



# ***GOLDEN CONTRAILS***

***August 1993***

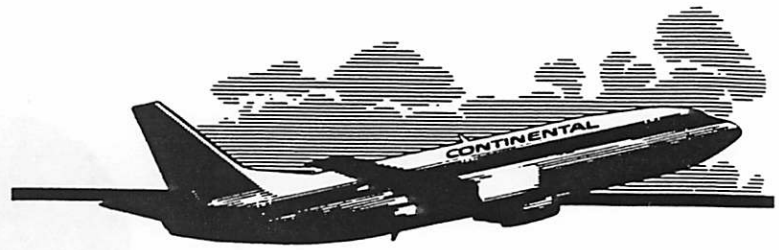
... and oft' the setting sun is pleased to trim the clouds with molten sails,  
and lace the way of passing jets with golden condensation trails.



***GOLDEN EAGLES***

**Continental**





August 15, 1993

### CAPTAINS CORNER

Dear Golden Eagles:

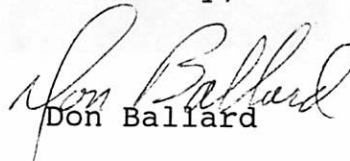
A number of people are working hard to make our gathering Oct-12-14 a success. The Ladies Auxiliary is proceeding with plans for an entertaining program which will feature a style show by retired and active flight attendants wearing various uniforms from Continentals early days to the present time. Don Straight will give a talk on life with Continental to life after bankruptcy in the entrepreneurial world. If Jim Gamble's schedule permits, he will give a talk on his life in the artistic world as "Americas Busiest Puppeteer". Many others will be involved in making our hospitality room and banquet environment a pleasant experience.

Our business meeting agenda will include selection of future convention sites, election of officers, nominations for Honorary or Associate Membership, treasurers report, pertinent committee reports and a presentation of suggested changes in our By-Laws by Bob Hiemstra.

A.J. Cann, our Treasurer, does a tremendous amount of work in our behalf. He uses our treasury for advance payments to guarantee convention facilities, pays all mailing costs, keeps roster & dues status current, absorbs costs associated with special guests and most important of all, funds our Golden Contrails publication which is our life-line to success as an organization. With this in mind please review your dues status and address any questions to him at 30725 Sorrel Lane, Canyon Lake, CA. 92587 (909) 244-5715.

Lets have a big turnout in Las Vegas!

Sincerely,

  
Don Ballard

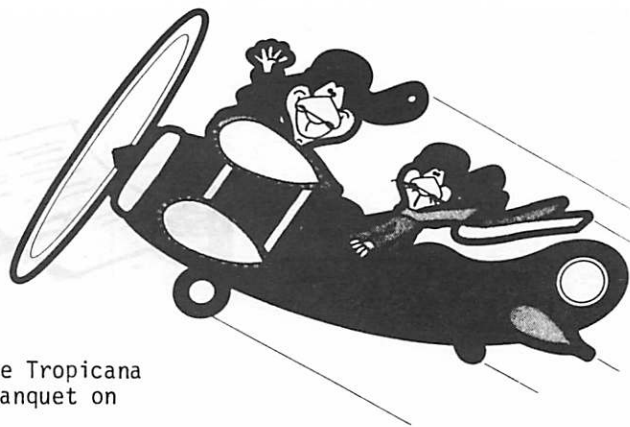
**T**o tax and to please, no more than  
to love and to be wise, is not  
given to men.

—Edmund Burke

*Eds. note: The parade of Flight Attendants  
will be provocatively titled "A Blast from  
the Past." Bring your cameras!*

*"Real defeat is falling off the bottom."  
Anon.*

## CO-PILOT'S CORNER



ARE YOU READY -- for the Meeting of our Eagles at the Tropicana where we will have fun and fellowship crowned with the Grand Banquet on October 13.

A Salute to our Chairpeople who are working to make some facinating things happen for us.

ALICE BYBEE, Nomination Committee -- reporting to SANDRA WILLIAMS;

AMY CHILDRESS, Program, Ladies Luncheon -- reporting to JAN GRAUNKE, we will use hotel table decorations;

LOU HIGBY, Banquet Table Decorations;

ALICE POWERS, Banquet Favors -- she and Lou will work together coordinating table decorum;

JEAN HART, Speaker-- Business Meeting;

JO ANN WINTENBURG, Fashion Show -- Banquet Entertainment.

HOSPITALITY ROOM -- We will again be in the exotic Nairobi Room. Your thoughts converted into working ideas and suggestions are needed. The Hospitality Room will be open as much as possible. We are planning to have coffee, juice and pastry early in the morning. Please bring your favorite foods to help keep the hors d'oeuvres table supplied. The sign-in sheets will be available for everyone to choose their special time for serving. This "K-P" gives us a chance to enjoy working and visiting with our friends and, possibly, make new ones.

Our Business Meeting will be at 10:00 A.M. October 13; our luncheon will follow, menu below. If anyone has a dietary problem, please advise so a substitute dish can be arranged.



Soup du Jour  
WAIKIKI CHEF SALAD  
Julienne of Ham, Turkey, Genoa Salami,  
Sliced Swiss and American Cheese, Asparagus, Tomato Wedges.  
Hard Boiled Egg Wedges and Black Olives  
Served on a bed of Iceberg Lettuce

Horned Pastry W/ Fresh Berries du Saison

Coffee Decaf Tea Soft Drinks



## GOLDEN EAGLES

\$15.50, includes gratuity and local tax

Please accept my personal THANK YOU to each of you for so graciously accepting and performing the many tasks to be done. I appreciate, more than I can tell you, your cooperation and support during this past year. It has been an honor for me to serve as your president and a privilege to have Sandra Williams, vice president and Jan Graunke, secretary on our Board. As we discharge our last official duties and our new officers take charge, let us pledge to them our full support.

Our appreciation and thanks to our EAGLES for inviting us to be your guests.

Now, our opportunity for everyone to enjoy having a special part in making The GOLDEN EAGLES 1993 Meeting one of the BEST!!

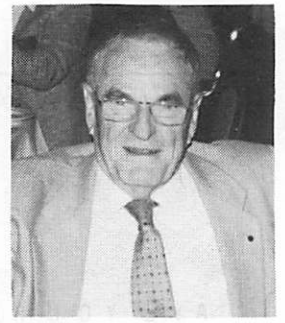
Looking forward to seeing all of you and having a fun-filled time in Vegas.

Best Regards to all,

*La Verne Thornberry*  
La Verne Thornberry



## SCRIBE'S CORNER



Ramblings from the 21.20N/157.555W Via old Secretary George.

The fall season has been quiet and dry out here in the North Pacific 25 degrees E of the Great Divide or better known as the IDL. We celebrated triple event on June 7, namely the double 7 birthday plus the 17th retirement year and the #51 with li'l Ellie. Packed all 3 together and walked up to the top of Leahi Hill- Fire Hill- or better known as Diamond Head. 700'+. Strangely, only a small percentage amble up there, tourist and locals alike. Ellie did a fine job. We both rested half-way up- Honi Kaua Wiki Wiki--- Honey Kiss Hawaiian Style for Ellie. WOW! Those 37½ year olds are very energetic! So much for the event-- well worth it.

Capt. Ted and Joyce Herbert follow up: Plantation Home completed- Kudos for a job well done! Ted graduates December 29, 1993--- so this gives a brand new beginning.

Capt. Don and Ellie Straight heading for Tahiti Oct. 2 for a 7 day cruise on a computerized sailship 4 master called The Wind Song. Length of same 440' with 74 young at heart duos. French Polynesia, including the Society Island chain. Wish them a whale of a trip!

