



# 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.

AUGUST 1994



GOLDEN EAGLES

Continental





## CAPTAIN'S CORNER

8/94

On August 31, 1964, thirty years ago, Continental Air Lines made its entry into international airline operations. On that date Continental's first Boeing 707-320C, then the most powerful and longest range commercial aircraft in the world, lifted off of a Travis AFB runway and headed for Japan. The proving run for Continental's MAC (then MATS) operation had begun.

On board Aircraft #321 were five cockpit crews and three check pilots. Each of the five crews would fly a leg of the proving run which was projected to fly from Travis to Tokyo to Clark AFB in the Philippines to Anderson AFB in Guam to Honolulu to Los Angeles. One flight crew and a check pilot were to be dropped off at Clark to fly the first VietNam trips. Three Flight crews were dropped off at Honolulu. By the time that the proving run ended at Los Angeles a few hours later, Continental was ready to start its MAC operation immediately. The first MAC payload trip left Travis for Okinawa on September 5, 1964.



That was a landmark (seamark?) occasion for Continental. From that point the CAL/MAC fleet grew to 13 320C aircraft and a well-earned reputation of being the premier contract carrier in MAC.

Because of that successful MAC operation the rest of the airline grew too. It is my understanding that the cash-flow and profit from MAC allowed Continental to buy new aircraft and expand its route mileage. For an indication of the extent of that expansion one need only to look at the pilot seniority lists. The July 1, 1964, list shows only 298 numbers, 10 of which were for men hired shortly before the first MAC trip and possibly in anticipation of the MAC operation. (#288 was D.D. Ault who was hired on June 7, 1960) The July 1, 1966, list shows 546 names, January 1, 1967, shows 705 names and July 1, 1969, shows 1014 names.

The successful MAC operation was the result of Robert F. Six vision, a plan skillfully launched by Captains Ballard, Stubben and Straight, and then an operation enthusiastically carried out with much camaraderie by the host of Continental people, in the air and on the ground, who volunteered for the MAC operation.

Every Continental person, past and present, has a right to be proud of our CAL/MAC history.

See you in San Diego!!!

## RESERVE CAPTAIN'S CORNER

Our October get-together is fast approaching and we have been busy scheduling the festivities.

I am happy to report that I have spoken with Jim Gamble and he has set aside the 11th & 12th to be with us in San Diego. As I reported in the last letter, Jim has been extremely busy and has been putting on numerous shows in Japan. I believe he mentioned that he had just returned from his third tour this year. They love his shows and his puppets in Japan and I know you will also. The show should fit in great with our banquet.

Jim reports he is now off to the Seattle area and will be doing the Camino Island & Stanwood Fair, then on to Phoenix, New York, back to L.A., etc., etc.

On another note I would like to bring you up to date on someone near and dear to all of us, Harry Taneyhill. I have just spoken with Harry and his report is; "He is doing as well as can be expected and wouldn't have it any other way".

To elaborate a little, a year ago while I was in the L.A. area for the ARECA Fling I was finally able to contact him and Leonard Witt and I spent a very enjoyable afternoon reminiscing with him. At that time I must say he was the same Old Taneyhill!!

Also at that time, Harry said that the arthritis got so bad in the one knee that he finally had to have it replaced. This worked out well for him and he was getting around pretty good and was even able to spend some time at LGB, at Foley's F.B.O. He looked great and is still sharp as a tack with his one-liners.

Talking with Harry now it seems the arthritis has flamed up in the other knee and he is having difficulty getting around; surgery is not possible this time.

At any rate his spirits were good and I mentioned that I would like to include this in my letter along with his address and phone number, should some of the old crew wish to send him a card or give him a call. He said that would be fine and that he would love to hear from the guys.

Harry likes to retire early, like 19:30 Pacific time, so if you are thinking of calling the best time is late morning or early afternoon or evening. Also, it could take him some time to answer the phone.

So here it is: Harry D. Taneyhill  
14919 So. Normandie  
#32  
Gardena, Calif. 90247  
310 323-7060

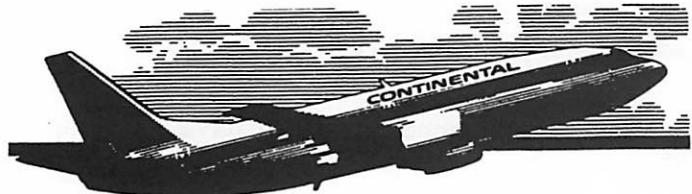
*K. D. Thompson*



**JIM GAMBLE**







## SCRIBE'S CORNER



The time is approaching for our next convention in San Diego, and I believe everyone will enjoy the program that is planned. With all the changes in Continental lately, we hope there will be ample flights to San Diego, and transportation will not be a problem.

On August 4th, Sandy and I, along with Amos and La Vern Cann drove to San Diego to finalize our plans for the convention October 11th and 12th. It looks like everything is in order. We believe "Ike" will have some golf arrangements for us on the 10th and 11th.

Not much new news from this end. I understand we will have some good entertainment, both the evening of the 11th and 12th. Also a lot of good fellowship in the hospitality suite.

Sincerely, Ol' Secretary Hal Ross

Dear Golden Eagles and Wives:

As I begin to write this note it occurs to me that the countdown is drawing near and our year is winding to a close. I am very pleased to have served as the Ladies Auxiliary President. Thanks for accepting me, "The new kid on the block". During the past year it has been nice to become better acquainted with many of you. Hal has been fortunate to have so many wonderful friends and I am grateful he introduced me to all of you.



