self-confidence, as old as your fear; as young as your hope, as old as your despair. In the central place of your heart, there is a recording chamber—so long as it receives messages of beauty, hope, cheer and courage, so long, you are young". (General Douglas MacArthur)

*It has been said that wisdom comes
from experience and experience from
the lack of wisdom.*

CO-PILOT'S CORNER



Hi Ladies,

Our Las Vegas 1991 Convention was very special. Thanks to all of you for coming and sharing in the fun. If for some reason you couldn't make it this year, we missed you and hope you will join us next October.

The Hospitality Room was very smoothly handled by Bud & LaVerne Battley and Bob & Kathy Hiemstra. Thanks to them and all of you volunteers - food and beverages were continuously enjoyed as we got in some heavy visiting. We have a wonderfully compatible group!

At our business meeting, Betty Curtis was elected our new Vice Chairman and Lois Olson is Secretary. I am looking forward to the three of us working together.

Mamie Didlake gave us an outstanding presentation on the History of Dolls. She makes Dolls and designs their clothing, shoes, bonnets and patterns. It was very informative, Mamie, and such fun to see all those dolls you brought. Thank you so much and the doll that was raffled added a touch of suspense - we all wanted to win her!

On behalf of all the Continental Wives I want to thank you Kathy Hiemstra and Wilma Worley for doing such a good job as our officers.

The Banquet had good food, lovely centerpieces, Merle Norman gifts for the ladies and speakers from our pilots group. Thanks to all of you who contributed in many different ways - it was very enjoyable!

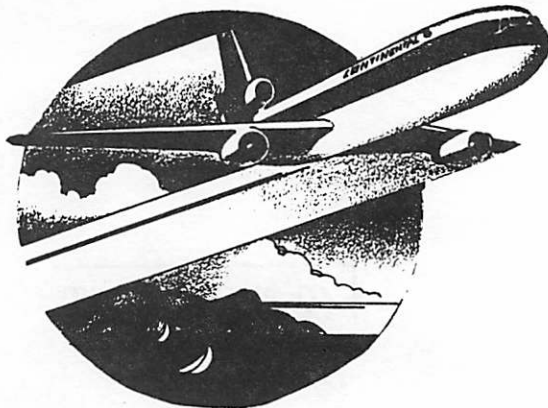
May your Holidays be rich with family, friends and good health!

Sincerely,

Alice Bylles



OFF-DUTY CREW CORNER



Dear Members,

Another great convention! Every year our attendance has been increasing and I believe it's safe to say that this year was one of our best turn-outs ever. We had an attendance of 138 for our banquet dinner. It was especially rewarding to see those of you who have been absent in recent years, along with new members, both active and retired, attend in such large numbers. What a great gathering of old friends and associates!

We invite all of you who were unable to attend to make a special effort to join us in '92 for our "20th" gathering of the Golden Eagles. I'm sure your efforts will be rewarded by a great reunion with old friends.

As your outgoing President, I would like to thank my board members for their suggestions and support throughout the year. Their help and efforts made this convention a success.

A special "THANKS" to Cathy Hiemstra and Alice Bybee of the ladies auxiliary for their work in program planning and making our hospitality room function so smoothly. Thanks to other members, both gals and guys whose donation of time and food were invaluable.

Support your new officers with your suggestions for ways to improve our club, such as convention programs, activities and news worthy items to publish in the Golden Contrails. It's up to the membership to inform our editors of their activities, trips, and any item of general interest to help make our publication of real service to our group.

HAPPY HOLIDAYS!!

Buel



*Off to the land of the
Kiwis and the Maoris*



November 15, 1991

Hi Everyone!

We were happy to see so many friends at this year's reunion. We missed each of you who couldn't attend and hope you'll be with us next year.

Forty eight women attended the Ladies' meeting. The following officers were chosen for 1992: Alice Bybee, Chairman; Betty Curtis, Vice Chairman; Lois Olson, Secretary. Our thanks to them for accepting these offices. Following the business meeting, Mamie Didlake presented an interesting program on the history of dolls and doll making. Thank you Mamie, for that excellent presentation and a special thank you for the exquisite doll you donated to the raffle. My thanks to Alice Bybee and to Wilma Worley who served with me this past year.

Bud Battley deserves a MEDAL for his patience with my questions and concerns. Lavern Battley, besides having a hand in making the banquet and business meeting programs, selected and shopped for the hors d'ouvres for our hospitality reception and helped to prepare and serve them. Thank you so much, Lavern. Thanks to those who donated the Honey Baked Ham and the nut breads. Thanks to Cynthia Aldendifer for the very creative poster for the doll raffle. Thank you Jean Hart, for the gorgeous flowers on the banquet head table. Thank you Alice Powers, for the gifts from Merle Norman. As always, they are great.

My thanks to all who helped in the hospitality room, preparing and serving food at the reception, "bartending", staffing the room between the meetings and the banquet and helping with clean up. It really is a joint effort and I think everyone helped at some time.

Thanks Bud, to you and your board for a great banquet. The food was delicious, the program enjoyable and the door prizes great. Our thanks to Continental Air Lines for their passes again this year.