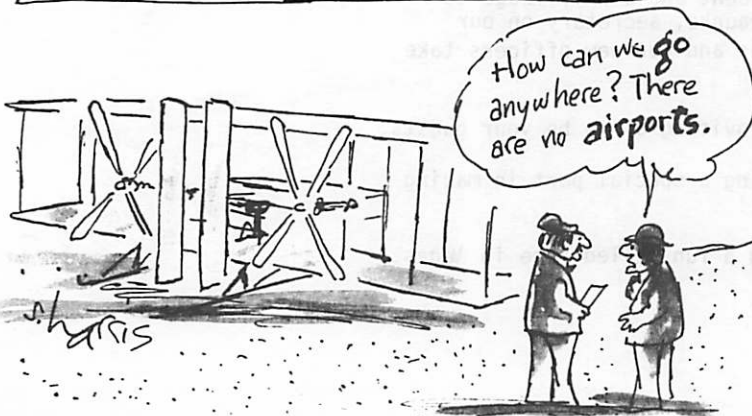
Here's one for all us Joy Stick Jockeys. Frankly, I didn't have the answer. What was the name of the good brothers Wright's powered airplane? I surmized Kitty Hawk. But the old records show "Bird of Prey." So now I'm a little smarter.

Will sign off with an old mid-east proverb: Don't let old age be the winter of your life-- let it be the Harvest! In those days it was tough in a tent for the Arabs-- much easier now with plenty of oil in a Rolls!

Me Ke Aloha- Happy Memories and most of all, Hana Oe- Just do it!

"Kid Keoki"  
(Old George)

### THE WRIGHT BROTHERS IN THE FACE OF REALITY



**Fasten your seat belts:** From Peter Leo of the Pittsburgh Post-Gazette: "Advertising's relentless march toward a complete takeover of society continues. Latest evidence: As of July 1, the Capital Centre, the sports arena in suburban Washington, will be known as USAir Arena.

"Lots of luck starting events on time there. And look for the first game in sports history to be postponed because of 'mechanical problems.'"

## EDITORS' CORNER



**FRONT COVER**-- Pleggie, Pleggie and Flona! That's what it's all about, isn't it? See Pleggie's letter elsewhere in this issue.

**BACK COVER**-- The Nuclear-Powered Aircraft Carrier U.S.S. CARL VINSON centered between the continuation of mix/match Wings Cigarettes Classic Aircraft. See Rex Buchanan's letter and photograph.

**INSIDE OF BACK COVER**-- Our usual listing of Directors and Officers has given way, just this time, for notification of FLIGHT THRU TIME at the FRONTIERS OF FLIGHT MUSEUM in DALLAS. You should know that each issue is constructed of pages in multiples of four, and it is sometimes a little difficult to fit everything in without wasting space and postage.

**POETS' CORNER**-- If you have ever loved an animal, you will thrill over Jedidiah Wormhoudt's DiStefano. Jed and his wife, Sharon, are in the process of completing their horse-ranch home in the Portola Valley of California, all built with their own hands! This masterpiece of writing belongs in whatever niche is set aside for classics of expression!

**MEMORIAL**-- This page is dedicated to two noteworthy people in the field of aviation. It is fair to say that every experienced airman has been touched by the lives of Walter and Olive Ann Beech. What a gracious lady she was! Don Birlaw will only be remembered by the few of us who learned the basics of flying in Northern Colorado, but his flying career so typifies and parallels many of our own that your editors wanted to include him. Please excuse this bit of personal nostalgia.

**ROSTER**-- The December issue will contain a complete new roster. A column will be provided for you to review your dues status (year paid through).



# DiStefano

by Jedidiah Wormhoudt

## I

The call came in late, on a winter afternoon,  
 from a friend, Hartley,  
 about a horse he'd known running as a three-year-old; a fine one,  
 one with heart,  
 injured his right front leg on the track back in August —  
 he's been put aside to mend himself — and now,  
 still lame, the owner, a trainer, would put him down the next day,  
 or he was ours for the taking.  
 A six-year-old gelding, "racing days are over, but with care and time  
 he might come sound — make a riding horse — light jumping? Dressage?"  
 "Sounds like a long veterinary bill, odds on for naught," I said.  
 "Look at him — when he ran he was special."  
 Because we knew Hartley was not sentimental,  
 because he'd never called us on such an errand before,  
 because we knew Hartley was honest, we went.  
 In the cold, wet dark, the horse was in rocky mud to his knees  
 in a pen at the base of a hill.  
 A quartz-iodine lamp down the way cast blue-black shadows.  
 Even in the deep chill the pen reeked — uncleared.  
 He stood there — his thin neck coming out of the mud-plastered blanket,  
 his feet pulled together.  
 He watched us with no particular interest.  
 We went in to him — we worked the hard mud off the blanket fasteners.  
 We had to see him to know, to decide.  
 Beneath the blanket the mud was dry, hard —  
 came away from him with hair and bits of dry skin.  
 He didn't move, save to stiffly shift his weight.  
 His eyes followed us — we tried to be gentle.  
 We looked at the right front leg and foot —  
 for months untended misshapen, infected,  
 — the skin raw in the mud.  
 He let us look, unresisting.  
 Then we had to lead him, to see him move —  
 to know, to decide.  
 With what must have been bone deep pain,  
 the horse pulled himself through the mud — three, four steps.  
 We couldn't ask more of him.  
 We covered him up with the filthy blanket,  
 gave him sugar, which he took slowly, watching me,  
 and we hurried away into the night.

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In the yellow light and cigarette smoke of the coffee shop  
we talked about the horse.

It was horrible.  
But it's not our doing.  
Yet we can do something about it.  
He should be put down, miserable bugger.  
The horse's circumstances should not, cannot bear  
on our decision.  
We are not, cannot afford to be, saviors of sorry horses.  
The basic neck isn't bad on him — the hind quarters,  
with some flesh, might be good.  
He's a mess. We can't really afford him —  
the vet bills, the time, and what if he doesn't come sound?  
Hartley said he was a special horse.  
Even now you can see that in his eye.  
I did like his basic shape — an athlete, really.  
A one-day-from-dog-food athlete.  
And the vet says he should, with care and time, be all right.  
*He won't get the care, doesn't have the time.*  
The trainer is a businessman — has to be —  
there are other mouths to feed.  
We shouldn't take him — being reasonable.  
I do have an empty stall . . . I'll take him on —  
just as mine, personally, for three months.  
If he's not sound — I'll put him down.  
My wife looked at me carefully, smiling.  
"Let's be fair to him — give him six months."

## II

The truck and trailer pulled around in our yard —  
the doors were opened. The horse stood in the trailer.  
The trainer went in and shouted a bit and  
the horse backed out slowly, looking around.  
They'd not made any effort to shine him up.  
In the clear afternoon light you could see all the matted, dry mud and  
scabs, clinging to the flesh hanging on the bones.  
The trainer led him up to our barn, pulling, quickly as he could.  
The horse limped hard off three, if not all four feet.  
The trainer closed up the trailer, jumped into his truck —  
said he'd mail us the paperwork real soon, and drove off.  
The horse stood on the floor of our barn, below our apartment,  
quite still, watching us.  
First off, as much cleaning as was kind —  
then a warm stall, deep, clean bedding, fresh water and hay.  
The farrier, John Ormondo, came to him with his tools  
and forty-odd years of shaping horses' feet  
so that the eighteen to twenty-square-inch surfaces can bear  
the half-ton or more of active muscle and bone.  
The bottoms of the horse's front feet were rotted,  
bruised to infected pulp that oozed and spurted bloody pus  
as the farrier worked, sweating through the gray February afternoon.