Our trip to the Marriot was to check all the little details, to ensure our requests were being complied with. Any questions regarding the hotel rooms you may contact: Pat Sullivan or Anne Dial directly at: 619/696-9800.

A complete schedule of events will be available upon your arrival. Here are a few highlights on our calendar at this time:

Tuesday, October 11 - Thursday October 13 the Hospitality Suite will be available (the Hospitality Suite is located in the Symphony Bay Room)

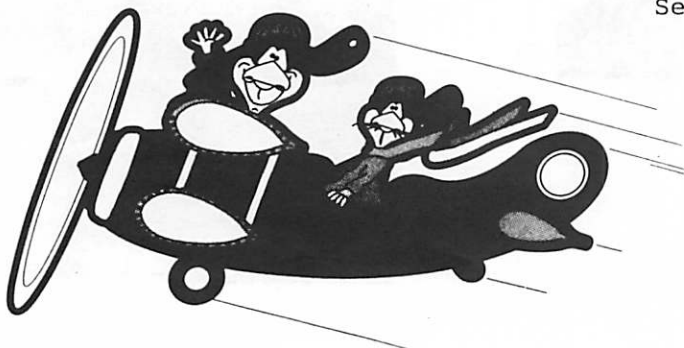
Wednesday, October 12 at 9:30 A.M. Men's Business Meeting

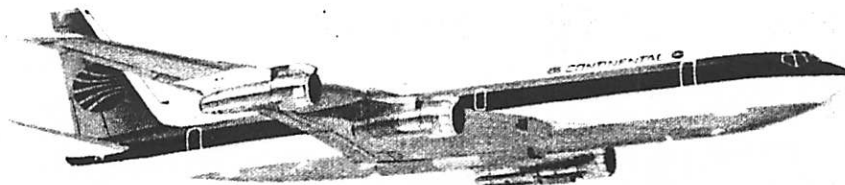
Wednesday, October 12 at 9:30 A.M. Women's Business Meeting/Brunch to take place in the Rhapsody "A" Room

Wednesday, October 12 at 6:30 P.M. Cocktails/Banquet

We are looking forward to seeing all of you and renewing our friendships. I think of hospitality being like a store. The quality of the product in our store and the service in our store (our Hospitality Suite), will be truly dependent upon our participation. The way we can all buy stock will be by rolling up our shirt sleeves and helping out. Either by tending bar, greeting and checking the Eagles and their guests, or serving a little food. If there is a food item you enjoy preparing, please feel free to bring it; I assure you it will be greatly appreciated by everyone.

See you all soon, Love Sandy Ross





## THE MAC PROVING RUN

by Pleggie

Continental's MAC proving run started from Los Angeles on August 31, 1964. On board Aircraft # 321 were the five original MAC crews plus check pilots, navigators, MAC flight attendants, an FAA inspector and the CAL Vice President MAC Operations, Bill Boyd.

Leaving Los Angeles at 9:00 AM, the first leg to Travis AFB at Fairfield, California, was flown by Captain Don Straight and Captain Red Stubben. Travis was to be our primary departure and arrival point for the MAC operation.

Captain Wade Johnson and his crew, F/O Hal Ross and S/O Bob Wilson flew the leg from Travis AFB to Yokota AFB just west of Tokyo. After flying 10 hours and 40 minutes, we arrived at Yokota late in the evening. We were bussed in to the Palace Hotel, just opposite the Imperial Palace near downtown Tokyo. The hotel had a banquet for us but it was quite short because we had an early departure time the next morning.

Captain George Cramp and his crew, F/O Bob Kinsey and S/O Joe Grekowicz, flew the leg from Tokyo to Clark AFB in the Philippines. The flying time was a little over three hours.

The overall plan was for the flight crews to check the weather and flight planning facilities at each stop. You may think that we just sat in the cabin and rested while enroute from one stop to the next---not so with Flight Manager Ballard on board! Don was in charge of the proving run and he kept us busy studying our manuals, navigation procedures and the whole MAC operation.

At Clark we not only checked the weather and operations facilities but were also given a bus tour of the base, during which we visited the Negrito village. As you may know, the Negritoes are pygmy-size black people who have such acute senses of sight, smell and hearing that the Air Force used them instead of guard dogs to patrol the perimeter of the base.

We left Captain Rex Buchanan, F/O Bill Himmelreich and S/O Len McTaggart at Clark along with Flight Manager Don Straight and flight attendants Elaine Romens, Jean Hart, Ellie Spiese and Jan Kassling. The original plan was for each of the Honolulu crews to rotate to Clark for a month to fly the Clark-Viet Nam-Clark legs of each contract flight. All of that changed a few months later.

After several hours at Clark, it was Captain Bob Current with F/O Joe Henry and S/O D.J. Lehman who flew us to our next stop at Anderson AFB in Guam. Enroute time was approximately 3 1/2 hours.

At the Guam stop it was necessary for Ballard to get VP Bill Boyd straightened out as to who was in charge of enroute MAC flights: the flight crew would determine when the trip would be ready to leave for HNL. Boyd had already boarded everyone and was preparing to close the door and remove the ramp while we were still doing our paper work for the flight to Honolulu.