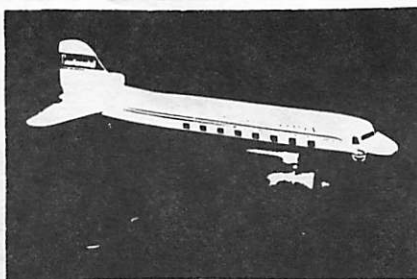
Looking forward to seeing you in Las Vegas again next year.

HAPPY HOLIDAYS!

Kathy Ziemstra



EDITORS' CORNER



THIS ISSUE

Thanks to our many postage contributors we are able to feature the Continental Air Lines Historical Society's DC-3 in color on the front cover, effectively illustrating Captain Norm McGowan's article. Since it cost no more to run the back cover in color at the same time, the DC-3 continues with the picture of Maggie (nee) Poth ready to welcome passengers aboard the "Blue Skyway". Emphasizing the close association which the DC-3 (and all of us) had with the Southern Desert and its border towns, we have included some nostalgic pieces reminiscent of those memorable times.

NEXT ISSUE

The next issue of *Golden Contrails* is planned for May, 1992. There is little to report during the intervening months, and the cost saving sustains the quality of the whole.

AFFILIATION

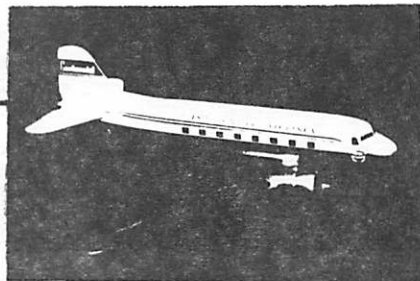
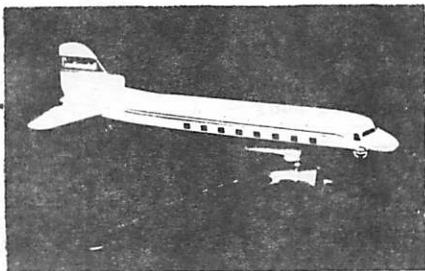
Golden Eagles is gaining recognition from our affiliated organizations, RAPA and ARECA. You will find a report on our input to the recent RAPA meeting by Bob Hiemstra and Jack Alley as well as a letter from ARECA President, Charley Brooks.

"A PERFECT SPY"

It seems, from "Jim Higby on Jim Higby", that he considers himself to be a rather mediocre fellow and wonders why we would be interested in an account of his pre-Continental adventures. Well, we can think of a few of his activities which have made him an outstanding contributor to the quality of our lives and the lives of others. He has been an outstanding Captain, a diligent representative for us to ALPA, ARECA, and our Federal Credit Union. He remains a companion in many collective and individual activities, even professional, even thoughtful, considerate and friendly, always with that shy little bit of droll humor. Thank you, Jim, for all of that and for your article!

MERRY CHRISTMAS, GOLDEN EAGLES, TO YOU AND YOURS!





CONTINENTAL AIRLINES

GOLDEN EAGLES

As a result of an item which appeared in an ARECA newsletter in early 1989, I became involved in the restoration of a DC-3 for the CAL Historical Society. The aircraft was ferried in from Florida and put in an old hangar next to the old Terminal at Houston Hobby Airport. This was right in the middle of Continentals maintenance base at Hobby, and with the support of Hobby Director of Maintenance Terry Kerber, we were able to have the aircraft ready to fly on June 14, 1990. Capt Jim Minor, President of the Historical Society and a Designated Pilot Examiner, requalified me that day and we departed for Hillsboro Airport at Portland Oregon at 6:40 P.M. On June 14. Jim took the HOV-ELP leg, then turned it over to me for the rest of the trip. We refueled at Palm Springs and Sacramento, and arrived at Hillsboro at 11:03, 27 minutes ahead of the deadline for the Airshow. The thrill of flying that old DC-3 after more than 25 years was something I'll never forget.

On our way back to Houston after the Airshow, we "blew a Jug" over Palmdale and had to land at Fox Airport just North of Palmdale. The folks at Fox treated us great and we were on our way again in two days with a new cylinder on the left engine. Lots of people came by to visit and see the DC-3 and offer help. It took us 16 hours to get to Portland and 5 days to get back to Houston.

During the next few months I flew trips to COS, DEN and CYS. Jim Minor, Tim Ruhl and Roy Sanches took trips to Oshkosh and Newark. We did a lot of local flying at Houston, and always took along CAL employees who wanted to ride, or FAA tower and approach control people.

In the spring of 1991 I took one trip to Wichita, Kansas in May. Other Pilots were then qualified on the aircraft and I didn't fly again until the end of August, when we took the last flight before the aircraft was to go to the Lone Star Museum in Galveston.