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The veterinarian, J. D. Howard, came with quiet hands and science —  
a general survey, a long look at the injury.  
Kneeling at the horse's ankle, J. D. ran his fingers over the enlarged  
joint, mapping it, seeking inconclusively.  
Antibiotics, vitamins, x-rays, and care and hope.  
The horse softly rubbed his eye, his head, against me as we talked.

# DiStefano

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## III

By St. Patrick's Day he was part of the rhythm of the barn.  
His clean face came over the stall door at grain time, expectant, ready.  
Slowly, with brushes at him twice a day, the dull coat began to slip,  
and from below came lustre.  
He put on weight by the week, and with it, energy.  
A light, warm, spring breeze through the barn  
would bring his head up, eyes shining.  
In the pasture, off from the stable, in the clear March air,  
the young ones would erupt in noisy play,  
and the horse in the barn would call to them in his short, high whinny —  
and, sinking on his hind legs, he would rear up,  
his front feet boxing in the air, his face bright.  
And he would come down, whirling in his stall,  
head and tail high, trotting slowly in place.  
In May we all agreed, my wife and I, J. D. and Mr. Ormondo,  
that progress had been made on the smashed joint.  
The foot below it was growing out well —  
and though he was far from strong, his general health was much improved.  
I decided to extend his time, his chances, through the good weather,  
into the fall.

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On a cool, crystalline morning he got loose.  
He burst from the barn in a full, round canter.  
The low sun on the dark, polished, dappled coat made him seem fluid.  
At the pasture fence he settled to a slow, forceful, balanced trot —  
on solemn parade before his statue-like fellows.

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Cold rain sheeting down outside.  
He stood easy in the dry barn as I brushed his luxuriant winter coat.  
Now and again he took a bit of my sweater or my forearm gently  
in his teeth, holding me, his dark eyes soft, pleased.

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By the second spring he was in robust full health,  
never heavy — yet buoyant, relaxed.  
He and I went out on walks, ambling out, shoulder to shoulder.  
I'd sit with a book, and he'd graze around me.  
And we began to work, his training.  
He was not yet perfectly even in his movement —  
light work would free the injured joint.  
Time had done all it could.  
The rest was a matter of steady limbering, stretching out — work.  
Quarter hours, then half hours of walk, trot, walk  
over ground poles, in large, round figures on a long rein.  
Some days were better than others; some he wanted only to play,  
others he was an attentive partner. It went well.  
Unafraid and willing, he began to let his back go,  
began to let it swing.  
But the process is slow — for any athlete coming back from the edge.  
We measured the work in months — his heart was never in doubt.  
His pleasure on the good days was palpable — the pride in his eye,  
the vigor of his face rubbing against me after his work.



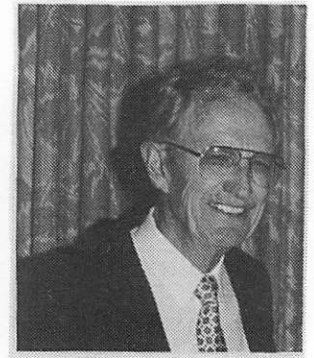
#### IV

My wife saw him first early on the November morning.  
There was something wrong, very wrong, with his hind legs.  
He could barely walk — the legs were not operating with him.  
He was very frightened.  
I stood with him waiting for the vet. He was exhausted, numb —  
then startled, scared. I held him, my arms around his neck.  
When J. D. arrived I had to lead the horse so we could see, to know  
what it was. J. D. went over him, prodding, stroking  
the back, the hips, all the joints.  
He looked normal — just awkward, very tired, with half the life gone out.  
And he couldn't back up worth a damn.  
He didn't know where his own hind legs were.  
J. D. said he thought spinal, a cervical lesion —  
but we should wait one day, to be sure — just on a chance.  
If he wasn't better quickly, he wouldn't get better.  
J. D. said not to put him in his stall  
because he might go down and we'd never get him up.  
So I led him to a small pen at the end of the barn.  
After that he mostly stood still.  
*I kept food in front of him which he ate very slowly.*  
His face was glazed over, gone away.  
He looked disconnected, thin.  
I stayed with him off and on through the day.  
That night I slept by him and he was quiet.  
In the morning he was unchanged.  
He seemed oblivious to the cold, his eyes dull in the gray light.  
I talked to him, my face against his.  
He didn't seem to hear anything at first, then he moved his head,  
and very gently rubbed his head against me,  
and I kissed him on the forehead.

---

My wife came out as J. D. came up the drive and through the gate.  
I said I thought the horse was, maybe, a little better.  
When I led him, we could see that he wasn't — he was worse.  
Again J. D. went over him, looking for an answer.  
He stepped back from the horse and was sure.  
An ascending paralysis, probably from a cervical lesion.  
Untreatable. Eventually — soon — the horse would fall, unable to rise.  
The paralysis would come up the spine, and, finally, to the lungs  
and he would suffocate.  
He would likely suffer terribly in the process.  
I asked if there were any remote, one in a million options.  
Not really.  
I asked what he would do if the horse belonged to him.  
He said that he would put him down and save the horse the agony.  
It was the thing to do.  
The sense of it sank into me, and I ached straight through.  
I led the horse a step at a time into the open barn yard.  
I held his head, his muzzle, in a pail of grain.  
I pressed him to me and told him to eat well and be strong.  
I stepped back, giving J. D. the lead rope.  
My wife put her arms around me, sobbing, and tried to cover my eyes.  
Through her hands I saw the horse suddenly go up and back —  
falling — and he was down and still.  
The frame lay there without feeling or fear.  
I went to him, to hold him.  
The head I cradled was lifeless, a remnant —  
so I let it down, because the horse was gone away.

It's taken some time, but I'm sorted out.  
The memories of him are full and rich.  
In his death I've come to know I loved him —  
to a depth I had not known when he was alive.  
For this I am very grateful.



## PROPOSED AMENDMENTS TO THE GOLDEN EAGLES BY-LAWS

### Article I Section 2

- Changes "Principal Officer" to "President"

### Article III Section 1

- Minor changes in language to clarify intent
  - Changed to provide that membership applications be sent to the Treasurer instead of the Secretary
- Amous Cann's term of office has shown quite clearly that membership rosters and dues status records can most efficiently be handled by the same officer

### Article III Section 3

- Divided into two sections--Section 3 now pertains only to dues and fees while Section 4 covers the handling of membership applications.

### Article IV Section 1

- Changed "Vice-President" to "President\_Elect" in order to provide more continuity in leadership (see below)

### Article IV Sections 5 and 6

- Changed duties of Secretary and Treasurer to better conform to the very efficient manner in which these are now being operated.

### Article IV Section 7

- As proposed here the "Historian" shall be appointed by the Executive Board but can only be removed by vote of the membership.

### Article V Section 3

- Provides a "run-off" vote if no candidate gets more than 50% of the vote

### Article V Section 6

- Provides that the President-Elect shall automatically (without vote) succeed to the presidency at the end of the then-President's term
- Provides two year terms of office

PROPOSED AMENDMENTS TO BY-LAWS (contd)

Article VI Sections 1-3

- Changes By-Laws to conform to the single annual Convention concept that we have been following for several years

Article VII Section 3

- Notes our commitment to provide support for the Golden Eagles Women's Auxiliary as we have been doing for the last ten years

Article VII Section 4

- Provides for appointment for what might be called a Convention Site Procurement Chairman. This is perhaps the most difficult part of holding a Convention--an area where we need all of the experience and expertise that we can muster or develop.  
RAPA has used the Convention Chairman concept with very satisfactory results.



