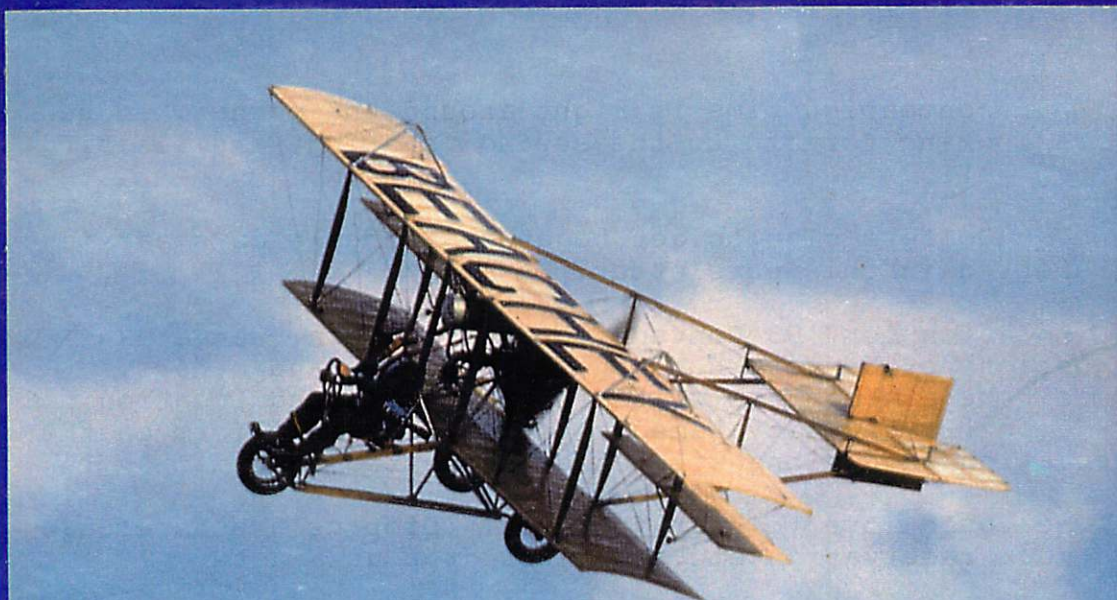




GOLDEN CONTRAILS

... and oft' the setting sun is pleased to trim the clouds with molten sails,
and lace the way of passing jets with golden condensation trails. September 1992



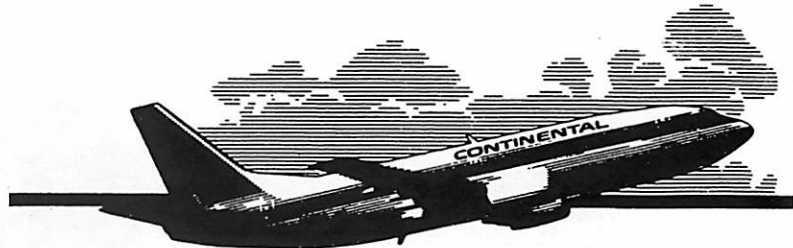
"Little Looper," a 1914 Rotary-powered Pusher Biplane, Looping the Loop, Doing the Turkey Trot, the Ocean Roll, and the thrilling Dive of Death!

Photo courtesy EAA

MUSEUM
OF
Flying

Continental





CAPTAIN'S CORNER

September 1992

Nairobi Room - (Hospitality Suite)

Acapulco Wing

Tropicana Hotel - LAS

October 13th & 14th, 1992

Dear Golden Eagles,

Our convention time is right around the corner. Indeed we are looking forward to the seeing, sharing, and visiting with you all.

The Golfers plan to get together a couple days earlier, as reported in this newsletter.

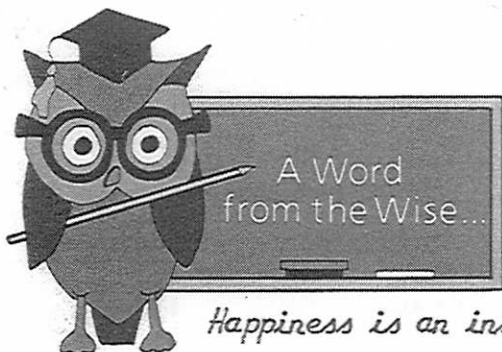
Location for '93 Convention is a concern. We've had suggestions of Denver, Houston, San Antonio and others. Please take a moment to write in your preferred location or mark a box by the city named. You'll find this form on the reservation page along with other requested information.

We would love to hear from you. Drop us a note along with your reservation etc., or just drop us a note.

As a suggestion, please do it early, so as to help Amos side step the log jam of paper work at the last minute. See you in Las Vegas!

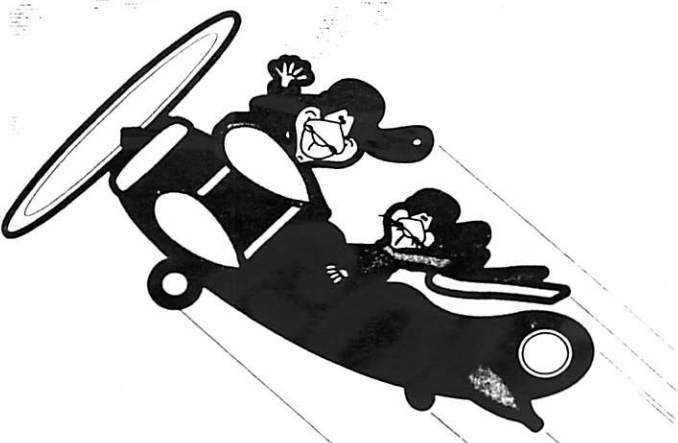
Sincerely,

Walt Bybee



*"You can only
hold your stomach in
for so many years."*

—BURT REYNOLDS



CO-PILOT'S CORNER

September 1992

Hi Ladies,

The Nairobi Suite of the Tropicana Hotel in Las Vegas will once again be our gathering place. Hope you have all marked your calendars for October 13th & 14th.

The sign up sheet will be waiting for all you good volunteers. Those of you that brought homebaked goods last year, they were so good. Wanna do it again? We'd love it! Even if you didn't bring any last year but feel like it this time - we'd still love it!!

Our Ladies Meeting will be on the 14th in the Hawaiian Rooms 3 & 4 at 10:30. Luverne Alrick has agreed to be our speaker, thank you so much Luverne. After the meeting, Lunch will be served during which time we will enjoy an informal fashion show.

The Luncheon Menu is: Island Fruit Cup
Cobb Salad - Rolls
Sacher Torte
Coffee, Decaf or Soda

If anyone has a dietary problem please drop me a note and a substitute dish will be arranged.

Looking forward to seeing you all soon.

Sincerely,

Alice

Alice Bybee

Food for Thought

If you had a Bank that credited your account each morning with \$86,400 which carried over no balance from day to day, allowed you to keep no cash in your account, and every evening canceled out whatever part of that amount you failed to use during the day, what would you do? Draw out every cent, of course.

You have such a Bank. Its name is TIME. Every morning it credits you with 86,400 seconds. Every night it rules as lost whatever of this you have failed to invest for good purpose. It carries over no balance and allows no overdraft. If you fail to use the deposit, the loss is yours. There is no getting it back, no drawing against tomorrow. INVEST YOUR SECONDS WISELY.