From Anderson AFB in Guam it was Captain C.M. Pleggenkuhle, F/O Bob Hiemstra, S/O Blake Lamar, Navigator Trent Lowney and check-pilot Captain Red Stubben in the cockpit. The flight took seven hours and ten minutes. We arrived in HNL mid-morning of September 2, almost 24 hours after the flying started in Tokyo.

Ours was the first Continental flight to ever land in the Hawaiian Island. As we blocked in at HNL there were hula dancers surrounding our airplane. A photo of that event was made into a post-card and later distributed on all Continental flights.

After refueling and flight planning the proving run moved on to Los Angeles with Captain Red Stubben and Captain Don Ballard at the controls. The proving run ended in Los Angeles in the evening of ~~at~~ September 2 after approximately thirty hours of flying.

When Aircraft #321 departed HNL for LAX to complete the proving run, the Cramp crew and the Current crew were left in HNL, their new permanent base.

My Los Angeles-based crew stayed in Honolulu (at the Hawaiian Village Hotel) to wait for the first west-bound trip to Clark AFB. However, due to a typhoon in the Philippines area, the Company obtained a cargo load out of Travis for Okinawa. Captain Wade Johnson and his crew flew the first leg of that cargo trip to Honolulu on September 5, 1964.

Captain Pleggie and his crew of Bob Hiemstra, Blake Lamar and Navigator Mike Petkus along with check-pilot Captain Jack Alley and FAA Inspector Frank Chenoweth flew that cargo trip from HNL to Okinawa (8 hours and 57 minutes), and, after a very short night flew the first CAL/MAC ferry flight from Okinawa to Travis. At just about the top of climb the gyro rolled over on its back and our autopilot was inoperative. All of us then took turns hand-flying the airplane to Travis. We arrived at Travis at 1636 GMT on September 6, 1964, after eleven hours and two minutes of flying.

The start of our CAL/MAC operation had a few loose ends. One of those "loose ends" was the question of how the first arriving crew was to get from Travis to our home base in Los Angeles while the airplane that we had just brought in was refueled, loaded and headed back to HNL with a fresh crew. Through the efforts of FAA Inspector Frank Chenoweth, a former Flying Tiger pilot, we were able to hitch a ride in the back end of a Flying Tiger cargo plane that was ferrying to Burbank.

Once in Burbank there was still the problem of getting across town to LAX. We rented a car and Blake Lamar drove us because he was low man on the totem re "Senioity". That's what you call improvising, saving the Company money and getting the job done. But, then, that was the attitude of all MAC crews, flight managers, check-pilots and all maintenance and ground crews. I have seen some of our MAC maintenance crews work 24 hours straight to get an engine changed so the Old Bird could get back into the air. It took everybody working together to keep that fleet of Boeing 320C's in the air on an average of 18 hours per day.



When, in 1964, Continental first made plans to bid on MAC contracts to VietNam, Bill Boyd was brought on board as a vice-president because of his familiarity with the process of getting MAC business. My introduction to the planning came when Mr. Six, in August of 1964, asked that I make a tour of the Pacific and give him a report as to my findings on how we could do it best operationally. Riding in the jump seat, I started out NORTH-PAC on Northwest and then switched to Southern Air Transport and World Airways. At the same time Don Wilson went MID-PAC through Honolulu. As a result of our input and that of others, the proving run concept evolved.

Operations and training set up a plan to have five senior captains bid and then experienced captains to be assigned to fly as first officer and other experienced pilots to fly as second officer. However, bids were put out for all three positions, and, since all of the captain bids went senior, the first officer bids went to experienced captains and the second officer bids went to experienced pilots, no assignments were necessary.

Our goal was to have MAC crews do their own flight planning, weight and balance, dispatching and navigation, however, FAR's required that we use navigators and we did so for about 1 1/2 years until Doppler was approved. Art Hendrikson was hired as the chief navigator supervisor and was helpful to all of us.

Don Wilson, Red Stubben and I, along with others, engaged in the initial planning. Anticipating Don Straight's future value as pilot supervisor in such an operation, we brought him aboard.

Our basic plan was to get started with the least cost but with the greatest impact, so the first Boeing 707-320C was used as a training platform as it was flown Travis-Tokyo-Clark-Guam-Honolulu-LAX. Each crew would fly a leg and those not flying would use their time enroute to more fully acquaint themselves with navigation charts, military base procedures, flight planning, weight and balance, customs procedures, etc. I was the primary check-pilot for the entire circuit. Don Straight was dropped off with Buchanan's crew at Clark. Straight was to serve as check-pilot and supervisor for the initial operation into VietNam. Another crew was dropped off in Honolulu so that when we returned to LAX we were ready with highly qualified crews in position to start the MAC operation immediately.

We're all getting pretty old to be able to recall details correctly in every instance, so, if I've omitted some names, or had a mistaken recollection, please understand. To refresh our memories, these are the initial 5 crews (excluding navigators): Wade Johnson--Hal Ross--Bob Wilson; Pleggie--Bob Hiemstra--Blake Lamar; Bob Current--Joe Henry--D.J. Lehman; George Cramp--Bob Kinsey--Joe Grekowicz; Rex Buchanan--Bill Himmelreich--Len McTaggart. Flight attendants were a big part of this picture as well and their recollections should be encouraged. These initial crews paved the way for one of the most exciting and rewarding periods in Continental's history.