Editor Of The "Golden Contrails"

I recently received the following ,excerpt from a letter, written by a contemporary , who shall remain anonymous.

"I hope all's well with you. Things were fine here,until I received the Golden Contrails this morning and read the story of Harry Watson. You know, I was quite happy to be a healthy 72 years of age ,going on 73, but after reading this story of a fellow pilot who is 70,going on 33, I feel quite sedentary and archaic. Where did the rest of us go wrong, Ken?"

I loved the thought behind it, and found it to be very humorous, and I'm sure Harry will too. We all admire Harry's "Get up and go," but most of us will have to settle for the "Status Quo".

Go for it Harry, we're all behind you, way behind !!

Best regards to all,  
Ken Alrick

LEE LIPSKY 

NEW MEMBERS  
JIM STEINMETZ

KEN BELLERUE

"DOC" OBRIEN IMPRESSIVE!

POSTAGE FUND AFTER MAY 1993 GOLDEN CONTRAILS

WALLY LEO	DICK GRIGSBY	GENE NEWMAN
BOB HIEMSTRA	RALPH MUSSER	BILL EATON
CHUCK CHEELD	DAVE MORAN	GEO CRAMP
BILL HIMMELREICH	JIM MICHALES	RAY COMBEST
RICK SHOEMAKER	TOM RUSSEL	LES BAKER
HARRY PARKER	ANDY WHITTLESEY	BUFORD WHITAKER

DON BALLARD  
JOHN BENDER  
BOB WARNER  
PETE PETTERSON  
KEN LAKES



1307 Lopezville Road  
Socorro NM 87801  
May 27, 1993

Dear Dick,

If you ever need something to use as a filler in your writings for the GOLDEN EAGLE, I have a couple of things that I have done recently to pass along. I have a friend in the Navy who arranged for:

1. A day cruise out of Oakland on the aircraft carrier USS Carl Vinson (pictures enclosed).
2. I flew four periods in the A7 simulator doing carrier landings and one period in the F18 simulator. In the F18 I flew some slow rolls while going straight up with full after burner right after take off to 40,000 feet. I also made some carrier landings.

I am still the Airport Commissioner in Socorro and was instrumental in getting a Government financed East West runway a couple of years ago.

I hope you are enjoying your retirement as much as I am. We get a lot of mileage out of our CAL Passes. We hardly ever get in First Class anymore except for some over water flights.

Best Wishes,

*Rex*  
Rex Buchanan





Dear Dick and Gene  
Editors of Golden Contrails  
730 Toyopa Drive  
Pacific Palisades, CA 90272

Dear Editors:

Flora and I recently took a trip on Continental from Houston, Texas to London on the Boeing 747. The Captain on that flight was a fellow we have known for over 50 years, Captain Clifford Milton Pleggenkuhle, Jr.

It was kind of nice to know the Captain and to get the First Class treatment, and even a look into the cockpit; and it was quite a thrill to ride the jumpseat on several takeoffs and landings! That 747 is a hungry bird! You have to have the wind at your back and gas in the tanks to make landfall.

Golden Eagles now have two Pleggies on the roster. Now that I have someone to take my place, I am ready to take that call to the Big Base in the Sky whenever the bid opens.

Keep up the great job you are doing as Editors of Golden Contrails, keeping us informed of what's going on with the Golden Eagles of Continental Airlines. Best regards to you both and take care!

Sincerely yours,

*Pleggie*

Pleggie

Heard from a frustrated Captain on Center Freq.

"Say, Fellah, are you down there 'cause I'm up here; or am I up here 'cause you're down there?"

*Continental* **AIR  
LINES**



GENERAL OFFICE: Stapleton Airfield, Denver 5, Colo.



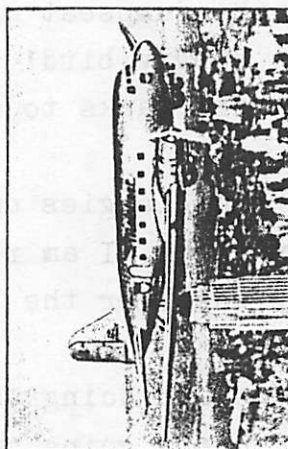


**OLIVE ANN BEECH**  
1903 - 1993

Olive Beech, who co-founded the Beech Aircraft company along with her husband, Walter, passed away July 6, 1993 at her home in Wichita. She was 89. Long admired for her business savvy and acumen, Mrs. Beech dedicated most of her adult life to Beech Aircraft, serving as an officer of the company for 50 years. Olive served as the Secretary-Treasurer and director from 1932, at the company's inception, until her husband's death in 1950. At that time, she was elected Chairman and President of Beech until 1968, and then as Chairman until 1982, when she became Chairman Emeritus.



BEECHCRAFT MODEL D17



UNITED AIR LINES MAINLINER

## Donald W. Birlew QB #19331

Donald W. Birlew was born in Fredonia, Kansas on June 18, 1914. After a few weeks, he and his parents moved to Durango, Colorado. After 2 years, they moved to North Hollywood and his mother resided there until her death. When Don was about 14 he spent every available hour he could spare at Mine Field Airport washing down airplanes to earn enough money to take flying lessons.

In 1939, he was hired by United Air Lines as a co-pilot and then in October 1940 became a Flight Instructor for the Tracy Aces at Tracy, CA. Two months after Pearl Harbor, he flew a C-87 to Chabua, India where he was based. Most of the time, he was Operations Officer while flying the Hump from Chabua to Kunming, China. In May of 1944, he returned to the U.S. and was based at Homestead, FL until his discharge from the service in October 1945. He was awarded the following decorations and citations: Distinguished Flying Cross, Asiatic Theater Ribbon and Medal Distinguished Unit Badge as well as two Bronze Service Stars for the India, Burma, and China Campaigns. Forty-seven years later, he received the China War Medal from the Government of China as well as a set of wings which were presented by General Chen Shing-Ling.

Don then returned to San Francisco to resume his career of flying as a Captain for United Air Lines until his retirement on June 18, 1974. After his retirement, he accumulated many hours as a corporate pilot flying the following: Cessna 210, Cessna 414, Twin Commander 680, Turboprop 690 Commander, and Cessna 441 Turboprop Conquest.

One of his great joys throughout his life was attending the Fly-Ins at Merced and Watsonville in CA, "Fun N Sun" in FL, and EAA Fly-In at Oshkosh, WI. Another joy was the restoration of antique airplanes. He received his ultimate reward when he, Claude Gray, Bob Conover, and Allan Logsdon won Grand Champion Antique Aircraft Oshkosh "76" with a 1927 OX-5 American Eagle.

Don was an active member of the Retired United Pilots Assn. and he and Betty attended all the yearly Conventions around the country. He was also a member of the Hump Pilots Assn., and Betty and Don were planning on attending the Tracy Aces Convention in July this year.