Valley of Nashville, Orient of Tennessee
Scottish Rite News Bulletin



LITTLE LOOPER

Lincoln Beachy's aeronautical masterpiece, *LITTLE LOOPER*, is now on display at the SANTA MONICA MUSEUM OF FLYING, where it is kept operational, as are most of the museum's classic aeroplanes!

GROUP THERAPY

The poem, *GROUP THERAPY*, comes to us courtesy of the MAUI SERENITY GAZETTE.

STEAM HEATER

The contributor of the article on the steam heater wishes to remain anonymous. The accompanying picture is for emphasis only, although it has occurred to us that the pretty hostess might be responsible! Norm McGowan and Bud Battley contributed the Army Air Corps specs.

SPACE CAMP

The *SPACE CAMP* article is the work of young John Roche, son of Mike Roche who is on leave of absence from Continental and President of The Roche Constructors in Greeley, CO. John, now age 11, accompanied one of your editors from Greeley to Oshkosh '91 in 1932 WACO UFG, NC18613. John is active in scouting, soccer, music, water sports, fishing and aviation. He is an outstanding student and a "Young Eagle" member of the Experimental Aircraft Association. We are hoping that Mike and Ann will join Golden Eagles when he attains age 50 and in any case join us at Las Vegas in October.

INFORMATION FOR WIDOWS

You should know that Gene Neuman, Chairman of the Widows' Aid Committee, keeps continuously updated information in his computer storage file. This information is immediately available upon the death of one of our members.

MEMORABILIA

We thought you might enjoy seeing the pictures of Al Shelly, George Cramp, Norm Meyer and Tim Collins (deceased) at work on their hobbies in 1947. The picture of "Oley" is from an early El Paso newspaper. Otis Massey ponders (at age 79) how it was in Fort Collins in '41-'42. Among his flight instructors and students were Continental Pilots: Gene Neuman, Harry Taneyhill, Jack Painter, Dick Grigsby, Gandy Klein, Harlan Mitton, and Morgan DeKalb. Instructor Bob Bean retired on NWA, Don Birlew on UAL. There are many others whose careers must have been interesting. We welcome any information you can provide.





ODE TO A GREEN PAPER NAPKIN

by Timmie, age 9 months



O wondrous thing! Thou pleasest greatly all my feelings,
baby-sensitive as they are to texture, sight and sound.
Thou hast no weight to take thee suddenly away
from my fumbling, pudgy-fingered grasp; and with
the wetness of my mouth I soften thee quite easily,
and push my fingers through thy unresisting self.
Thou tasteth not.

Thy brilliant hue holds my wondering eye,
changing depth in thy every fold and wet place.
O napkin, how I love thee!
Thou art greater in thy teachings than my plastic cookies,
more comforting than my teddy.

What uses I would put thee to if only I knew how.
How I wish for a whole pile of thee to play with.
O green paper napkin, I love thee, I love thee!

..... trails off into soft, gurgling sounds ...

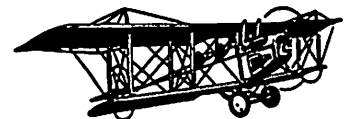
R. S. Grigsby

GROUP THERAPY

I thought it was me; I was shown it was you.
I thought I could watch; I was told I should do.
I swore it was darkness, but you said it was night.
I felt so alone, and you held very tight.
I cried out my lies, and was given the truth.
I doubted your love, and was given the proof.

I said, "But, why me?" And you said, "But then, who?"
You had given your hand. That's the least I can do.

**"Nature didn't make us perfect
so she did the next best thing . . .
She made us blind to our faults.!!!"**



OX5 NEWS

SLKMS



Retired Airline Pilots Association

Denver's colossal airport

by Denis Searles
Associated Press

DENVER — Cresting a low ridge on the rolling prairie northeast of Denver, the green wheat fields suddenly give way to a vast level sweep of bare-earth horizon alive with heavy construction equipment.

It is the new and controversial \$2.7 billion Denver International Airport, covering 53 square miles, twice the size of Manhattan Island.

Nearly 10,000 workers are on the site as construction peaks this summer.

The new airport is the largest ongoing public-works project in the nation and second in the world only to the "chunnel" that will connect England and France beneath the English Channel, says airport spokesman Chuck Cannon.

Inside the construction perimeter the terrain is a moonscape, with pyramids of aggregate and rows of plowed clay resembling bleak lunar peaks and ridges.

The massive scale of the project dwarfs giant construction cranes that appear like tiny praying mantises hovering about the Jeppesen Terminal and three concourses marching away to the north at quarter-mile intervals.

The rolling prairie has been planed to table-top level for runways and taxiways. An estimated 110 million cubic yards of earth will be moved — leveling hills and ridges, filling valleys and ravines — enough earth to fill a 10- by 30-foot ditch stretching from Denver to New York City.

Airline passengers will be whisked by electric-powered subway train in less than five minutes from the main terminal to distant Concourse C. The train's capacity will be 6,000 people an hour. There will be 12,000 covered parking spots for automobiles.

Five runways are to be in operation when the airport opens in October 1993. A sixth will open the following year. In all, 12 runways are envisioned when the airport is fully developed and capable of handling a projected 110 million passengers a year.

Despite the impressive figures, there remains a strong movement to stop the project.

Opponents say the present Stapleton International Airport adequately fills Denver's present and future needs. They have given the project nicknames such as Denver's Field of Dreams, the White Elephant of the Plains and Federico's Folly in memory of Denver's ex-Mayor Federico Pena, who was a guiding force in launching the enterprise.

In 1989, 63 percent of Denver's voters gave their blessing to the new airport, at that time carrying a price tag of \$1.7 billion.

Then came setbacks.

Financially stricken Continental Airlines, which with United Airlines is one of the Denver airport's chief users, backed off from the 32 gates it originally agreed to use. Continental signed for 20 gates for five to 10 years, rather than the originally planned 20-year lease.

Standard & Poor, the nation's leading bond-rating agency, dropped the Denver airport bonds to a BBB-minus rating — its lowest investment grade rating — after Continental declared bankruptcy and United still had not signed any agreement for the new airport. The rating was upgraded to BBB when United signed on early this year.

In June, Denver aviation director George Doughty resigned unexpectedly just when construction was hitting its highest level.

Denver businessman Gary Oakley, chairman of the Concerned Coloradans Association that opposes the new airport, said opponents especially dislike the distance the new field will be from downtown Denver — 28 miles, compared with Stapleton, which is seven miles away.

"It will involve 800 million more miles driven per year in the Denver area in a rarefied (high altitude) atmosphere, and the inconvenience and time involved is just not practical," Oakley said.

He said it's not too late to stop the project.

The Air Transport Association, the Washington D.C.-based trade group for the major airlines, early on said there was no need for a new Denver airport. The ATA cited shrinking traffic at Stapleton and said it anticipated that the new airport's passenger costs would be "extraordinarily high."

"Things have not improved since then. Domestic air travel has

been flat for five years," said Bill Jackman, vice president of the association.

United Airlines chairman Stephen Wolf, whose airline has contracted to use 42 gates at the new airport, recently toured the site. He was pleased with the airport's design but noted United may land fewer planes there than it has at Stapleton.

Late last year, Denver City Auditor Bob Criddle said the new airport may be too costly for air travelers to use, with per-passenger costs possibly rising to \$21.11. United has said the airport won't work economically if those costs rise above \$20 a ticket.

The national per-passenger average is \$5 to \$8.