# BOOK BY AUDREY MEADOWS SIX !

Arriving at the home in Truesdale Estates at 3:00 PM, we entered through a gate in a high wall bordering the street, walked past a swimming pool with a view of Beverly Hills, and were met at the door by Audrey Meadows Six.

Wearing a fetching jump-suit, she escorted us to her study, walled with books on two sides. The table in the center of the room held many framed 8 x 10 photographs of Audrey and Bob Six, and, (as we learned later) the book shelves held at least a dozen albums of the pair's various sized photographs.

After introductions and mentioning a flight or two flown with Audrey and Bob Six, we learned that when Bob Six was in New York, after "The Honeymooners" had gone into syndication, a mutual friend, Faye Emerson, invited Audrey to join her small dinner party at El Morocco. Audrey had been out late the night before and declined. When Faye persisted, Audrey agreed to come, and she ordered smoked trout for dinner. After the same group had met for dinner the following two nights, Bob Six asked Audrey if he could see her again, and on one of their dates Bob said, "that she had hooked him with her smoked trout". They were married in Honolulu in 1961, and Audrey stated that, "those years of my marriage with Bob were the happiest years of my life."

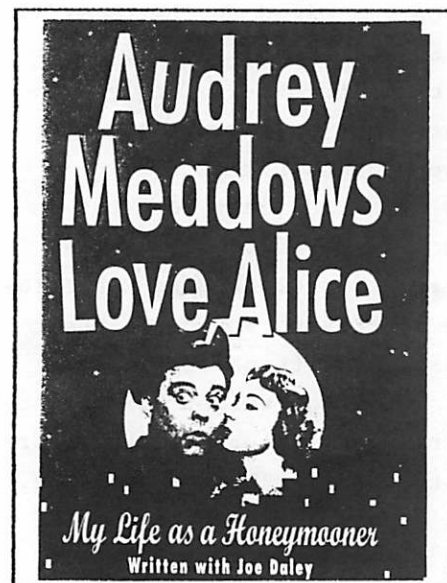
Which leads us to the reason for the interview... In response to a great number of fan letters, Audrey has written her first book, entitled

"LOVE, ALICE". Walter Matthau's wife, Carol, suggested that Audrey write notes to herself, for use as a reference when she began her book. Then, writing in longhand, with the help of a former Continental Airline Executive, Joe Daley, Audrey completed "LOVE, ALICE", and it is scheduled to go on sale on September 16, 1994.

In the August issue of "THE GOLDEN TALE", John Bender stated, "I have had the privilege of reading an advance copy. It is the most enjoyable and hilarious I have ever read. It is about her part in the "HONEYMOONERS" TV series of the 50's, with Jackie Gleason and Art Carney, among others."

The book jacket will include endorsements by Johnny Carson, Merv Griffin, Bea Arthur, Mike Wallace, and Candace Bergen.

Audrey is scheduled to make a tour that will include TV appearances and stops in several Continental cities. You are all invited to stop by and say "hello", as part of our Continental



family...

September 22, 1994  
September 26, 1994  
October 6 & 7, 1994  
October 10, 1994  
October 11, 1994  
October 13, 1994  
October 14, 1994  
October 18, 1994  
October 20, 1994  
October 24, 1994  
October 26, 1994  
October 27, 1994  
October 29, 1994  
November 12, 1994

Interview "GOOD MORNING AMERICA"  
Interview "LARRY KING LIVE"  
Orlando/DISNEY: Interviews for TV shows  
Chicago: Interview, RADIO STATION WGM 8:00PM local  
Chicago: MARSHALL FIELDS  
Detroit: BOOK PEOPLE  
St. Louis: LIBRARY LIMITED  
Dallas: TAYLORS  
Denver: TATTERED COVER  
San Francisco: KEPLERS  
Beverly Hills: RIZZOLI  
Los Angeles Times BOOK AND AUTHOR LUNCHEON  
Los Angeles (Pasadena): VORMAN'S  
Phoenix: ARIZONA KIDNEY FOUNDATION





## CONTINENTAL AIRLINES 60th ANNIVERSARY

Continental Airlines celebrated its 60th anniversary with an Open House held in El Paso, Texas on July 15, 1994. Provided were cakes, sodas, balloons, and the Peanut Man passing out those little packs of goodies. It was a huge success due to the hard work of George Igo, Ray Scippa, Eric Downward, and the many employees and retirees. The Continental Airlines Historical Society gave rides in our Douglas DC-3 for a donation to the El Maida Shrine Burn Center for Children... what a great cause! The Shriners were great salesmen, filling every flight!



The DC-3 was under the command of Captain Jim Minor. Flight Attendants Sherri Dickey, Jennifer Dement, and Valerie Bologna wore uniforms from the past and served the traditional "coffee, tea, or me." At 13:00 the DC-3 took off for Pueblo, making all of the original stops at ABQ, SAF, LVS. In the afternoon the ELP terminal was filled with music, clowns, jugglers and the guests were served more cake.

Retirees present included Golden Eagles President, Captain Robert Hiemstra, Captain Jack Thompson and myself. ARECA President, Mary Esther Simmons had the misfortune to fall on the terminal stairway, injuring her arm and knee. After the Emergency folks bandaged the injuries she was ready for her ride on the DC-3. There's no stopping Mary Esther!