### LOG SHEET

Ident. No. NC 25167  
Make and model Huscombe **CONTROLLED PRIVATE FLYING COURSE**  
Date 7-26- 1990 Minimum—35 hours  
Time up 6:15 a. m. p. m.  
Time down 6:20 a. m. p. m. STAGE B FLIGHT-NO. 1

Ground Instr.	Dual		Solo	
	HR.	M.	HR.	M.
time <u>10</u>				
Time this flight				<u>05</u>
Prev. flight time	<u>8</u>	<u>00</u>		
Total flight time	<u>8</u>	<u>00</u>		<u>05</u>

- |  |  |   |  |
|--|--|---|--|
| <input checked="" type="checkbox"/> Taxiing into wind.     | <input checked="" type="checkbox"/> Climbs and glides.     | <input type="checkbox"/> Spins.                     | <input type="checkbox"/> Semistall and sp. land. <sup>s</sup>          |
| <input checked="" type="checkbox"/> Taxiing cross wind.    | <input checked="" type="checkbox"/> Turns in cl. and gl.   | <input type="checkbox"/> Forced land.—take-off.     | <input type="checkbox"/> Slips—forward, side.                          |
| <input checked="" type="checkbox"/> Taxiing down wind.     | <input checked="" type="checkbox"/> Rectangular course.    | <input type="checkbox"/> Forced land. 90° to wind.  | <input type="checkbox"/> Power approaches.                             |
| <input checked="" type="checkbox"/> Taxiing gusty air.     | <input type="checkbox"/> Stalls.                           | <input type="checkbox"/> Forced land. 180° to wind. | <input type="checkbox"/> Power landings.                               |
| <input type="checkbox"/> Sailing. <sup>s</sup>             | <input type="checkbox"/> Steep turns.                      | <input type="checkbox"/> 180° side approach.        | <input type="checkbox"/> Dragging areas.                               |
| <input type="checkbox"/> Docking and mooring. <sup>s</sup> | <input checked="" type="checkbox"/> Take-offs into wind.   | <input type="checkbox"/> 30° eights.                | <input type="checkbox"/> Cross country flying.                         |
| <input type="checkbox"/> Straight and level flight.        | <input type="checkbox"/> Take-offs cross wind.             | <input type="checkbox"/> 360° overhead app.         | <input type="checkbox"/> Private flight test.                          |
| <input type="checkbox"/> Medium turns.                     | <input type="checkbox"/> Take-offs down wind. <sup>s</sup> | <input type="checkbox"/> 70° power turns.           | <input checked="" type="checkbox"/> Wind dir. <u>N</u> veloc. <u>8</u> |
| <input type="checkbox"/> Coordination exercises.           | <input checked="" type="checkbox"/> Landings into wind.    | <input type="checkbox"/> 720° spiral approach.      | <input checked="" type="checkbox"/> Aptitude.                          |
| <input type="checkbox"/> Confidence maneuvers.             | <input type="checkbox"/> Landings cross wind.              | <input type="checkbox"/> 70° eights.                |  |

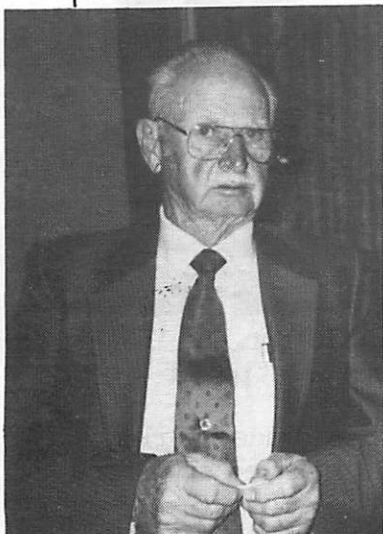
REMARKS: First solo. landing o.k.

Above instruction given.

Above ground and flight time received.

Donald Birlew C49707 1125 Richard Sherwood Briggs  
(Signature of instructor) (Cert. No.) (Rating) (Signature of student)

KITTY KORNER



Missing man formation



The Island of Las Vegas<sup>SM</sup>  
A Ramada Renaissance Resort & Casino.

NICE JOB,  
SIR!



GOLDEN EAGLES - Continental airlines retired pilots

October 12-14, 1993

Reservations received after September 21, 1993 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 Major Credit Card. 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).

CREDIT CARD NUMBER: \_\_\_\_\_

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

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

\$55.00	Single/Double plus tax
\$65.00	Triple plus tax
\$150.00	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

### GOLDEN EAGLES TREASURER'S REPORT

BALANCE 1-01-93 \$7,800.00  
STATEMENT 5-01-93 \$8,383.30  
INCOME STATEMENT 5-01-93 TO 8-01-93

RECEIPTS  
Memberships Dues \$1,890.00  
Postage Fund \$ 485.00  
INCOME \$2,375.00

DISBURSEMENTS 5-01-93 TO 8-01-93  
Golden Contrails \$ 879.50  
\* Golfer's loan \$1,000.00

EXPENSE -1,879.50

BALANCE 8-01-93 \$8,058.80

\* GOLDEN EAGLE'S Golfer's loan will be repaid by 10-01-93

1993 DUES were due Jan. 1, 1993  
Dues \$20.00 each year make check to  
GOLDEN EAGLES : Send to Treas.  
275 Members 7 are Honorary

A.J. CANN

30725 Sorrel Ln.

Canyon Lake, CA. 92587

### GOLDEN EAGLE'S GOLF

GOLF AT PEPPERMILL RESORT & CASINO (WORLD CLASS COURSE)

Room Oct. 10 \$43.20 Golf Oct. 11 \$42.00 ea. 2= \$84.00

Room Oct. 11 \$43.20 Golf Oct. 12 \$42.00 ea. 2= \$84.00

For non-golfers St. George, Ut. 40 mi. with Bryce Canyon Nat. Park close for sightseeing. ALL ARE WELCOME

Name _____	Index _____	Hotel _____	Golf _____
Name _____	Index _____	Total amt. _____	

A check for 25% of total amount has been paid with 50% of remainder due Sept. 10th. and total by Sept. 26th. and no refunds after Sept. 26th. SEND TOTAL REMITTANCE TO: CANYON LAKE, CA. 92587

2 NIGHTS 1 GOLFER \$170.40 2 GOLFERS \$254.40

ROOMS : NO SMOKING \_\_\_\_\_ SMOKING \_\_\_\_\_

### RESERVATION FOR GOLDEN EAGLES BANQUET

October 13th. 1993, Tropicana in Las Vegas, Nv.

Banquet Room open 6:00 pm with no-host bar.

Entree: Beef Tenderloin	\$35.00	No. _____	Amt. _____
Broiled Salmon	\$30.00	No. _____	Amt. _____
Ladies Luncheon	\$15.50	No. _____	Amt. _____
Dues \$20.00 each year.	Dues _____	Postage _____	Amt. _____

Make check to Golden Eagles : Total Amt. \$ \_\_\_\_\_

(You'll come.) Send check to:

A. J. Cann

Reservation in by Oct. 1, 1993

30725 Sorrel Ln.

Reservation by Tel. after 10-1-93

Canyon Lake, Ca. 92587

PLEASE HELP OUT: MAKE RESERVATIONS EARLY 909-244-5715

"I'd rather be a failure at something I enjoy than a success at something I hate."

— GEORGE BURNS



#### GONE WEST:

**BILL WHITTHORNE:** Aug. 1993. Although Bill had been troubled with a bad heart for many years, he continued living a full and enjoyable life. He had a fatal heart attack while talking on the phone to a fellow Golden Eagle.

#### ILLNESS/SURGERY:

**HARRY TANEYHILL:** Harry (age 81) is doing well after a knee replacement (Reported by K.D. Thompson).

**BOB WEIKART:** Bob had "replacement part for his bladder" surgery in April, but the "manu-fractured part" was defective, so he was scheduled for installation of a new "part" in June.

**JIM HIGBY:** Jim fell and broke his shoulder, and injured his shoulder blade, while playing tennis, and running to make difficult shot. His six weeks without playing any tennis are just about over.