I feel that the last trip over the labor day weekend was very special, in that the entire crew was composed of retired or previous employees of Continental. With me on this trip was retired Capt Roy Sanches, ex flight attendants Maxine Capula and Norma Carlson, retired Maintenance Inspector Chick Sale, and retired station manager Jim Benton. All had either flown or worked the DC-3 in the 1950s, and all did a superb job for the full 6 days of the trip. We went from Houston to Minneapolis, (had an inflight wedding there), to Cleveland for the Labor day airshow. We flew promotional, sightseeing flybys and let a Russian IL-76 Pilot fly the DC-3. Back to Houston on Sept 3rd, with thunderstorms all the way from Little Rock to Houston. This was a great way to have my last trip on Continental.

Norm McGowan



Jim Higby on Jim Higby

(With credit to John Eisenberg
of the Baltimore Sun)

He's a background guy...a bit player
with a lovely wife. A guy you neither
cheer, nor boo. An inept athlete,
strictly minor leaguer. A vague
presence somewhere in the picture.
A face you see, but never notice.
A voice you hear, but never file.

Just another guy with no accent, a
mustache, and very little hair--
turning white. Watching and listening.

He comes and he goes and no one notices.
He'd make a perfect spy.



JIM HIGBY

Dick Grigsby, tracing the pre-Continental flying of Golden Eagles for a series the Golden Contrails, asked me to submit an article, preferably humorous, on how I became an AT-6 instructor prior to WW II. With this in mind I'll not get into:

Learning to fly while attending the University of Colorado along with such intrepid airmen as Norm Meyer.

Building time ferrying Cubs from Lock Haven, PA to Denver's Park Hill airport for Ray Wilson. With the reliable and accurate on board fuel gauge, a bent welding rod in a cork, it was easy to keep track of the 12 gallons of gas on this 1750 mile trip. The problem came in trying to find a place to refuel. Once I landed on an intersection of the Pennsylvania Turnpike and taxied up to the filling station there. On another occasion I landed on a baseball diamond to find that it was part of a home for retarded boys. For every fuel slip from an airport I had two from filling stations.

Flying out of the old Alexander field in Colorado Springs with such characters as Ross McCafferty, (later with Tex Rankins's Flying Circus), Tony Spann, and Jimmy Donahue, who walked on wings and jumped out of airplanes. Ted Haueter had moved on by this time.

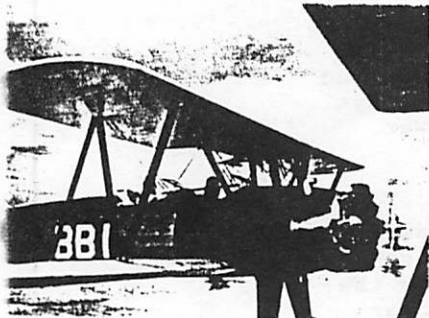
Getting a Commercial license and instructor re-rating at Ryan School in San Diego flying Ryan STs, SCs and a Stinson Reliant.

Instructing for Joe Plosser's Air College at Grand Central Air Terminal in Glendale while getting an instrument rating, flying Porterfields, a Fairchild 24, a Travelair and a Stinson O.

When Joe Plosser got the contract to train Royal Air Force pilots early in 1941 he drew mature, experienced instructors from all over the western part of the country. Although I was short on instruction time, and age, I was there, passed the checks and was hired. I was the only pilot with an instrument rating.

The school, British Bakersfield, was based at Kern County airport, with Stearman PT-17s for primary and North American AT-6s for advanced. We also had three Cessna twins expropriated from corporations, for what purpose we never found out. Later we received some Vultee BT-13s.

Initially we had several American volunteers with some flying time, generally from U. S. military schools, released for insubordination. They had a genuine desire to fly, and on graduation were assigned to a regular British fighter squadron, not to an "Eagle Squadron." Although we trained all pilots for Spitfires, some were assigned to Hurricanes, which were night fighters. British students offered different problems. Many did not know how to drive a car, so the correlation between throttle, engine speed and air speed became fundamental.





I was to have a vacation over Christmas and New Years of 41-42, but following Pearl Harbor, my boss advised that although I would get the vacation, I should be prepared to move on return. Armed with this I was prepared to issue an ultimatum to this pretty girl with the soft Oklahoma accent I had been dating for several months. Those stressful times simply overwhelmed the poor girl's better judgement.

THE MOON SHININ' THROUGH THE DEPLETED OZONE LAYER AND REFLECTIN' OFF THE OL' GREENHOUSE EFFECT - STILL WET WITH ACID RAIN - LOOKS MIGHTY PURTY TONIGHT, MISS LULU!