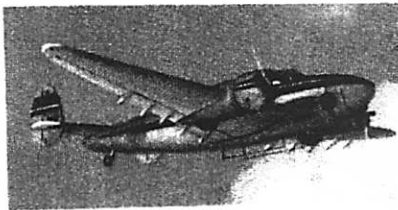
One retiree showed up at the Continental ticket counter to buy a reduced rate on Southwest Airlines, but he forgot to bring his ID card. I won't mention his name, but you missed a good time, A.J.!

As for the history, it all began July 15, 1934 in El Paso, TX. Captain Jess Hart climbed aboard a single-engine Lockheed Vega to embark upon the first flight of Varney Speed Lines from ELP to PUB, with stops in ABQ, SAF, and LVS.



The airline, founded by Walter T. Varney and his financial backer, Mr. Louis Mueller, carried only nine passengers and some mail in the first 15 days of operation. El Paso was the headquarters and maintenance base. Mr. Robert F. Six arrived on the scene with the purchase of a 40% minority interest in Varney Air Transport in July of 1936, and with the acquisition of the PUB-DEN portion of Wyoming Air Service routes in May of 1937, Mr. Six became the Executive Vice-president. There was little doubt as to who was to become the driving force of this airline!

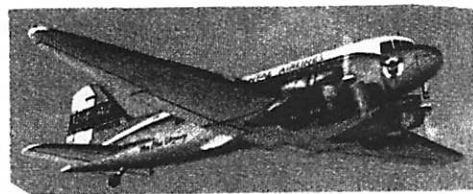
At this time the CAA ruled that all scheduled carriers would be required to operate multi-engine aircraft equipped with two-way radio. Mr. Six and Louis Mueller mortgaged their homes for the money to make the down payment of \$5000 on each of 3 Lockheed 12s.



They carried 6 passengers with 2 pilots and could fly 213 mph, about 35 mph faster than the B-247 and DC-2. Each airplane cost \$39,500. Continental's slogan, for the name now became Continental, became "Fly America's Fastest Scheduled Airline."

On October 31, 1937 Mr. Six moved the headquarters and maintenance base to Denver; and on February 3, 1938 he was elected President of the airline, a position which he held for almost 50 years.

Don Davis was one of the first employees in El Paso, serving as mechanic, meteorologist, dispatcher, and even baggage handler! Don lives in Pueblo and was on hand to greet the DC-3 when it arrived on July 15, 1994!



When the route extension ELP to ABQ was awarded to include stops at Carlsbad, Hobbs and Roswell, NM the first flight was conducted once again by Captain Jess Hart, but this time with Co-pilot Clifford M. Pleggenkuhle!

From 3 Lockheed 12s and route mileage of 540 miles, Continental has grown to 43,000 employees and flights to 128 cities around the world. We currently operate 403 jets and turbo-props, with orders for 90 new aircraft from Boeing and options for 90 additional aircraft. "Peanut Fares" are now available on 780 flights daily. Our service is good, and improving steadily, and if we all keep up the good work, our airline, which has just celebrated its 60th Anniversary, will soon return to profitability. Retirees and present employees alike can all be proud of the part we are playing in the success of Continental Airlines!







**Continental Airlines**

*Celebrating  
60  
Years of Service  
1934 -1994*





A puzzlement? Backside fastens to the branding iron and becomes LAZY 6.



SARAH CANN - BACK PACKED FOR ABOUT 12 DAYS IN GROUPS  
OF 10 WITH GRADUATION CLASS 3 DAYS IN AREA BY HERSELF  
SEEING ONLY SUPERVISOR ONCE EACH DAY.

## POETS' CORNER

Senior Trip  
5/30/94

### IF IT'S GOOD FOR LITTLE CHILDREN

"Of such is Father's house", said He,  
"Forbid them not to come to me.  
'Til you become as meek as they  
you cannot enter heaven's way."

(In little children's hearts we see  
our hope of immortality.)

So ask yourself, ere you decide  
to build a Bomb, or change a tide,  
pollute the land, or search a star,  
'protect' a neighbor near or far  
if, after all is said and done,  
it will be good for little ones.

R. S. Grigsby

### HALF A RUBAIYAH OF JASMIN (MS. OMAR) KHAYYAM

The moving finger writes, and having writ  
moves on... then hesitates, considers changing it.

RSQ

An airplane  
flies overhead  
as I traverse  
painfully  
to the top  
of the mountain.  
I feel the power  
of this great bird  
with the ability  
to glide  
over the beauty  
I've worked so hard  
to find,  
the ability  
to experience this view  
forever.  
Let me continue on  
in my world  
of reality.  
Let me enjoy  
all the knowledge  
the world holds,  
yet give me  
the chance  
to understand  
and remember  
your eternal view.



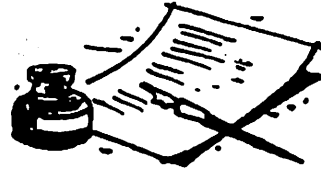
A bright purple  
flower  
stands alone,  
highlighted  
by the sun's rays,  
in glowing brilliance  
and light,  
against  
a world  
of brown  
and green.

Chicago Center: "Continental Twelve, say speed."  
Continental 12: "Two fifty."  
Center: "Continental Twelve, slow to one eighty."  
Continental: "Roger, slowing."  
Center: "United Ninety Six, say your speed."  
United Ninety Six: "Two hundred and... ah, forty eight knots."  
Center: "United Ninety Six, slow to... ah, one hundred seventy eight knots."  
United: "Hey, I've got a big airplane here. If I slow to one seventy  
eight, I'll fall out of the sky."  
Center: "Roger, United, report leaving each five thousand foot level."