**RAY MELBERG:** Ray had a successful heart valve operation some time ago.

**GENE NEWMAN:** Gene had his second "hip replacement surgery" in June, and he is now walking a half mile, five days a week, without a cane.

**LOU HIGBY:** After quite a siege of difficulty in getting enough oxygen, Lou's breathing now is 100%

**PEGGY WILSON:** Peggy is taking chemotherapy again...

**BETTY NEWMAN:** Betty has polymyalgia rheumatica, which results in severe muscle pain and general weakness. A prescription drug is of some help, but Betty still spends most of the time in bed.

**JANE RICHARDS:** Jane recently visited a "Pain Center", but she is not optimistic that the constant pain, caused by her crushed vertebrae, will be alleviated.

**MEMBERS ARE INVITED TO SEND "GET WELL NOTES", ETC.**

#### THIS'N THAT:

**AL SHELLY** looked well and chipper during one afternoon at the ARECA April Meeting. Apparently the surgery to improve the blood circulation in his legs has been very successful!

**BOB CURRENT** retired in June from his paid position as a "month on, and month off" janitor for a local church. Now he is working just as hard as an unpaid "Chairman of the Airport Commission" (Redwood Falls, Minnesota). At age 82, he is part consultant, part engineer, and part foreman, building a runway at the local airport that will be extended from 4,000 feet to 6,800 feet, and that will accommodate airplanes weighing 66,000 pounds. (The former weight limit was 12,000 pounds). He is also involved with securing the 10% local money from the nearby Indian Casino to satisfy Federal financing requirements.

**RAY MELBERG** is waiting to prove to the FAA that his heart valve operation has resulted in lasting health, so that he can resume part time work as a Flight Instructor at age 81.

**BIM RICHARDS** gets the nod from your editors as the oldest (age 72) full time worker among the Golden Eagles. Each

weekday, he drives 50 miles to Long Beach, where he is a valued "MD-80 Instructor", specializing in helping pilot-trainees learn the intricacies of setting up, and using, the latest in flight management systems. Honorary Mention goes to **WALT BYBEE**, **TOMMY THOMPSON** and **BILL PHELAN**, who are younger than BIM. **WALT** flies part time for the Forestry Service and as a glider tow pilot, **TOMMY** works as a cement contractor, and **BILL** is a highly qualified "Senior MD-80 Instructor" at McDonnell Douglas. (If there are some other older retired pilots working full time, please advise your editors, and we'll publish in our next issue.)

**GENE OLIVER** reached age 85 last April. Recently, he joined his wife **ANN** on a diet described in a book entitled, "Dr. Atkins Diet Revolution", and he uses 3 inches less on his belt, and he has lost 18 pounds. (**ANN** lost 20 pounds).

**JOHN BENDER** (age 86) recently passed his Glider Biennial Flight Review. When **JOHN** becomes a member of a famous pilot organization in January, 1994, he will probably set a record as the oldest pilot ever having been initiated!!







Recent announcements about couples who were celebrating their 50th Wedding Anniversaries, bring to mind the following candidates: JACK AND JEAN ALLEY, KEN AND LIVERNE ALRICK, A.J. AND LAVERNE CANN, BILLIE AND PEGGY CARPENTER, GEORGE AND ELLIE CRAMP, BOB AND ISABEL CURRENT, BILL AND NEENEE EATON, GENE AND MARIAN HERSCHE, JIM AND LOU HIGBY, DICK AND DOTTIE HUGHES, BILL AND MELBA KNOWLES, BERT AND EDDIE LYNN, RAY AND TROVA MELBERG, NORM AND BLONDIE MEYER, GENE AND BETTY NEWMAN, JACK AND LIGEA PAINTER, CLIFF AND FLORA PLEGGEN-KUHLE, BIM AND JANE RICHARDS, RIP AND BONNIE RIPPY, GORDON AND MARY LOUISE SMITH, HAROLD AND JEAN SPORES, RED AND LUDDY STUBBEN, KEN AND MARGARET TIEGS, LIN AND MARTHA WRIGHT, and HAL AND FANNY FAYE WRIGHTSON. (Please advise your editors if we should have included your names.)

Since "AGE" has been emphasized so far in this column, do you remember the 1970-75 era when GEORGE CRAMP said that the average airline pilot lived to an age of 62.1 years, after his retirement? Please refer to another page in this issue for 1992 data that shows airline pilots are beating GEORGE'S figures, and that, after age 69, airline pilots are living longer than the average older citizen who is 69...

BOBBY GLAU, now flying as a Second Officer, received his 40 year Anniversary Award from Continental in July of this year.

DICK SCHUMACHER advises that HANK SCHNEIDER has written him from Anacortes, Washington. Guess HANK and EILEEN are still touring the United States in their RV. How long has it been since they started out? Our guess is about two years!!

CLIFF PLEGGENKUHLE has been nominated for election as a National Governor of the OX5 AVIATION PIONEERS.

A.J. AND LAVERNE CANN drove to Altus, Oklahoma from the ARECA Meeting to attend their High School's Anniversary Reunion.

Your editors noted the following Golden Eagles at the ARECA Spring Meeting: JACK AND JEAN ALLEY, BILL AND AMY CHILDRESS, A.J. AND LAVERNE CANN, DICK GRIGSEY, DICK AND DOTTIE HUGHES, RAY MELBERG, GENE NEWMAN, CLIFF AND FLORA PLEGGENKUHLE, K.D. THOMPSON, RIP AND LA VERNE THORNBERRY, and BOB AND MARY WENHOLZ.

We also noted the following Flight Attendants: MARY ANN ADRIANCE, MARY JO DILLS, CAROLE MUELLER, CAROLYN PESENTI,

CHARLOTTE PULS, LINDA RICKS, MARILYN WALKER, and JOANN AND BILL WINTERBERG.

JIM STEINMETZ flew for Continental from Jan. 1960 to Sept. 1983. He started on the DC-3 in Dallas, and later flew on the Viscount, DC-7, B-707, B-727, and the DC-10. He is now an expert "Senior MD-11 Instructor" for McDonnell Douglas at Long Beach.

JERRY SCHOFIELD writes that he has "an old original link trainer table with some spare parts (no crab, airplane, etc.). If anyone is interested they can have it for the taking".

BOB WENHOLZ still volunteers as a pilot, to fly the "FLYING SAMARITANS", at least once each month, to the San Quentin area in Baja California.

JIM MICHAELS AND ERNIE RISCHAR are building a "LANCAIR 360". In June they were hoping to have it finished in time to enter it as a candidate for "Grand Champion" at Oskosh. And, after ten years, JIM is excited about flying again. We hope to have more news in our next issue....

ALICE POWERS has had painters and various construction workers at her address for many months. But now she has a "showpiece home"; a 120 foot by 5 foot wall; and an about to be sodded lawn, to reward her for all the trouble and inconvenience...ALICE advises that ALICE CURTO, widow of our good friend, WAYNE CURTO, has had two hip replacements, (one a second time), knee surgery, and back surgery twice. Whew!!!

PATSY WEIKART went on July vacation with her daughter and two granddaughters (ages 9 and 11). As both PATSY and her daughter belong to the "Daughters of the American Revolution", they planned to go genealogy researching and sightseeing, starting in Philadelphia, and continuing their tour on the East Coast and in the Southern States. She writes that its a great educational trip for her granddaughters.

ROL OLSON is building a 1340 square foot shop for his son.

TED HERBERT advises that his son, JAMES HERBERT, has obtained his Commercial Pilot's License, and that JAMES is looking for a flying position.