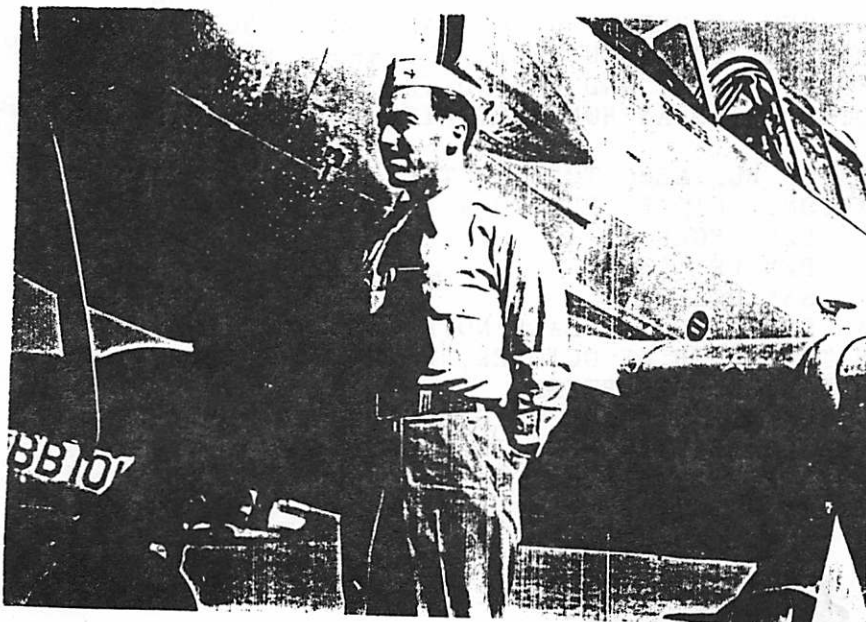


Kern County airport was transformed into a bomber base so we were moved to a postage stamp airport with high lines on both sides, of course, at Imperial, California. With the approach of summer, the planes, sitting out in the sun, became so hot we could be burned just by laying a hand on the skin. We flew a split shift from dawn to 10 A. M., starting again just before sunset to 10 P. M.

In June the school moved again to an excellent field built for us in Sweetwater, Texas. Along with some of the RAF people out of Terrell, we dedicated Avenger Field on July 4th. On August 10th, 1942 the last RAF class was graduated and a week later the U. S. Army came in and gave us all check rides on BT-13s. All the instructors were given the option of joining the RAF, the U. S. Army, or taking a release. About half went with the Ferry Command, some of us took the release to go with the airlines, and some lucky ones stayed on with the school, which became the WASP (women ferry pilots) school.

I like to say that Lou would not allow me to stay on with the school, but when Ted Haueter hired me, about September 1, we had no idea what the school would be doing.

Jim



"Marriage should be a duet
— when one sings,
the other claps."
— JAN MURRAY



GOLDEN EAGLES
REPORT BY SECRETARY, KEN ALRICK ON 1991 BUSINESS MEETING
IN LAS VEGAS, NEVADA OCTOBER 30, 1991

THE MEETING WAS CALLED TO ORDER AT 1000 HOURS BY PRES.
BUD BATTLE. MEMBERS IN ATTENDANCE: 59

DICK GRIGSBY PRESENTED A BEAUTIFUL CERAMIC GOLDEN EAGLE
AND ASKED THAT WE ACCEPT IT AS A VISIBLE SYMBOL OF THE GOLDEN
EAGLES. THE MEMBERSHIP ACCEPTED THE GRACIOUS OFFER AND APPOINTED
DICK AS CUSTODIAN.

GENE NEWMAN REPORTED ON HIS PROGRAM TO EXTEND HELP TO
WIDOWS AND FAMILIES OF DECEASED MEMBERS. HE REPORTS THAT SIX
OF OUR MEMBERS PASSED AWAY IN THE PAST 12 MONTHS. THEY ARE:

CAPT. BERT SADKIN CAPT. HENRY HOUGHTON CAPT. SAM BICKFORD
CAPT. NORM SIMMONS CAPT. STAN LEE HONORARY MEMBER DON WILSON

GENE NEWMAN NOMINATED DICK SCHUMAKER AS AN HONORARY LIFE
MEMBER. HE HAS BEEN VERY HELPFUL IN PASSING INFORMATION ALONG
THAT HE RECEIVES AS ARECA SUNSHINE CHAIRMAN. NOMINATION APPROVED
BY VOTE. GENE ALSO RECOMMENDED THAT DICK DAWS ALSO BE ACCEPTED
AS AN ASSOCIATE MEMBER. APPROVED BY VOTE.

JACK ALLEY REPORTED ON RAPA ACTIVITIES AND NOTED THAT HE
AND BOB HIEMSTRA WOULD ATTEND RAPA CONVENTION THE FOLLOWING
WEEK IN SAN DIEGO.

THE SLATE OF CANDIDATES FOR NEXT YEARS BOARD WAS PRESENTED.
OUR NEW BOARD AS ELECTED BY THE MEMBERSHIP IS:

PRES. WALT BYBEE
VICE PRES: MONT ROPER
SECRETARY: BOB HIEMSTRA
TREASURER: AMOUS CANN

GENE NEWMAN AND PETE LINZMAIER WERE APPOINTED NOMINATIONS
COMMITTEE MEMBERS FOR NEXT YEAR IN ADDITION TO THE BOARD OF
DIRECTORS.