Denver also lost its battle with nearby Front Range Airport to attract major air cargo carriers. Airborne Express, Emery Worldwide, Federal Express and United Parcel Service all signed letters of intent to use Front Range after Stapleton closes.

However, the impressive project forges ahead.

Airport spokesman Cannon said the basic design follows that of Atlanta's new airport.

"One mistake at Atlanta we corrected," he said. "The concourses at Atlanta were too close to each other. Two 747 jumbo jets can't push back at the same time (from neighboring concourses) at Atlanta. Here, we left enough room so not only can two 747s push back at the same time, but also taxi both ways at the same time."

Cannon also said the new field is "the world's first all-weather airport. We will be able to operate as well in a blizzard as Stapleton can on a sunny day."

The FAA says to land simultaneously on parallel runways when visibility is reduced by rain or snow, they must be 4,300 feet apart. Stapleton's are about 1,600 feet apart.

"Out here," Cannon said, "all of our runways are at least 4,300 feet apart. We can still land 90 planes an hour in a blizzard," 10 more than Stapleton can land in perfect weather.

10/13 - 10/14:
10/19 - 10/23:

GOLDEN EAGLES (CAL) CONVENTION/REUNION
TROPICANA HOTEL, LAS VEGAS, NV.
RETIRED AIRLINE PILOTS' ASSN. (RAPA) CONVENTION/REUNION
HYATT RESORT HOTEL, SARASOTA, FL.

HEATING AND VENTILATING SYSTEM.

A steam type heating and ventilating system is installed in early aircraft. A hot air type system is installed in later aircraft. Heat is supplied to the crew compartment and to the main cabin area.

STEAM TYPE SYSTEM.

The steam type system, with heat source from the right engine (figure 4-1), consists of a boiler, a water supply tank and filler neck, a pressure gage, a pressure regulator, a pressure relief valve, two air eliminators, one steam trap, a shutoff valve, a radiator, two windshield defrosting shields and necessary scoops, lines, ducts, outlets, controls and control linkages. In operation, the water flows from the water supply tank to the boiler. In the boiler, the water is converted into steam by heat from the exhaust gases. The steam passes into the radiator through the steam supply line. In the radiator, the steam is condensed into water again by transmitting its heat to the air passing through the radiator to the heater ducts; the resulting condensate flows through a steam trap in the fuselage adjacent to the radiator and back to the boiler. Two automatic air eliminators provide vents for elimination of air in the system and remain closed after the air has been expelled. The steam supply between the boiler and the radiator is tapped by a pressure balance line which is connected into the water supply tank and incorporates a steam pressure regulator that maintains 25-psi pressure in the water supply tank. The pressure drop created in the supply line by the steam condensing in the radiator allows the water to be forced into the boiler. A safety relief valve in the steam supply line prevents the steam pressure from exceeding 45-psi pressure should the steam pressure regulator fail to operate properly. A pressure gage is incorporated in the top of the water tank, or, on some aircraft, adjacent to the radiator. The water in the steam system drains back into the boiler and the water supply tank. In some aircraft, a 2-quart reserve water supply tank is installed in the fuselage adjacent to the radiator. On a typical installation, a duct assembly with four diffuser outlets is installed along the ceiling of the main cabin. In addition, a duct system is installed with an outlet at the following positions: radio operator's station, navigator's station, pilot's foot warmer, co-pilot's foot warmer, and (on some aircraft) the astrodome. Two fixed outlets (10, figure 1-5 and 32, figure 1-6) are provided for defrosting the left and right main windshields. Separate flexible hoses are installed (on some aircraft) for the pilot and co-pilot for hand warming and spot defrosting (5, figure 1-5 and 15, figure 1-6).

SHUTOFF VALVE HANDLE.

A mechanically operated push-pull shutoff valve handle (figure 4-1), located at the radio operator's station, controls the flow of steam from the steam boiler to the radiator. In the UP position, the shutoff valve

handle shuts off the steam supply; in the DOWN position, the shutoff valve handle admits steam to the radiator.

AIRSCOOP CONTROL VALVE HANDLE.

A mechanically operated air scoop control valve handle (figure 4-1), located on the air scoop duct above the left forward baggage compartment, has the positions VENTILATE, MILD WEATHER HEATING, FREEZING WEATHER HEATING, and SUBZERO WEATHER HEATING. With the handle in the SUBZERO WEATHER HEATING position, the butterfly valve is perpendicular to the airflow, allowing the minimum amount of ram airflow to enter the heating and ventilating system. With the handle in the FREEZING WEATHER HEATING position, the valve is 30 degrees toward open, allowing more ram air to enter the system. With the handle in the MILD WEATHER HEATING position, the valve is 60 degrees toward open. With the handle in the VENTILATING position, the valve is full open, allowing the maximum amount of ram airflow to enter the system. The amount of ram airflow entering the heating and ventilating system is controlled by the positioning of the air scoop control valve handle, and the temperature of the air in the heating and ventilating system is controlled by the air mixture control valve handle.

PRESSURE GAGE.

A direct-reading, steam-pressure gage incorporated in the top of the water tank (figure 4-1) or, on some aircraft, adjacent to the radiator, indicates the pressure in the water supply tank when the system is in operation.



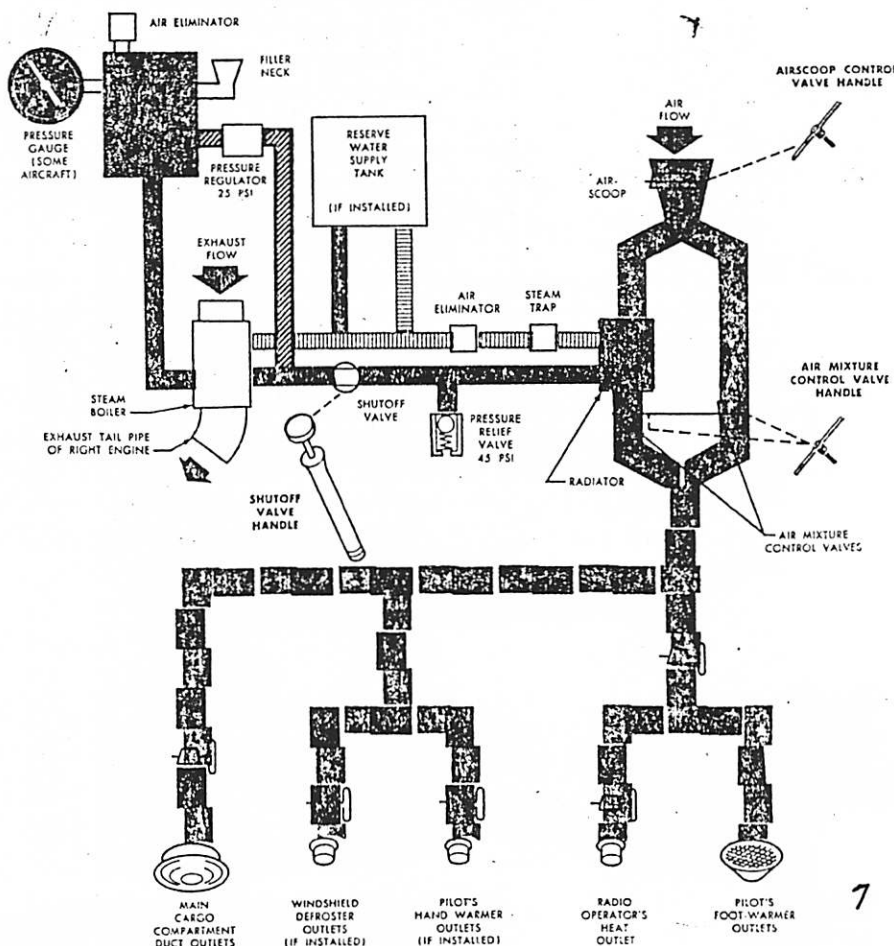
'I really didn't say everything I said.'
—YOGI BERRA

"A A AH, STEAM HEAT!"