JIM LOSEY is a Financial Planner.

TED DANIEL has completed three "50 mile runs" during the past year!!! His time for each run averaged 11 1/2 hours. That's more exercise in one day, than most of us get in one month!!! (Except for HARRY WATSON---anybody else?)

NUMBER TWENTY-NINE

### Fairchild Model 24

This four-place family air sedan is very popular with private flyers. Simple to fly and maintain. When powered with the very economical Ranger engine the model R40 has maximum speed of 135 m.p.h. at sea level. Cruises at 122 m.p.h. with a range of 720 miles. Rate of climb is 830 feet per minute. Also licensed as a seaplane on Edo 2880 floats.

Co-operation of Popular Aviation Magazine

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

**WINGS Cigarettes**

NUMBER FORTY

### P.A.A. Flying Cloud

Pan American "Flying Cloud". One of three new Strato-Clippers designed for high-speed inter-American service for Pan American Airways. Cabins are sealed and supercharged to compensate for loss of atmospheric pressure in stratosphere. Four Wright Cyclone engines. Top speed 240 m.p.h. Cruising speed 215 m.p.h. Will fly at levels above most weather.

Co-operation of Popular Aviation Magazine

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

**WINGS Cigarettes**

NUMBER THIRTY-EIGHT

### American Flagship

American Airlines "Flagship". A Douglas DC-3 plane. Leader of American Airlines "Flagship Fleet". Powered with two 1220 h.p. Wright Cyclone engines. Approximate maximum speed 206 m.p.h., cruising speed 185 m.p.h. Retractable landing gear. Sperry Automatic pilot. Serves country from coast to coast over southerly route through lower Texas and the deep South.

Co-operation of Popular Aviation Magazine

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

**WINGS Cigarettes**

NUMBER FORTY-FOUR

### Beechcraft Model 18

This ship has made international aviation history. Designed originally by Walter Beech for airline feeder work it has since been used very successfully as a flying ambulance, fast freight carrier or for military liaison. Accommodates six to eleven people. Two Pratt & Whitney Wasp Jr. engines, each 450 h.p., develop a cruising speed of 220 m.p.h. Range 1100 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 FORTY-FIVE

### Bellanca Aircruiser

Largest single-engine transport cargo carrier built in the U. S. Powered with a 715 h.p. Wright Cyclone engine it cruises at 155 m.p.h. carrying over 2½ tons of useful load. Used very successfully in mining operations opening up territory in northern Canada previously considered inaccessible by land or water. Also available as land transport or ski-plane.

Co-operation of Popular Aviation Magazine

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

**WINGS Cigarettes**

NUMBER FOUR

### Pursuit

The Vultee Vanguard 61 U. S. Army Pursuit Plane. 1600 h.p. Wright 14 engine placed just forward of the cockpit fire wall is cooled by air chutes located under nose of ship. Top speed 386 m.p.h. Cruising speed 316 m.p.h. Service ceiling 36,250 feet. Rate of climb more than 5500 feet per minute. Also powered with Pratt & Whitney Twin Wasp X3C4-D.

Co-operation of Popular Aviation Magazine

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

**WINGS Cigarettes**

NUMBER FORTY-TWO

### United Mainliner

United Air Lines "Mainliners" fly the oldest air transport route in the United States, operating air mail contract No. 1, original air mail route flown by U. S. Army. Travels northern route. These Douglas DC-3 ships have approximate top speed of 206 m.p.h.; cruising speed 185 m.p.h. when powered with two 1050 h.p. Pratt & Whitney Twin Wasp engines.

Co-operation of Popular Aviation Magazine

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

**WINGS Cigarettes**

NUMBER THIRTY-NINE

### P.A.A. Clipper

This ship, newest of the famous Clippers, is Boeing's great contribution to transoceanic flying. Seating capacity 74 passengers with crew of 15. Convertible into 40-passenger sleeper. Wing passages give access to each engine during flight. Four double-row Wright Cyclone engines develop 6000 h.p. Top speed 190 m.p.h. Cruising speed 175 m.p.h. Range 3100 miles.

Co-operation of Popular Aviation Magazine

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

**WINGS Cigarettes**

*I pray that I may live to fish  
until my dying day  
And when it comes to my last cast  
I then most humbly pray  
When in the Lord's great landing net  
and peacefully asleep  
That in His mercy, I be judged  
Big enough to keep*



NUMBER FORTY-ONE

### T.W.A. Sky Chief

T.W.A. "Sky Chief". A Douglas DC-3 ship built for Transcontinental and Western Airlines. Flies the line charted by Colonel Lindbergh, the shortest coast-to-coast route. Approximate top speed 206 m.p.h. Powered with two Wright Cyclone 1220 h.p. engines. Retractable landing gear. Carries 21 passengers. Convertible to 14-sleeper.

Co-operation of Popular Aviation Magazine

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

**WINGS Cigarettes**

NUMBER THIRTY-SEVEN

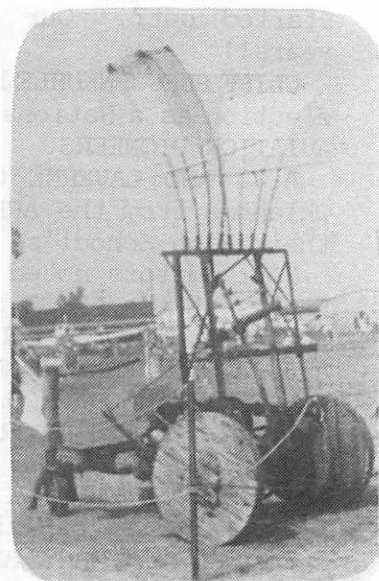
### Waco Model N

Has tricycle landing gear with steerable front wheel making ship easily maneuvered on ground. Powered with 300 h.p. Jacobs engine this ship has a top speed at sea level of 161 m.p.h. and a cruising speed at optimum altitude of 151 m.p.h. Carries five passengers comfortably. This finely built plane is very popular with private pilots in all parts of the U. S.

Co-operation of Popular Aviation Magazine

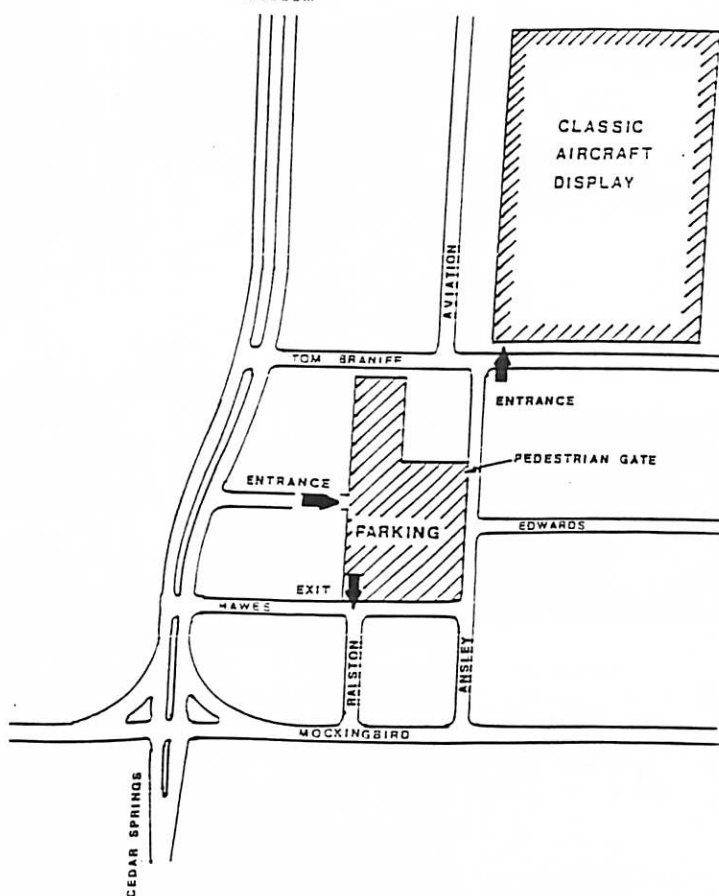
This is one of a series of fifty pictures of Modern American Airplanes packed with