JACK ALLEY NOTED THAT AMOUS CANN WAS STARTING HIS THIRD
TERM AS TREASURER, AND THAT HE HAS BEEN VERY INSTRUMENTAL IN
GETTING A NUMBER OF NEW MEMBERS. HE HAS ALSO CONVINCED
SOME OF THE PAST MEMBERS TO RENEW THEIR INTEREST IN GOLDEN EAGLES.
IN VIEW OF HIS EFFORTS ABOVE, AND BEYOND THE CALL, HE RECOMMENDED
AMOUS BE VOTED IN AS AN HONORARY LIFE MEMBER. APPROVED
BY VOTE.

THE LAST ORDER OF BUSINESS TO BE VOTED ON WAS THE SITE OF
NEXT YEAR'S CONVENTION. CITIES PUT TO A VOTE WERE:

LAS VEGAS
DENVER
SAN DIEGO

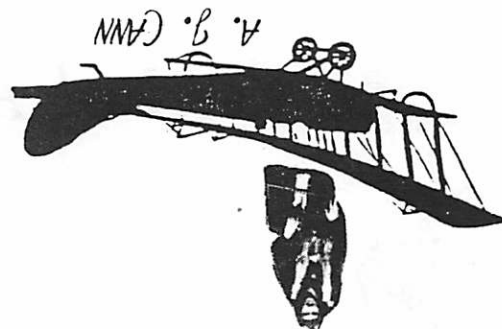
AGAIN LAS VEGAS WAS SELECTED. PLEASE NOTE ALSO THAT THE DATE
WILL BE EARLIER IN THE MONTH OF OCTOBER, WITH THE THOUGHT THAT
TRAVELING CONDITIONS MIGHT BE BETTER.

AFTER A REPORT BY JIM WALLACE ON HIS VIEWS ON CONTINENTAL'S
FUTURE AND ON EQUITABLE (BETTER NEWS THAN LAST YEAR), THE
MEETING WAS ADJOURNED AT 12:15 P.M.



Ken Alrick
KEN ALRICK
SECRETARY 1991

KITTY KORNER



GOLDEN EAGLES

FINANCIAL STATEMENT

JAN. 1, 1991
INCOME TO 9/1/91
TOTAL CASH AVAILABLE
DISBURSEMENTS

FISCAL YEAR

6,714.64
2,280.92
8,995.56
2,502.05

BALANCE ON HAND AS REPORTED 8/31/91

6,493.51

INCOME STATEMENT:

RECEIPTS

MEMBERSHIP DUES

\$2,400.00

POSTAGE FUND

\$559.00

LVS CONVENTION

\$4,438.00

TOTAL INCOME SINCE 8/31/91

\$7,397.00

TOTAL CASH AVAILABLE

\$13,890.51

DISBURSEMENTS:

GOLDEN CONTRAILS

\$521.00

LVS CONVENTION

\$4,928.25

TROPICANA 1992 DEPOSIT

\$250.00

TOTAL DISBURSEMENTS

\$5,699.25

ENDING BALANCE ON HAND 11/17/91

\$8,191.26

A.J. CANN TREASURE

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

DUES \$_____

POSTAGE \$_____

MEMBER'S NAME_____

STREET_____

CITY & STATE_____

ZIP_____

1991 DUES \$20.00 1992 DUES \$20.00 MAKE CHECK TO "GOLDEN EAGLES"
MAIL TO

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

NICE JOB,
SIR!



COWABUNGA!



POSTAGE FUND CONTRIBUTION AFTER SEPT ISSUE GOLDEN CONTRAILS

ROSE JOHNSON

GARY WILSEY

GLADYS PARKER

JOE MULLINS

GENE NEWMAN

PEGGY WILSON

JACK ALLEY

LOU CUTHBERTSON

DON BALLARD

JIM McNULTY

BILL LAUGHLIN

LEM BELL

S. LEE SMITH

DICK McCOY

B. CARPENTER

MARLAN GAMBER

JAY WORLEY

JACK DANIEL

BOB RAWLS

PLEGGIE

JIM HIGBY

GENE HERSCHE

JOHN HODGE

RIP RIPPY

HAL HUNDLEY

ROLLIE OLSON

HAL SPORES

WALT BYBEE

PEGGY CARPENTER

BILL HART

BUD WALTER

BOB WENHOLZ

JACK THOMPSON

JOHN BENDER

JERRY DIXON

IKE EIKMEIR

BOB GLAU

FRANK RHODES

WALT HONAN

DICK HUGHES

JOE ALDENDIFER

CHERYL BUCKLER

RAY DURDEN

DICK GRIGSBY

Wayne Fisher

Irma Janczarek E.B. Lynn

AMY McCOY



Retired Airline Pilots Association

November 18, 1991

To the GOLDEN CONTRAILS:

The 1991 meeting of the RAPA Board of Directors was held on November 4th and 5th in the Omni Hotel, San Diego, California. Jack Alley and Bob Hiemstra attended as delegates from the Continental Golden Eagles. Jack and Jean Alley also served as managers of the meeting (business meeting rooms, hospitality room, the bar, banquet, banquet entertainment, etc.) and did a truly wonderful job.