Yes, the DC-3 had steam heat! There is nothing as cold as a DC-3 that has set out all night, in the winter, in the midwest, and you climb aboard at, say, 5 o'clock A. M. A little tank in the companionway held water until the right engine was started, then the valve was opened to drop water to the steam boiler on the exhaust pipe. The water was usually preheated, but often froze on it's journey to the boiler, but would eventually thaw, and the pressure came up, and heat was available. Even on the coldest day it was so cozy, but sometimes, if it was too cold, you had to commit a "no-no" and break the safety wire on the pressure regulator and take your pliers and raise the 15# p.s.i. to a little higher to hold the pressure. But that steam heat was so nice!

But even though we were warm, the cold sandwiches in the box lunches became very monotonous. I heard rumors that there was a Captain who would bring a large can of Chili and some cornbread sticks (or crackers) on his trips. He would ask the Hostess to bring an air sickness container to the cockpit. These were ½ gallon round cardboard containers. (at low altitude in the summer it was not uncommon to have 21 very, very sick passengers!). Well, this guy would poke a hole in the top of the can of Chili, set it in the container, stick it up around the little bleed line on the steam heater and crack the valve to allow a tiny trickle of steam into the container, which could be rested on some horizontal bars below the tank. The Chili was soon too hot to handle. The rumor was that he and his crew enjoyed their hot lunch very much!

ANONYMOUS



Space Camp

I became aware of the space camp program when I was reading one of my new magazines, and my mom told me that one of my friends, Shawn O'Neal, was thinking about going. So my mom and I talked with his mom and him. We decided that we would go together to Huntsville, Alabama and participate in space camp. So we called and got a brochure that showed the different weeks that we could attend. So we called again and they put us on the list.

I got a lot of encouragement from my family to do my best and have good behavior. My friends thought that it would be nice to be able to go. My parents also approved that I could go, but during the summer, I had to work to pay my dad back for going to space camp.

I thought space camp would be a lot of fun and I thought I would learn a lot about space and meet a lot of people. I also thought I would do a lot of activities about space.

Space camp was a lot of fun. We built a model rocket and launched it. There was a lot of equipment that was available to use. I flew on a plane with my friend, Shawn, to Huntsville, Alabama, from Denver. When we got there, a man from space camp met us and took us to a room in the airport. We took our luggage to a bus and rode on it to space camp. The ride took about ten minutes. When we got there, they took us to temporary sleeping quarters, because we came a day early. Then we went and signed up, so that they knew we were there. They have about twenty computers that we could use to do activities. Then later that night, we watched a movie. Then we got our sheets and made our beds.

The next day we found out who our counselors were. Our counselor took us to a simulator. It simulated what it would feel like, when you took off in a shuttle by spinning round and round. Then he took us back to the main building and we got to play sports for an hour. Then we got to go to a space museum. Then we had free time for an hour and then our counselor took us to the space dome and we watched a movie about energy. The next day we went to a real neat simulator. It was like a floating chair that could spin around and go side to side. Then we went to a gift shop for awhile. We looked at the museum some more and then we went to the space dome and watched another movie about space. The rest of the days were the same, but there was a different simulator every day. We got to ride in a lot of fun simulators. Some of the simulators, simulated the ways of getting around in space and low gravity. There was a simulated mission to mars. There was also a simulated space mission to space and back in a shuttle. The names of the simulators were the shuttle liner, space walker, multi-axis trainer, five degrees of freedom and microgravity simulator. My favorite simulator was five degrees of freedom. You sat on a chair-like seat and the counselor would spin you in different directions.

Each day also included breakfast, lunch and dinner. At the end of the five day week, we got on the bus with our luggage and went back to the airport. When we got to the airport, they helped us find our way and then we were on our way home.

I thought space camp was real fun. We got to do a lot of neat stuff while we were there. The plane ride was fun and we were treated nicely. I had a great time.

My advice to others would be to see if you had a friend that wanted to go to space camp, because it saves you \$50. The cost is between \$450 and \$550 a person. If you like space, you will have a great time.