**WINGS Cigarettes**





TO LOVE FIELD  
TERMINAL AND  
FRONTIERS OF FLIGHT  
MUSEUM



FRONTIERS OF FLIGHT MUSEUM



# Flight Thru Time 1993

Static Display

When: SATURDAY, SEPTEMBER 18 AND SUNDAY, SEPTEMBER 19, 1993  
Gates open 9:00 am to 6:00 pm Saturday - 9:00 am to 5:00 pm Sunday

Where: DALLAS LOVE FIELD AIRPORT

Admission: \$5.00 Adults  
\$2.00 Children 12 and under

## Featured Aircraft

A-10 Thunderbolt	T-45	AP-64 Apache Helicopter	Fina S2B Pirs
F-15 Eagle	T-38 Talon	AH-1 Cobra Helicopter	T-34 Mentor
F-18 Hornet	T-33 Shooting Star	AD4N Sky Raider	S-3B Viking
A-6 Intruder	T-28 Trojan	P-51 Mustang	AV-8B Harrier
F-14 Tomcat	B-1 Lancer	Zero A-6M	And More...
F-16 Fighting Falcon	EA6B Prowler	F-4F Wildcat	
F-117A Stealth Fighter	KC-135	TBM Avenger	
C-130 Hercules	T-37	B-17	
C-5 Galaxy	T-2 Buckeye	F4U Corsair	
AT-6 Texan	F-4 Wild Weasel	F-111 Aardvark	
P-40 Warhawk	C-141 Starlifter	F-86 Sabre	
P-38 Lightning	E-3A AWACS	E-2C Hawkeye	
P-47 Thunderbolt	KC-10 Extender	P-3 Orion	
B-26 Marauder	U-2	HH-53 Jolly Green Giant	
B-25 Mitchell	F-4 Phantom	F6F Hellcat	

(All aircraft subject to availability and weather conditions.)

Free parking in designated areas!

Food, beverages, souvenirs available!

For information on this and other upcoming events call:

Frontiers of Flight Museum

(214) 350-3600 or (214) 350-1651



## RETIREMENT MAY BE HAZARDOUS TO YOUR HEALTH

Airline pilot death rates surge around retirement age, compared to those of the same age group in the general population, according to a Flight Safety Foundation study released earlier this summer.

Data was gathered from the airline pilot organizations of Argentina, Colombia, Greece, Ireland, Spain, Switzerland, the United Kingdom and the United States, and analyzed by the OmniLife Overseas Insurance Company of Cyprus.

Non-U.S. data covered pilot deaths between the ages of 50 and 74 (56 is the average retirement age). U.S. data from the Air Line Pilots Association covered deaths of pilots between ages 60 (mandatory retirement age) and 80. When compared to the general population, both groups showed younger ages of death for retiring pilots than for the general population. The non-U.S. pilots' death rate surged in the 55- to 59-year-old category, surrounding the average retirement age of 56. The average age of death for this group was 61, compared to 63 for the general population.

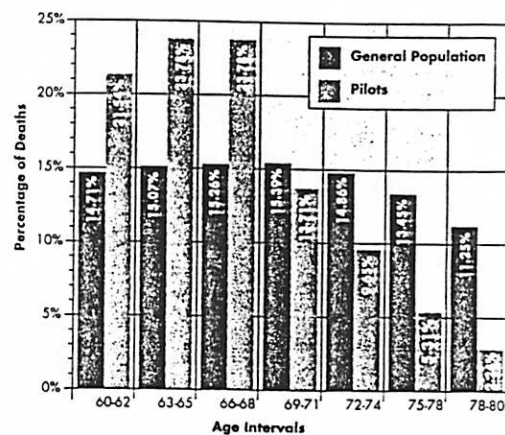
The average age of death for U.S. airline pilots was 67, compared to 70 for the general population. And the data ALPA supplied showed that 69 percent of pilot deaths occurred in the first nine years after retirement. The general population after-retirement death distribution is much more even, says FSF, "with only 45 percent of deaths in the 60- to 80-year-old range occurring in the first nine years after retirement."

FSF did not explain the reasons for these phenomena, but said a future study is planned to determine specifics. However, unofficial discussions centered around the fact that most professional pilots have no other strong interest besides flying; the loss of this activity upon retirement adds

significant stress. Asked whether the mandatory aspect of retirement was a causal factor, FSF said it is not so much that a pilot must retire, but simply the fact of retiring itself.

No data were available on the implications of these findings on corporate pilots, but FSF said it may be addressed in the future. LM.

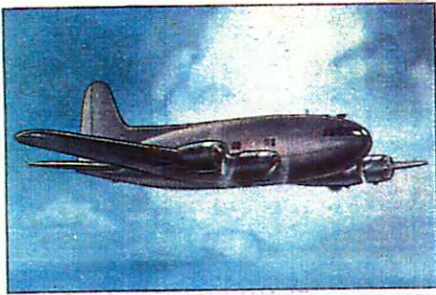
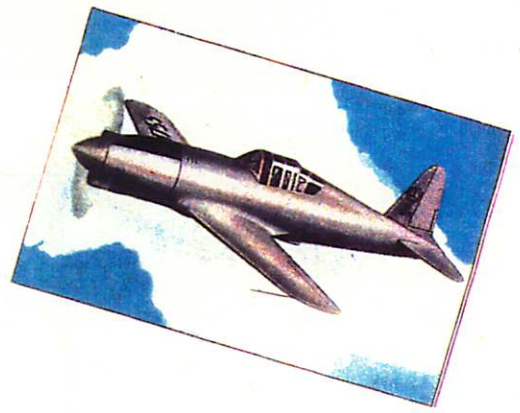
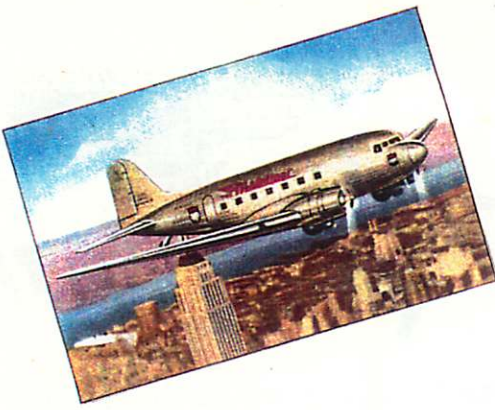
## PILOT DEATHS VS. GENERAL POPULATION



Source: Flight Safety Foundation

"Always go to  
other people's funerals,  
otherwise they won't come to yours."

— YOGI BERRA



**U.S.S. CARL VINSON (CVN-70)  
Nuclear-Powered Aircraft Carrier**

One of the most powerful, self-contained combat platforms in the World. Built by the Newport News Shipbuilding & Drydock Co. of Newport News, Virginia, and commissioned on 13 March 1982. Named for the Honorable Carl Vinson who served over 50 years in the United States House of Representatives from the State of Georgia.