The meeting was a learning experience for both Jack and Bob re: the make-up, operations and goals of RAPA. For instance, we at Continental now know that RAPA is presently made up of retired pilot groups of the following airlines:

Airline Group	No. Members
Braniff	573
Continental	175
Frontier	254
Flying Tigers	220
Hawaiian	77
National	190
Northwest	424
Republic	425
Seaboard-World	87
Transworld	1550
United	2000
USAir	<u>320</u>
Group Total	6295

There are also 400 associate members, bringing the total to 6695. Additionally, RAPA is trying to recruit the retired groups of American and Delta.

As for goals, President Mike Ferrara (retired Braniff) stated

that one long term goal of RAPA is to obtain pass privileges from all active Part 121 carriers for all bona fide retirees of all other Part 121 carriers, past and present.

President Ferrara's statement was made in response to the Continental delegation's request for "all information available from other members of RAPA re: methods of retaining identities and benefits in the event of merger and/or take-over."

In further response to the Continental request, Bill Brewer (retired Republic/Northwest) submitted the following resolution, which was passed unanimously:

Resolved that the RAPA President use all best efforts to seek recognition by all ALPA represented Part 121 carriers of all bona fide retirees of all other Part 121 carriers, past and present.

The next Board of Directors meeting will be held next fall in Sarasota, Florida.

R. HIZMSTRA
J. ALLEY

November 14, 1991

To All Golden Eagles, their spouses, and members of the Golden Eagles Auxillary:

Marge and I want to express our most sincere thanks to all of you for sharing with us you fun filled meeting in LAS. We enjoyed every minute ever so much. It is a real pleasure, and honor, to reminisce with those who made us all "Feel The Difference Pride Makes".

ARECA is proud to be associated with the Golden Eagles. You are a GREAT group!!!



Most sincerely,

Charlie

Charles E. Brooks
President

Editors' note: See ARECA application with enclosure.

audrey meadows six

October 30, 1991

Dear Bud,

I am sure you got the word from Johnny Bender as to why I could not be with you at the convention in Las Vegas. I would have been very proud to speak to your group, but the more that I thought about it, the more difficult it became for me. Although five years have gone by, I still find it very hard to speak publicly about Bob.

I am sure you know that of all the many groups at Continental, Bob always felt closest to the pilots. You all were his favorites, and he admired each and every one of you. We had great times riding in the cockpit on the MAC flights, which made me realize how close he felt to you all.

I am sure you had a very successful convention, and I wish you all the best.

Sincerely,

Audrey Six

A SPANGLISH CHRISTMAS

'Tis the night before Christmas, and all through the casa
not a creature is stirring. ¡Caramba! ¿Que pasa?

The stockings are hanging con mucho cuidado
in hopes that San Nicholas will feel obligado
to leave a few cosas aqui and alli
por Chico y Chica, and something por mi!

Los niños are nestled all snug in their camas,
some in camisas and some in pyjamas,
their little cabezas all full of good things,
todos esperan que Santa will bring.

While Santa is down at the corner saloon,
muy borracho since mid-afternoon;
y Mamá is sitting beside la ventana,
shining her rolling pin para mañana

When Santa will come en un manner extraña,
lit up like the star on the mountain, ¡Cantando!
Y Mamá le manda to bed with a night.
Merry Christmas a todos, y a todos, Goodnight!

BUENOS DIAS Silent Night, Holy Night EDUARDO Y HUTCHINSON





GONE WEST:

B.J. ANDERSON: Dec. 4, 1991, after several brain tumor operations.

ILLNESS/SURGERY:

E.B. (SWEDE) LYNN: Was in hospital with "bad legs".

JOAN BARNWELL: Surgery on right arm--recovering at home.

WALT HONAN: Transurethral resection of the prostate (diagnosis of cancerous tissue following surgery). Radium treatments are successful.

PEGGY CARPENTER: Following her massive heart attack, Peggy spent two months in a hospital and one month in a Board and Care Home, and is now recovering at home.

THIS'N THAT:

One hundred and thirty-eight Golden Eagles, Wives, and Guests attended the Banquet at our Annual Meeting in Las Vegas. A GREAT TIME was had by all, highlighted by KATHY HEIMSTRA'S Hospitality Room that was seemingly open all day and night. LA VERNE BATTLE gets credit for a list of "Business Meeting Agenda", and a for the "Banquet Program" which was another outstanding feature!

LENORA CORBETT was very pleased to receive a Plaque honoring our Founder, GEORGE CORBETT.

Placques, commemorating this year's retiring pilots, were awarded to BOB GLAU, VIRG HEMPHILL, AND WAYNE CASE.

JOE ALDENDIFER, JIM HIGBY, AND ANONYMOUS contributed the "honey-cured ham" for the first evening's sandwiches in the hospitality room.

KATHY HIEMSTRA was all smiles when at least 40 or 50 Golden Eagles showed up for juices, coffee, Danish, nutcake, etc. at the hospitality room each morning of our Annual Meeting.

Attendees from the most distance were BOB HIEMSTRA AND KATHY, and HAL HUNDLEY (Florida), and GEORGE CRAMP AND ELLIE, DON STRAIGHT AND ELLIE, and VIRG HEMPHILL AND JENINE (Hawaii).