By,

John Roche

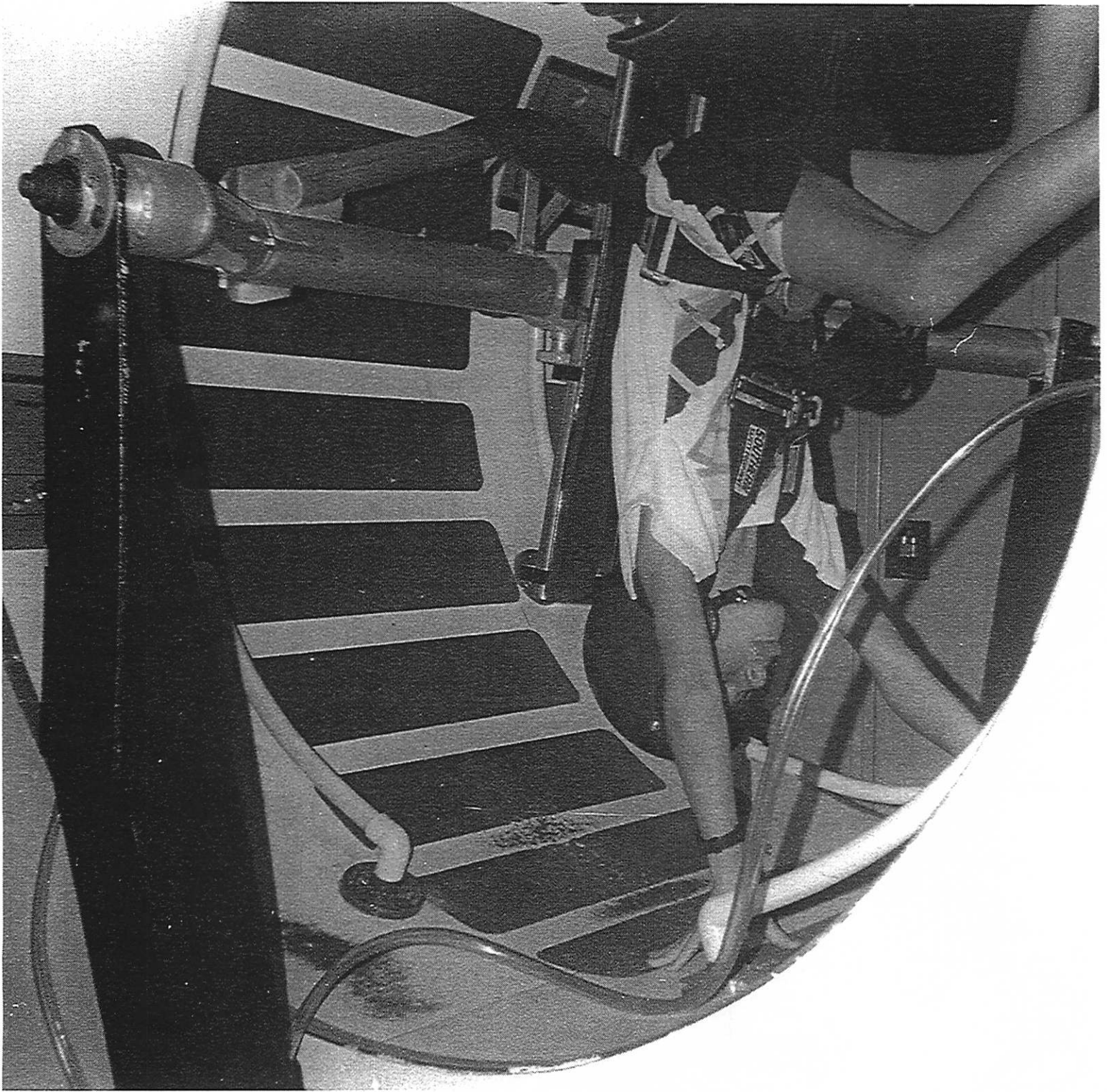
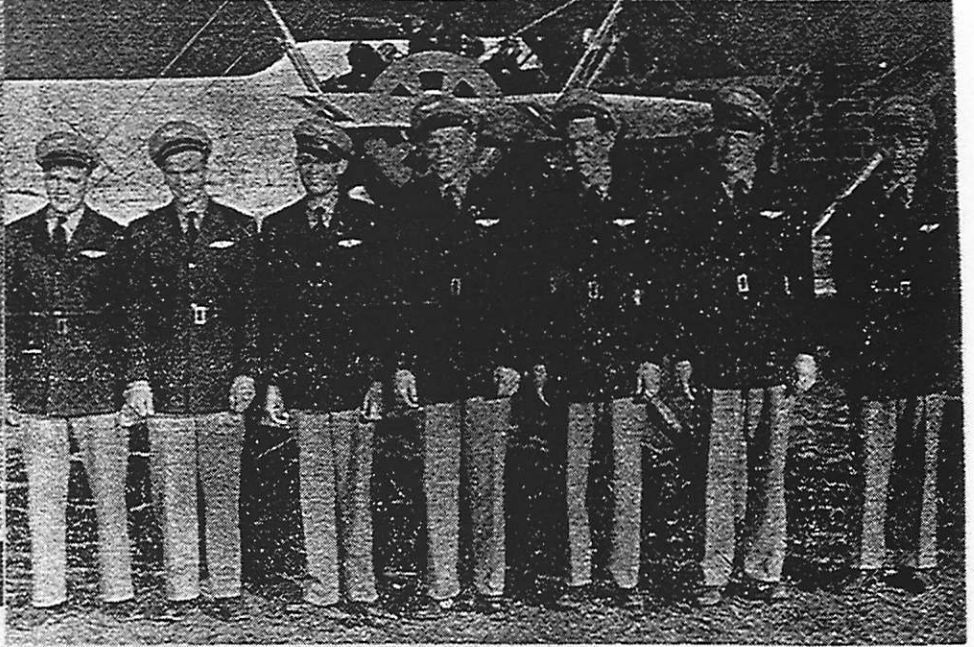
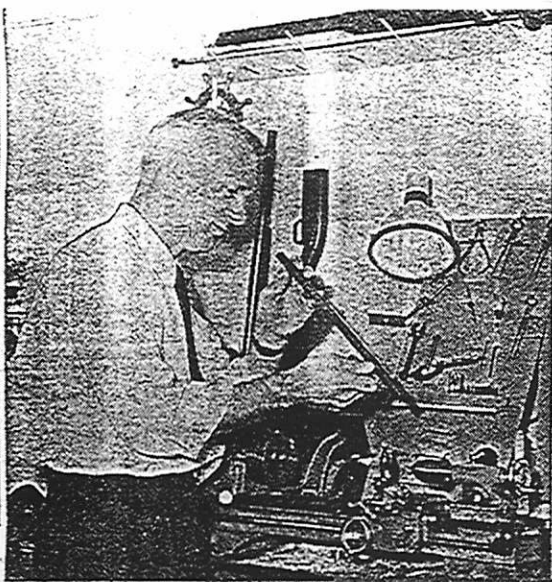


Photo courtesy Richard Nowitz 9



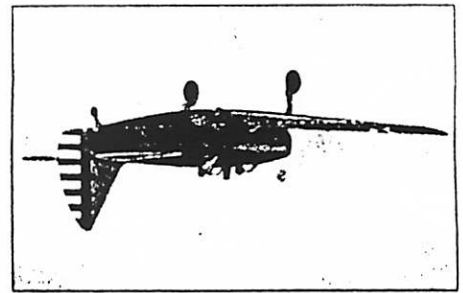
CAPTAIN I. R. OLSON tells why he uses *FLITE-FUEL*



INFORMATION FOR WIDOWS OF CONTINENTAL GOLDEN EAGLES (December, 1991)

1. Each retiree usually retired with a Life Insurance Policy, paid for by Continental Airlines, with the benefit amount depending on the Pilot's Agreement in effect at the time of retirement. On June 1, 1976 it was \$25,000.00, reducing at the rate of \$1,500.00 per retirement year, to a minimum of \$10,000.00. Those who retired before that date may be eligible, as above, or may be covered by a earlier Agreement, with Death Benefits of lesser amounts, reducing to as little as \$2,000.00. Those who retired after April or May, 1981, leave a Benefit of \$35,000.00, reducing to a minimum of \$20,000.00 (at \$1,500.00 per retirement year).
2. At the time of retirement, each retiree usually signed a declaration, showing his wife as a contingent beneficiary (usually 50% of his "A Fund" (Fixed Fund) monthly payment. A few pilots chose not to declare their spouses as contingent beneficiaries. About 1985, Continental (desirous of relinquishing responsibility for Pilot Pensions), arranged for the "Equitable Life Assurance Society of the United States" to make all "A Fund" payments to retired pilots, or their contingent beneficiaries. If you have any questions, **DO NOT USE "A FUND", USE CONTRACT #6221, to:**
Ms. Doris Ratner, Mr. Tom Loeffel,
Equitable Life Assurance Society of the United States,
Box 2498 General Post Office, 200 Plaza Drive,
New York, NY 10001 Secaucus, NJ 07094
(201) 392-5579 (201) 392-5620
(Monthly "B Fund" (Variable Fund) payments ceased with a Lump Sum Payment received no later than December, 1985).
3. The Continental person in charge is:
Kent Deshago,
Employee Benefits, AGC 959,
Continental Airlines, Inc.,
P.O. Box 4623,
Houston, TX 77210-4623 (713) 834-6981
4. The assistants in Employee Benefits have been extremely helpful!
They are:
Becky Scott, Rica Reed,
(713) 834-5385 (713) 834-6986
5. In one instance Continental's records did not show a wife as a contingent beneficiary. This spouse had some letters saying that the deceased pilot declared her as his beneficiary, and when she sent copies to Continental's Rica Reed, the Company generously revised their records accordingly. Since that time, this widow has been receiving monthly benefit payments.
6. It is suggested that all mail be sent to Continental as certified mail, with "return receipt requested", and that you make a copy of all correspondence. Unless original documents are specifically requested, send photo-copies of your documents, and ask for written confirmations as necessary. It is desirable that you keep notes of phone conversations for your files also. (Continental does not keep logs of phone conversations).
7. Apparently, Continental's pass policy for widows hinges on whether the widow is a contingent beneficiary or not. Questions regarding pass eligibility and procedures for pass requests should be sent to:
Marge Kelly, Manager,
Pass Bureau,
Continental Airlines, Inc.,
P.O. Box 4607,
Houston, TX 77210-4607 (713) 834-5366
8. It is my understanding that a widow is entitled to her husband's Social Security monthly payment (she loses her own benefit, however). Please call your local Social Security Office for the procedure to use.
9. The Continental Golden Eagles are anxious to help the widows of their fellow pilots---please do not hesitate to call if you have any questions.