A moment of blissful silence follows.



## EDITORS' CORNER



### FRONT COVER

*Hands across the Pacific. See references to MAC start-up and interview with Audrey Meadows Six elsewhere in this issue.*

### BACK COVER

*Ms. Six was kind enough to allow us to copy this striking photograph from the one she treasures in her home!*

### MAC START-UP

*This issue features memories of the early MAC days contributed by Bob Hiemstra, Pleggie, and Don Ballard.*

### CONTINENTAL'S 60th ANNIVERSARY CELEBRATION

*Thanks to Captain C. M. Pleggenbale for the report and pictures of a fun time in El Paso. The picture of Bill and Virginia Hill's Stearman may seem slightly out of place in this collage, but we just had to show it off in color, and it does belong to that era. See Bill's note below.*

### MARRIOTT SUITES RESERVATIONS

*In lieu of another reservation card for the Marriott Suites, let's keep it simple and just call the 800 number given on the invitation to extend your stay for the weekend. Please have your credit card handy when you call.*

# GOLDEN EAGLES TREASURERS REPORT 8-1-94

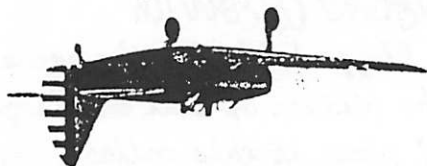
BALANCE	1-1-94	\$7,794.66	
STATEMENT	4-30-94	<u>\$9,823.08</u>	\$9,823.08
INCOME 4-30-94 TO 8-1-94			
RECIPTS:			
Member dues paid >>>>>		\$600.00	
Postage fund >>>>>>>		<u>\$165.00</u>	
		-----	=====
TOTAL INCOME:		\$765.00	\$10,588.08
DISBURSEMENTS:			
Golden Contrails	Grigsby	\$1,752.18	(\$1,752.18)
		-----	=====
BANK ACCOUNT AS OF 8-1-94 >>>>>>>>			\$8,835.90

CHECK YOUR MAIL LABEL FOR DUES UPDATE  
32 MEMBERS ARE IN ARREARS IN DUES PAYMENT AND  
SUBJECT TO REMOVAL FROM THE MAILING ROSTER

SEND DUES TO >>>>> Treas. A. J. Cann  
 30725 Sorrel Ln.  
 Canyon Lake, CA 92587  
 909-244-5715



Missing man formation



## 1994 GOLDEN EAGLES ANNUAL CONVENTION PROGRAM

OCT. 11, 1994 ARRIVAL AND SIGN IN 12th FLOOR AT HOSPITALITY ROOM  
5:30 P.M. --HOSPITALITY RECEPTION-->>REMEMBERING THE GOOD TIMES<<

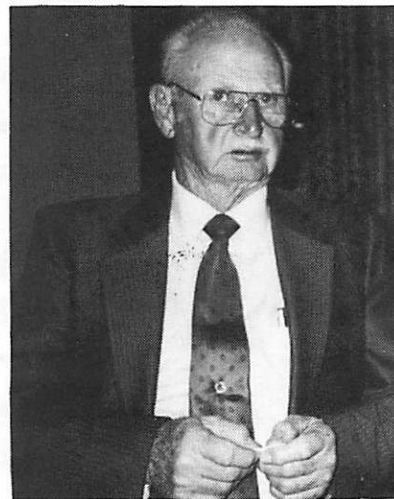
<u>OCT. 12, th</u>	7_to	9:30 A.M.	Hospitality Room open for Coffee and etc.
		10:00 A.M.	Ladies Brunch and Business Meeting
		10:00 A.M.	Pilots Business Meeting
	1 to	5:30 P.M.	Hospitality Room Open
		6:00 P.M.	Cocktail Hour (cash bar)
		6:45 P.M.	Banquet Dinner
		8:00 P.M.	<u>PROGRAM</u> ---This is worth the trip

## POSTAGE FUND AFTER LAST CONTRAILS

Ray Combest	Marilyn Waker
Jack Painter	Peat Anderson
Bert Lynn	Mary Stone Huffman
Bob Appleton	Dick Schumacher
John Bender	Bob Warner
Amy McCoy	Norm Mc Gowan
Geo Murphy	Bob Hiemstra
John Hodge	

## LATEST NEW MEMBERS

Bill Hill	Diff Diffenderfer
Neal Dyer	Monroe Mathias
John Wall	



696 9800

CON 824 39809

1800 9621367

CONFIRM # 824 39809

KEN ALICK  
 244 9631

909



WEST:  
ATEFULLY NONE

SS/SURGERY:

IS McCOY:

DORIS has a pacemaker .

GUERITE GRIGSBY:

MARGUERITE broke her arm.

RLIE BROOKS:

CHARLIE had knee replacement surgery.

READERS ARE INVITED TO SEND NOTES OF SYMPATHY, CONDOLENCE, FRIENDSHIP, ETC.

N THAT:

er her doctor advised DORIS McCOY to come to the hospital (she had  
ted at home), she was driving there, but she lost consciousness  
n. An off-duty policeman noticed her car slowly rolling through an  
rsection, and DORIS did not recover until she was in the hospital!  
she has a pacemaker, and we hope that she can  
me normal living.