JIM HIGBY AND LOU left before the Banquet because of illness in the family, and there were a few "no-shows" because of illness, including the CUTHBERSONS AND ALICE POWERS.

DON BALLARD AND BETH, CHUCK SULLIVAN AND CARROL, AND AMOUS CANN AND LAVERNE met in St. George, Utah for their "Second Annual Golf Tournament" before our Annual Meeting--the trophy winners have not yet been announced.

BOB WENHOLZ AND MARY flew their Cessna 182 to Las Vegas for the Convention. BOB flies into Baja California once a month for the Flying Samaritans, and MARY accompanies him occasionally. BOB has missed a Flying Samaritan monthly trip only three times in the past five years!

FRANK IMBODEN AND CHRIS have a pet turtle, that their daughter brought home many years ago. They named him "Harvey", and he became a household pet. Later on, "Harvey" laid some eggs, but they still call her, "Harvey". In the winter time they put "Harvey" in a box in the basement, and they forget about her until spring! (The turtle is hibernating).

Along with the other guests on a cruise ship from Juneau to Vancouver, Catherine and Joe Martina were greatly entertained when the comic coaxed ALICE POWERS to come up on stage to be his "assistant". ALICE'S shipmate, Inga, crawled nearer to the stage to get a photograph of ALICE, and she provided extra entertainment in her efforts to be "inconspicuous".

BOB THERRIEN recently mailed a Golden Eagles Membership Application to 317 members of the Gee Bees. They are a group of current and former Continental Pilots, and at least 19 of them became members of the Golden Eagles as a result of BOB'S initiative and interest. Many thanks, BOB!

Our Treasurer, AMOUS CANN, reports the following new members for 1991: MARLAN GAMBER, LARRY RAY, DICK BOOTH, AL TIMMS, CARL RODGERS, MO SARONI, BOB WEIKART, LEE EDMONDS, DICK LANE, TED RUTHERFORD, JOHN REID-GREEN, DAN DOWING, DOUG SELBY, BILL LIVELY, ROBBIE ROBBINS, VIRG HEMPHILL, JERRY DIXON, JIM MICHAELS, ART SPARKS, KENNETH LAKES, MAX MEINEN, BOB WARNER, LEE MEYNERS, DAVE PERRY, DON STRAIGHT, MARTY FEDIGAN, GUY CASEY, WAYNE CASE, JERRY SCHOFIELD, GEORGE THOMPSON, DICK ENGLE, DENNIS O'BLOCK, STAN ZIMMERMAN, CAL MARCONTELL, STEVE HANE, MIKE BERNARDO, DON BURROUGHS, BILL SMITH, HARRY PARKER, PAUL SHELTON, JIM LOSEY, GEORGE MURPHY, BLAKE LAMAR, TOM BOHAN, GEORGE HEMMINGER, BILL LEEPER, HAL ROSS, WALLEY LEO, BOB THERRIEN, JAMES SHOEMAKER, JOE MULLINS, DOUG MERZ, NORMAN MCGOWAN, CHUCK CHEELD, BOB WALKER, HANK OVERTON, RUSS KINCAID, TOM ROWAN, AND DICK PEKRUL. WELCOME NEW MEMBERS !!!

New Honorary Member in 1991 ...DICK SCHUMACHER.

New Associate Member in 1991...DICK DAHSE.





THIS'N THAT: (Continued)

At our Banquet in Las Vegas, VIRG HEMPHILL stated that only one pilot was responsible for Continental's acceptance of his bid for a Flight Engineer's position. In fact a group of eight signed an "out-of-court" agreement that would allow any retired pilot to bid Flight Engineer. Those eight pilots were KEN ALRICK, JOHN BLACKIS, AMOUS CANN, DICK GRIGSBY, CLYDE HAMMONDS, BOB HIEMSTRA, GENE NEWMAN, AND JAY WORLEY.

The Continental Pilots now flying as Flight Engineer include TOM BOHAN, DAVE CLOUGH, JIM FERRIS, JOCKO HARRIS, FRED HEIL, VIRG HEMPHILL, BOB LACY, GENE LAMBERT, LEE LIPSKY, WALTER LOFLIN, AND MONROE MATHIAS.

HAL HUNDLEY sent a list of ex-Continental Pilots who are with the FAA: (Seattle) JIM BAUER (retired Sept. '91), PAUL DYER, JIM McDONALD; (Portland) PHIL BRAWER; (Fresno) DICK HAGUE, DICK TABOR; (Los Angeles) JOEL DANIEL, STEVE GRIMES, EVAN WOOD, WALT BLORE; (Long Beach) CARL MALONE; (Denver) AL WESTBROOK; (Helena) KEN KANTOLA; (Oklahoma City) ED COX. KILBY SNELL; ((Houston) SID ALEXANDER; (Pittsburgh) HAROLD SIMPSON; (Minneapolis) MS. LORI KILLOUGH (formerly LARRY KILLOUGH), JOE MASINI; (Washington, D.C.) BUD DONNER; and (Miami) HAL HUNDLEY.