We are quite certain that it has occurred to you
to FAX clip-out material before putting to use.



KITTY KORNER

GOLDEN EAGLES

ENDING BALANCE 5/01/92

\$8,724.80

INCOME STATEMENT:
RECEIPTS

MEMBERSHIP DUES \$ 560.00
POSTAGE FUND \$ 120.00

\$ 680.00

\$9,404.80

DISBURSMENTS:

GOLDEN CONTRAILS \$1,273.58

\$1,273.58

ENDING BALANCE 8/15/92

\$8,131.22

A.J. CANN TREASURER

CONGRATS!



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

DUES \$_____

POSTAGE \$_____

MEMBER'S NAME_____

STREET_____

CITY & STATE_____

ZIP_____

DATE HIRED_____ FLYING HRS._____ DATE IF RETIRED_____

1992 DUES \$20.00

MAKE CHECK TO "GOLDEN EAGLES"

SEND TO

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

POSTAGE FUND AFTER MAY 92 GOLDEN CONTRAILS

GENE HERSCHE
NORM McGOWAN
JOHN BENDER
RAY DURDEN

DICK GRIGSBY
JIM JAMES
ROSE JOHNSON
BILL LAUGHLIN

JAMES HOPPER
GEO MURPHY
WALT BYBEE
BERT LYNN

Charlie

Charles E. Brooks

GUY CASEY

GENE NEWMAN

DICK SCHUMACHER



IMPRESSIVE!



BEAUTIFUL!



We could go places
together!

EXCELLENT!

TERRIFIC!



GOLDEN EAGLE GOLF

GOLF AT PEPPERMILL RESORT & CASINO [WORLD CLASS COURSE]

90 mi. north LVS at Mesquite, Nv.

Room Oct. 11 \$41.04 Golf Oct. 12 \$36.75 ea. 2= \$73.50

Room Oct. 12 41.04 Golf Oct. 13 36.75 ea. 2= 73.50

Min. 10 rooms and 20 golfer for group rate.

For non golfers St. George, Ut. 40 mi. with Bryce Canyon Nat.
Park close for the sightseeing. All are welcome.

Golf Oct. 12 at 9:00 Oct. 13 at 8:00 pdt.

NAME_____ Index_____ Hotel_____ Golf_____

NAME_____ Index_____ Total amt._____

A.J. CANN has sent personal check

A.J. CANN

25% of total amount with 50% of

30725 SORREL LN.

remainder Sept. 11 and total by

CANYON LAKE, CA 92587

Sept. 27. Send total remittance to;

714-244-5715

No refunds after Sept. 27, 1992

Will have golf tournament for men and women and maybe some
mixed. We want to make this a fun get together for all.

SEND TOTAL REMITTANCE NOW.

2 NIGHTS & 1 GOLFER \$155.58

2 GOLFERS \$229.08

ROOMS NO SMOKING_____

SMOKING_____

NUMBER THIRTY-THREE

Rearwin Cloudster

Takes off fast, climbs rapidly and has plenty of reserve power for top notch performance under all conditions. Available in either 2-place or 3-place models. Can be equipped with a number of power plants and with a 120 h.p. Ken-Royce engine it develops top speed of 145 m.p.h. and cruises at 125 m.p.h. Unusually quiet and roomy cabin. Makes an ideal trainer.

Co-operation of Popular Aviation Magazine

This is one of a series of fifty pictures of Modern American Airplanes packed with

WINGS Cigarettes

NUMBER TWENTY

Fighter

Powered with a 750 h.p. Wright Cyclone engine, the Grumman F3F-2 U. S. Marine Corps Fighter has a top speed of 270 m.p.h. and cruising speed of 224 m.p.h. Can climb 3000 feet per minute. Service ceiling 32,000 feet. An exceptionally maneuverable plane with a reputation of being a really formidable fighting job. Gross weight 4553 pounds.

Co-operation of Popular Aviation Magazine

This is one of a series of fifty pictures of Modern American Airplanes packed with

WINGS Cigarettes

NUMBER SEVEN

Standard Bomber

Douglas bombers have become traditional with the U. S. Army Air Corps. The Douglas B-18A Bomber is a late type especially designed for objective bombing. While no definite information regarding performance ratings has been released it may be assumed that this ship will perform its military duties as successfully as other Douglas bombers used by the Army Air Corps.

Co-operation of Popular Aviation Magazine

This is one of a series of fifty pictures of Modern American Airplanes packed with

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NUMBER EIGHT

Attack Bomber

Martin 167W U. S. Army Attack Bomber. Powered by two Pratt & Whitney Twin Wasp engines, each 1050 h.p. Top speed 310 m.p.h. Cruising speed 268 m.p.h. Estimated rate of climb 1790 feet per minute. Service ceiling 31,000 feet. Has fully retractable, hydraulically operated landing gear. One of the most effective military aircraft in the world.

Co-operation of Popular Aviation Magazine

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WINGS Cigarettes

NUMBER THIRTEEN

Standard Pursuit

Curtiss P-36A. The standard Pursuit plane of the U. S. Army Air Corps. Also chosen by Colonel Charles Lindbergh for his recent inspection tour of aircraft and engine manufacturing plants throughout the United States. A low-wing, all-metal plane with Curtiss electrical propeller. Traveled from Dayton to Buffalo at average speed of 360 m.p.h.

Co-operation of Popular Aviation Magazine

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WINGS Cigarettes

NUMBER ONE

Pursuit Interceptor

The Bell U. S. Army "Airacobra" P-39 Pursuit Interceptor. Equipped for extremely high altitudes and for combat work. 12 cylinder Allison engine behind pilot's seat. Propeller driven by extension shaft. Fully retractable tricycle gear. Front wheel has automatic self-closing cowl. The estimated speed (unofficial) of this ship is approximately 400 m.p.h.

Co-operation of Popular Aviation Magazine

This is one of a series of fifty pictures of Modern American Airplanes packed with

WINGS Cigarettes

NUMBER SIXTEEN

Patrol Bomber

Consolidated PBY. U. S. Navy Patrol Bomber. Two Pratt & Whitney Twin Wasp engines, each 1050 h.p. Cruising speed 179 m.p.h. Top speed 199 m.p.h. Amphibian type has fully retractable tricycle beaching gear. Has proven particularly successful in long range patrol practice flights to Alaska, Hawaiian Islands and the Canal Zone.

Co-operation of Popular Aviation Magazine

This is one of a series of fifty pictures of Modern American Airplanes packed with

WINGS Cigarettes

NUMBER TEN

Pursuit

This Republic P-41 U. S. Army Pursuit Plane is powered with a 950 h.p. Pratt & Whitney Twin Wasp engine. Landing gear retracts flush into bottom of wing. All wing and fuselage rivets are inserted by flush rivet process to reduce parasite drag from this source to a minimum. All principal details have been restricted by the War Department.