MARGUERITE GRIGSBY slipped on a wet polished  
r (at work) and broke her right arm and chipped  
left ankle bone. Now, five months later, she  
mended, and is back at work.

AMY McCOY, (see photo at right) writes, "I'm writing to  
you, I really do enjoy reading the Golden Eagles booklet  
send me. I will be in San Diego in October, 1994, so  
se keep me on your list of interested members."

MARY ESTHER SIMMONS (ARECA President) writes, "A  
of Denver International Airport is scheduled for August  
at 10:00, with everyone meetng at the ticket counter at  
leton. All ARECA members/ spouses are invited. Frank  
ar, Secretary of the Denver Chapter, is taking  
ervations which are due by August 17th."

From the ARECA GOLDEN TALE:

BOB and ISABEL CURRENT celebrated their 55th wedding  
versary on July 26th, and BOB is now working as a greeter  
the Wal Mart store in Redwood City, Minnesota.

LEN AND SANDRA WILLIAMS hosted their summer fish fry again, with good food enjoyed by  
including LEM AND LOIS BELL, AMY McCOY, LIN AND MARTHA WRIGHT, and RIP AND LAVERNE  
NBERRY.

CHARLIE BROOKS is recovering at home (with help from a therapist), after knee surgery.  
DON GREEN planned to attend, but his wife, BETTY, had other ideas--a surprise 74th  
hday party!

BOB HURLBUTT keeps busy working on engines, etc. in his Auto Shop in Garland Texas.

-----END-----

RONROE MATHIAS writes, "Very briefly, I started with Continental in May, 1955.  
ver has been home ever since, with a few brief excursions to other domiciles. Still  
loyed with Continental as a second officer in Denver. Wife is RUTH."

AL and ALICE BYBEE write that they enjoy the Golden Contrails; with  
h issue seeming better than the last. And they hope to see all their  
den Eagle friends at the October Convention in San Diego....

MARY STONE HUFFMAN was "girl Friday" for El Paso Chief Pilot HAROLD  
RES, and later made DICK GRIGSBY'S "tenure at Dallas a real joy!!" MARY  
es that she enjoys reading about the Golden Eagles, and she hopes that we could have  
nvention in El Paso sometime, since "she doesn't get passes, as she  
Continental before she had ten years of service. (She'd have quit anything to marry  
GE)!!!"

BOB HIEMSTRA received a note from SHARON BOHAN thanking him for her  
ow's subscription, and mentioning that she was with Continental in  
Antonio and Portland from 1966 until 1987. SHARON added that TOM  
AN "loved Continental--at least the old Continental!"



THIS'N THAT:

From NORM MEYER:

Conifer Corners Colorado  
August 4, 1994

Gene!!!

"Yours of July 21st (request for more news about the Denver Area Golden Eagles), duly received, noted, considered, but not acted upon.

The reason being there's no way I can get some more paragraphs together until after the summer work and activity is over! When the work's all done this fall, as the old cowboy song goes.

I got back from Cessna 180 Convention in Pagosa Springs, went straightaway to Oskosh with BLACKIE and J. WORLEY, and now must hit the hay bailing, have the CAL picnic here the next day, make another 100 copies of my neighbor's school history book, finish my part of a historical place names book for the Historical Commission, etc. This retirement is just too demanding, and you and RICHARD are just too ambitious, putting out mags. so often.

CHUCK SULLIVAN just invited me to his annual pilot get together at Mt. Vernon in Sept. and I figure that will be a good chance to get some 1st hand info for some write-ups.

Glad to hear that you & BETTY are still hanging in there. We're doing OK but wish we could slow down a bit. Two or three years ago BLONDIE instituted a trade-each-week system for cooking, which we both dislike to do. BLONDIE is now detailing the house for tours accompanying the picnics--she says it's regular spring house cleaning, but I don't believe it. She has her usual truck farms going, but has been slowed by hail twice. We have been getting nice rains to cut the fire hazard.

We saw PLEGGIE, daughter ANN, and CLIFF, JR. at Oskosh, which, as usual, was a great show--11,000 airplanes and a million people.

Pardon the scribbles. I didn't want to take time to fire up the word processor."  
Cheers,

NORM

P.S. "It looks as though we're going to have to re-think our conventions, with dear old CAL abandoning us in the west. Why, I don't know. We bought tickets for Oskosh, and the flights were full."

-----END-----

In the Los Angeles Area we have a lesser version of Oskosh--it's the "Quiet Birdmen Annual Roundup", held each June at a large ranch near Point Mugu. BARNEY BARNWEL, JOHN BENDER, BOB CURTIS, DICK DAHSE, TED DANIEL, DICK GRIGSBY, STEVE GRIMES, JIM LOSEY, GENE NEWMAN, RAY MELBERG, ROL OLSON, RED STUBBEN, JACK THOMPSON, and TOMMY THOMPSON were among the Golden Eagles that enjoyed the great Portuguese Sausage, Steaks, and two hour Air Show!!!

In the interview with AUDREY MEADOWS SIX, (see "BOOK BY AUDREY MEADOWS SIX" in this issue), she recalled that BOB SIX persuaded SIR GEORGE EDWARDS, head of Vickers, that he should not abandon his Company's project to build a successor to the Viscount 700 series. It was only after SIR GEORGE was flying back to Britain (after listening to SIX, and after telling SIX he would not build the larger Viscount), that SIR GEORGE changed his mind, because of BOB SIX'S tenacious argument in favor of the larger Viscount!