ROLLIE OLSON has just started flying DC10-30's for Korean Air.

DICK GRIGSBY AND SUE attended the 3rd Annual Waco Reunion at Santa Paula Airport recently. They were sitting at lawn tables, watching the antique birds arrive, and DICK almost fell from his chair in amazement when he noted that the registration number of a classy 1941 Waco UPF-7 identified it as the same one that he had flown as a secondary flight instructor in 1941... DICK had flown NC 30140 almost 300 hours, teaching "Civilian Pilot Training" (CPT) students at the old TWA auxiliary field in Kingman, AZ. The present owner, Ralph Baxter (a retired WAL Captain), took DICK up for his first flight in a Waco UPF-7 in 50 years!

MARK SCHELLENBERG helped HARRY HANSEN put some new ribs, etc. on his 1928 "Eagle".

JANE FANNIN has sold her house and has moved to a condominium.

In addition to the Cessna Citation 3, HAL ROSS flies a DC-9, and Helicopters for "The Hoffman Company".

PAUL SHELTON is flying the Boeing 737-300. The electronics and auto-pilot are so sophisticated that the Boeing will correctly enter a holding pattern, if only the inbound course of the holding pattern is typed for the flight director. The Boeing will also cross a fix at the commanded altitude. Maybe a robot in the cockpit is not so far fetched, after all....

RALPH EIKMEIER did a good job helping Ken Alrick with recording everything at our business meeting.

JEAN HART, PEGGY WILSON, CHERYL BUCKLER, AND IRMA JANCZAREK have written to say that they really like our "Golden Contrails".

RED STUBBEN is part of the group who knew that FOSS BURNS usually flew a direct course, even if it meant deviating from the Airway. According to RED, somewhere between Denver and Los Angeles, passenger FOSS sent up word to the cockpit, asking where they were, as he didn't recognize any of the landmarks below. The answer came back from the cockpit (BOB WAMPLER AND JOHN DESHURLEY), "How would you recognize anything, FOSS, we're on course"!

In the MAC days, Bill Boyd, (Vice-President in charge of MAC Flying), greatly disapproved of any irregularity that interfered with the schedule of his trips. A non-scheduled stop for fuel would be intensely scrutinized, and MAC Pilots were aware of his personal interest. Bill Boyd had noted that many pilots were bringing planks of monkey-pod on cargo flights that were empty returning to the mainland, so he ruled that only purchases that could be carried in our clothing bags could be carried home by MAC Crews.

GEORGE CORBETT noticed that his monkey-pod plank had been removed prior to taking off from Kadena, Okinawa. On inquiry, the Station Manager (with Bill Boyd standing next to him) advised that Mr. Boyd had ordered it to be removed. With no hesitation, GEORGE looked at his flight papers for a minute, and then stated that, on the basis of the forecast strong headwinds, he would have to make an enroute stop at Anchorage for fuel, before proceeding to Travis Air Base; (an approximate four hour enroute delay). Very quickly Bill Boyd ordered the Station Manager to put GEORGE'S monkey-pod plank back on the empty aircraft! (17)



REMINISCENCES

Your editors have begun "Reminiscences" with the hope that our readers will enjoy remembering the "good old days", and that they will send in some of their own fond memories. We are happy to publish the following, "Those Were The Days, My Friend" mailed to us by "Captain Anon".

THOSE WERE THE DAYS MY FRIEND

Ground school in a small room in the corner of Hangar 6..Don Wilson, a DC-3 manual and a Link Trainer lurking in the back.

Dih dah..dah dit..signals from some place that say over and over again, "You're lost, ain'tcha?"

A Denver crew going to Miami with a \$50,000.00 check to pick up a surplus military DC-3. Where did the Company get all that money?

Denver to Kansas City with 11 stops..21 minutes per leg.. a sack of mail off, a sack of mail on.

Buzzing the runways at Trinidad and Raton to scare the deer off before landing.

The sheer luxury of the Minneapolis Honeywell gas heater, after struggling with the steam heater.

Box lunches and cold coffee.

Convair dilemma..use carburetor and wing heat and lose altitude or take your chances when flying over La Veta Pass?

Oley getting some "hood time"by pulling those bushy brows down over his eyes.

Start all engines on the DC-6 without a backfire, and you were on your way to having a grand trip.

Nothing like the DC-7 when everything was working..including the engine analyzers!

Never got over the awe struck feeling when looking back at the flexing wing of the 320, and those big hummers hanging from it.

Trying to level off at assigned altitude in a 720 without going weightless.

Was the cockpit on the Viscount an afterthought?

The sum of experiences in all these airplanes helped one appreciate that technological marvel, the DC-10.

Breaking out on top on a moonlit night was enough to make a poet out of a peasant.

Then the last flight..a highly emotional experience..Best wishes from fellow pilots, flight attendants, mechanics, controllers, and some thoughtful amenities from a caring, generous airline.

WE THOUGHT THOSE DAYS WOULD NEVER END.

Captain Anon

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