Co-operation of Popular Aviation Magazine

This is one of a series of fifty pictures of Modern American Airplanes packed with

WINGS Cigarettes

NUMBER ELEVEN

Standard Trainer

Stearman PT-13A. Model A75L3. Standard Primary Trainer used for fundamental flight instruction by the U. S. Army Air Corps. With a 225 h.p. Lycoming motor has a top speed of 125 m.p.h. and a cruising speed of 103 m.p.h. Service ceiling 13,200 ft. Because of excellent visibility and smooth control this plane is one of the world's finest training ships.

Co-operation of Popular Aviation Magazine

This is one of a series of fifty pictures of Modern American Airplanes packed with

WINGS Cigarettes

NUMBER TWENTY-ONE

Fighter

This is the Grumman F4F-2 U. S. Navy Fighter. A single place, pursuit-fighting plane for use on aircraft carriers. This plane is reputed to be the fastest of all aircraft carrier fighting units acquired by the Navy. Official statistics had not been released by the Naval Department authorities at the time this information was being compiled.

Co-operation of Popular Aviation Magazine

This is one of a series of fifty pictures of Modern American Airplanes packed with

WINGS Cigarettes

NUMBER TWENTY-SEVEN

Cessna Airmaster

One of America's most efficient airplanes due largely to its very excellent wing construction. Powered with 165 h.p. Warner Super Scarab engine this remarkable ship has top speed at sea level of 169 m.p.h. and cruising speed of 151 m.p.h. at 8200 feet. Landing speed 49 m.p.h. Carries four passengers and has a range of 725 miles.

Co-operation of Popular Aviation Magazine

This is one of a series of fifty pictures of Modern American Airplanes packed with

WINGS Cigarettes

NUMBER TWELVE

Attack Bomber

This is the Stearman X-100 U. S. Army Attack Bomber. One of the most efficient modern bombing planes. Two 1400 h.p. Pratt & Whitney Twin Wasp engines. All-metal fuselage. Fully retractable landing gear. Maximum speed 275 m.p.h. Cruising speed 250 m.p.h. Cruising range over 1200 miles. Carries useful load of 5470 lbs. Rate of climb 3178 feet per minute.

Co-operation of Popular Aviation Magazine

This is one of a series of fifty pictures of Modern American Airplanes packed with

WINGS Cigarettes



GOLDEN EAGLES ANNUAL CONVENTION PROGRAM

October 13th, 1992 - Arrival and Sign in
5:30 P.M. - Hospitality Reception

October 14th

7 to 9:30 A.M. - Hospitality Room - Coffee & Rolls
10:00 " " - Pilots Business Meeting -
Hawaiian Rooms 1 & 2
10:30 " " - Ladies Meeting - Hawaiian Rooms 3-4
11:45 " " - Ladies Luncheon " " "
1 to 5:30 P.M. - Hospitality Room Open
6:00 " " Cocktail Hour (cash bar)
Hawaiian Rooms 1 - 4
6:45 " " - " " Banquet Dinner
8:00 " " - Program

October 15th - Checkout

TOO GOOD
FOR WORDS!



Name: _____

Ladies Luncheon: \$15.50 _____

Dinner Menu - Includes Tax & Tip

Roast Tenderloin of Beef: \$35.00 _____

Broiled Filet of Salmon: \$30.00 _____

Number in Party: _____ Total Enclosed: \$ _____

Cancellation deadline; 72 Hours prior to Dinner.

Please make your checks payable to - Golden Eagles. Mail
to: A. J. Cann

30725 Sorrel Lane
Canyon Lake, Ca. 92587

Please reserve early

Enclosed is my check for \$ _____ to be distributed as
follows:

Dues \$ _____ Postage \$ _____

Member's Name: _____

Address: _____

Date Hired _____ Date if Retired _____

1992 Dues \$20.00 Make check payable to Golden Eagles.

My choice of location for 1993 Golden Eagles Convention is:

Denver _____ Houston _____ San Antonio _____ Other _____



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GOLDEN EAGLES
CONTINENTAL AIRLINES RETIRED PILOTS
October 13 - October 15, 1992
QSGE

Reservations received after September 23, 1992 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 # _____

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: _____

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| \$55.00 | Single/Double plus tax |
| \$65.00 | Triple plus tax |
| \$150.00 | One-Bedroom Suite plus tax |
| | (Clark County Room Tax is 8%) |

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P.O. BOX 97777
Las Vegas, Nevada 89195-7777

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

Meet Gene Newman... Flight Standards Committee Co-Chairman is Just One of His Many Jobs in Aviation

By Jean Stapleton

In Gene Newman's first year with Angel Flight, 1985, he flew 10 missions. Now he sometimes takes part in just as many in a single month. That's because Gene soon realized he could make a greater contribution by giving new AF pilots their check rides. Whenever any of the 81 pilots he has flown with takes a mission, Gene is a part of that mission, and every month he checks the list to see how many missions he's completed.

Those who have flown with Gene know he places great emphasis on safe forced landing procedures, telling them about two refresher CFI courses he's taken where those who had had an engine failure were asked to raise their hands and three-quarters of the hands in a large room went up. One of those hands was Gene's.

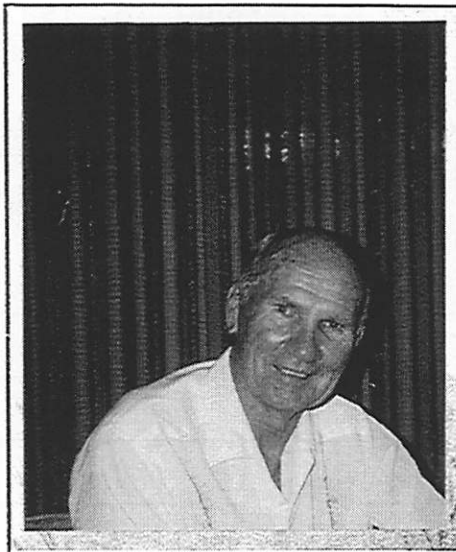
Gene's forced landing came almost 50 years ago on a two-hour cross-country when he was teaching in an open-cockpit Waco in -20° weather. When the plane lost its crankshaft, Gene landed it in a snow-covered hay field. Since he and his student were already dressed for open-cockpit flying in bitterly cold weather, they were comfortable on the ground. They found a farmer, called in and were picked up in half an hour, but Gene never flies without thinking of the possibilities.

The other point Gene stresses is the importance of using rudder. "Tricycle pilots have lazy feet," he says. He works hard with his pilots to increase their use of rudder because he feels it is particularly important when flying sick people. Gene says using rudder rather than aileron to counteract bumps makes for a smoother ride.

Growing up in a family of modest means, Gene didn't even dream he could ever learn to fly as he made his boyhood model airplanes, and he certainly didn't expect to go to college. He was given a small scholarship to college and discovered he could

earn the rest, with help from his

parents. College turned out to be the key to his career as a pilot.



A senior in 1939, with war approaching, Gene was offered a chance to learn to fly at the government's expense. He graduated and got his pilot's license in June, 1940, immediately followed by his commercial license and CFI ratings by October. He then managed a flight school and airport and taught college seniors the same course he had just taken.

When the home school hanger in Winona, MN, and all 20 uninsured planes burned, Gene took a job as aerobatics instructor in Ft. Collins, Colorado, but soon left to become a copilot for Continental Airlines, then captain in 1945.

Gene has logged 37,500 hours over the last 52 years. He's had a few thrilling moments, such as the half hour on a chartered WWII airline Air Transport Command trip from Sacramento to Salt Lake City when the plane picked up so much ice that it wouldn't hold altitude, and the civilian PIC told Gene to wake up a military pilot on board and tell him to get his parachute ready.

Another exciting moment came on a 4 a.m. landing in Illinois on an ILS with a 90° crosswind, which would have been all right, except that no one had checked runway conditions, and Gene got to be the one to discover that it was all ice

and his brakes wouldn't work. He just did manage to stop on the runway.

And then there were six years of flying Boeing 707's to transport soldiers to Vietnam, with briefings warning to fly high until reaching the airport to avoid being shot.

Mostly, though, Gene looks back at the wonderful experiences flying has brought him — especially his 700 plus round trips to Hawaii, leaving at noon, arriving several hours later, surfing and playing racquetball, then returning to L.A. at noon the next day and repeating four days on, four days off. Gene has crossed the Atlantic 10 times and the Pacific 300 times.

Forced by FAA regulations which he believes are wrong to retire at 60, he became an air taxi pilot for Chartair, Inc., then a corporate pilot for Nexxus, Inc., retiring a second time at age 67.

Soon after he retired, Gene read about Angel Flight in the Santa Monica Outlook. He soon became co-chair of the flight standards committee and feels he has found a way to give back some of what has been given to him. ➔



*GOLDEN PENGUINS REUNION
WILL BE OCTOBER 2, 3 @ 4 at
EMBASSY SUITES HOTEL, NW HWY
DALLAS, TX. CONTACT:*

*Mrs. Marilyn Muncy Walker
2605 Westridge Drive
Plano, TX 75075
(214) 596-9041*



GONE WEST:

GEORGE MILLER: June, 1992, after a long illness, which prevented him from attending the last few Golden Eagle Meetings.

MAURICE CARDEN: August, 1992, after 14 years with melanoma cancer, but really resulted from a heart attack.

Members are invited to send notes of condolence and sympathy.

ILLNESS/SURGERY:

RAY MELBERG: Open heart surgery for a successful repair of a faulty heart valve.

GEORGE MURPHY: Cervical laminectomy in 1991--doing well.

JOHN BLACKIS: Prostate surgery--recovering at home.

MONT ROPER: Diagnosis of cancer in both lungs.

LENORA CORBETT: Stomach cancer surgery--recovering at home.

MARIE MURPHY: Cervical laminectomy in 1991--doing well.

AL SHELLEY: Replacement of veins in right leg to improve his blood circulation.

JIM HIGBY: Bad sprain in wrist, but he is back playing winning tennis again.

THIS'N THAT:

New members include **MIKE BENDER**, **DON DUFFER**, **HERB JELLANDER**, **PHIL LANDRY**, **FRANK MILLS**, **FIDEL SANCHEZ**, and **ROGER WILLIAMS**. WELCOME, WELCOME, WELCOME....

Members in attendance at the Oxnard Quiet Birdmen Annual Barbeque/Airshow: **SWEDE ANDERSON**, **BARNEY BARNWELL**, **JOHN BENDER**, **RAY MELBERG**, **GENE NEWMAN**, **GENE OLIVER**, **ROL OLSON**, **BIM RICHARDS**, **DICK SCHUMACHER**, **RED STUBBEN**, and **JACK THOMPSON**. And **MIRA SLOVAK** flew a "fly-by" in a corporate jet of foreign manufacture.

TED DANIEL ran a 50 mile marathon in eleven hours and fifty minutes! (Your editors are wondering if there is another, much younger, **TED DANIEL** in our group???)

ROL OLSON is a Contractor, and he is rebuilding an old house.

BOB CAMPBELL married Betty Stewart, his girl friend of many years, on July 2, 1992 in Palm Bay, Florida and they are now living in Woodstock, Georgia.

MAXINE ROPER writes that **MONT ROPER** is undergoing chemotherapy. He had treatments May 22nd, 23rd, and 24th, and they were to be repeated in four weeks. In the last two years, **MONT** had been happily involved in the War Eagles Air Museum at nearby Santa Teresa Airport, doing volunteer work and flying their Piper Cub on "Fly By Days" etc.

RIP THORNBERRY writes that **LENORA CORBETT** went to the doctor for an annual checkup in June, and learned that she had stomach cancer. Her stomach and spleen were removed and a new tummy constructed during surgery. **LENORA** is home, though having to make numerous adjustments, including eating five or six small meals each day. She is recuperating nicely and would enjoy hearing from her friends.

GEORGE MURPHY writes that both he and his wife, **MARIE**, had cervical laminectomies in 1991. His surgery was caused by an accident, and hers was due earlier "botched surgery". George opened his new Geico Insurance Office in April of this year and says he is doing "pretty good".

AMOUS AND LAVERNE CANN were superb hosts again for about 100 members of their club during their annual get-together and banquet. More recently they watched their 12 year old grandson help his team to a fourth place finish (out of 58 teams) in the National Basketball Finals in Salt Lake City. **AMOUS** is doing well after his heart bypass surgery. He is walking 1 1/2 to 2 miles each day, and he is back playing golf at least twice each week!

DICK GRIGSBY flew the 1932 Waco that he donated to the Santa Monica Museum of Flying to the 6th Annual Bi-Plane Exposition in Bartlesville, Oklahoma on June 5th and 6th. The aircraft took an award as "Reserve Grand Champion Cabin Bi-plane" for the Museum. All **DICK** got was the opportunity to fly 30 hours and to add 30 quarts of oil to the old Continental 220 H.P. Engine! Oh, he also got a fantastic picture of the early morning sun on the Painted Desert out of the roll-down window from 8500 feet MSL. **ED CAMPBELL** would have liked that! **DICK'S** love of flying and his work in restoring old airplanes was emphasized in a recent issue of the Palisadian Post. Along with highlighting **DICK'S** work with the Waco, the article mentioned that the Continental fleet consisted of three airplanes when Dick was hired, and, that now, the fleet had grown to 350 airplanes! (Editors' note: A late issue of the "Continental Times" shows that 100 of the 420 airplanes in the fleet have been repainted with the new Identity exterior paint).



BILL LIVELY, after attaining age 60, is flying as Flight Engineer.

DOUG SELBY is a Boeing 757 Captain with UPS.

JOHN FLEENER attended the 50th Anniversary of Thunderbird Field, First Army Primary Flight Training. Jimmy Stewart and Barry Goldwater were the featured speakers.

BIM RICHARDS has been among a group of Douglas Aircraft MD 80 Flight Crew Ground Instructors honored with a handsome plaque "for outstanding performance". BIM has also received a "Letter of Appreciation" and a Diploma in the "Employee Recognition Program" for his work as an MD 80 Instructor. He specializes in teaching the Flight Management System, with emphasis on the logical procedures to use, to obtain the desired results.

HAL WRIGHTSON writes, "I don't know any place where you get to know someone faster and better than the cockpit of an airplane or on a golf course".

ROSTER ADDRESS CHANGES OR ADDITIONS:

| | | | | |
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NEW MEMBERS IN 1992

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| FIDEL SANCHEZ | CARL MAAS | ROGER WILLIAMS | FRANK MILLS |
| PHIL LANDRY | HERB JELLANDER | DON DUFFER | |

Editors' note: A complete new roster will be included in the December issue of Golden Contrails.

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