Honorary member DICK SCHUMACHER verified that BOB SIX ordered fifteen Vickers Viscounts. TED HAUETER and JACK WEILER took delivery on the first one in Weybridge, England, April 20, 1958. The Viscounts were widely accepted by the traveling public because of their four reliable Rolls-Royce Dart engines, which provided power to the propellers, for vibrationless flight. The 58 passenger Viscount 812 was a money maker for Continental Airlines, since, on the Denver-Chicago route, the break-even figure was 19 passengers, versus 36 passengers for the DC-6!





## THIS'N THAT:

During the first winter of Continental's Viscount operation, these turbo-prop airplanes, with engine power being limited by turbine temperatures, were able to obtain more thrust when inhaling winter time cold air, (larger difference between intake air and limiting turbine temperature) and thus could cruise at a higher airspeed. The United Airline DC-7's however, with reciprocating engines, were limited by internal combustion pressures, and therefore, when the CAL Viscounts began to pass them, the UAL pilots were inclined to move the throttles forward (using more than allowable power), to prevent CAL trips from passing. Rumor has it that UAL's DC-7 engine failure/engine removal rate increased a great deal for that winter!

GEORGE DIDLAKE writes that ROGER WILLIAMS had dinner with GEORGE and MAE recently. ROGER'S project is a three year adventure, driving a Dodge

Ram Truck around the World!! ROGER has already driven along both coasts of South America, and he has shipped his rig to Australia. On August 31st he will begin driving across that continent, and then on to Malaysia.

According to an article in the "Orange County Register," ROGER will be a "living geography lesson for the 500 pupils of the Los Naranjos Elementary School in Irvine. Los Naranjos classes will send questions about his destinations every two weeks, receiving answers from WILLIAMS that will be fodder for lessons on geography, history, science and culture."

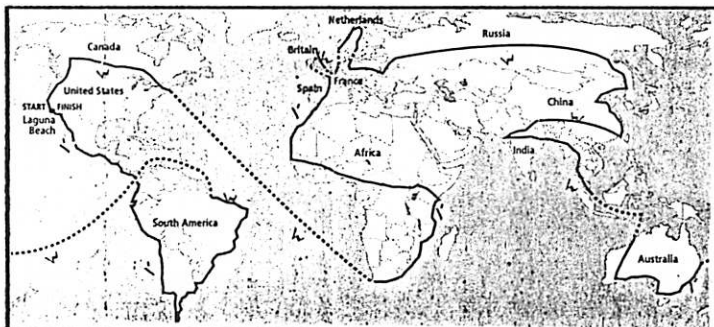


The Global SchoolNet Foundation manages this project and acts as a link between ROGER and many classrooms around the world. It is a non-profit Corporation which promotes telecomputing net working in schools and libraries across the United States.

The photo above shows ROGER, with his truck, talking to some Los Naranjos school children, and the photo at right shows ROGER'S proposed route around the world....

The July 1st issue of Aviation International News stated "Continental Airlines said it would need 400 more pilots in the next 12 months to meet the expanding low-fare/short-haul schedules of its CALite segment. The bad news however, is that while Continental pays nearly the same as its competitors for new hires (\$22.44/hr vs, for example, American Airlines \$29.18/hr for the first six months), its rates decline to about half the industry average in later years. A 25-year Continental captain, regardless of what type airplane he or she is flying, earns \$117.54/hr while an American captain of a large airplane draws \$210/hr. The lowest paid American captain gets \$143/hr."

CLIFFORD M. PLEGGENKUHLE has been nominated for membership on the National Board of the OX5 Aviation Pioneers. His biographical sketch in the latest OX5 News is as follows: "CLIFFORD M. PLEGGENKUHLE--Cliff is a master aircraft mechanic and retired Continental Airline Captain, with 30,500 hours. An OX5 member since 1958, he has attended all National Reunions but two since 1958. Cliff has served as Wing President of the Orange/San Diego Wing (twice), and a Wing Governor for ten years. He also was the recipient of the Outstanding Wing President's Award in 1988. Cliff's understanding of OX5 policies and methods is another asset."



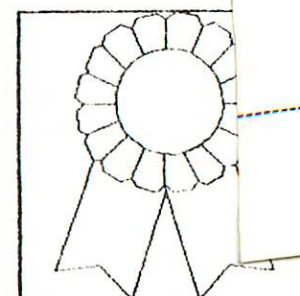


## THIS'N THAT:

The National Library of Poetry has certified two of **DICK GRIGGS** poems as semi-finalists in two different North American Open Po Contests, and are considering them as finalists in Grand Prize Contests. Regardless of their placing in the finals, "Top O' Climb" is scheduled for publication in a hardbound forthcoming anthology, "Edge of Twilight" (Library of Congress ISBN 1-56167-255-6), and "The Opossum" (in the style of Ogden Nash) in another, "Dark Side of the Moon" (Library of Congress ISBN 1-5617-257-2).

These Anthologies are available for order from:

The National Library of Poetry,  
11419-10 Conridge Drive,  
P.O. Box 704,  
Owings Mills, MD 21117  
Tel (410) 356-2000



AWARD

**DICK** says, "they are fine books: 8 1/2 inches x 11 inches, hardbound, approximately 500 pages, and over 3,000 poems on every topic. Included will be a short biography of the contributing poet. These books aren't inexpensive--on the order of \$69.95 each!"

In addition to the three **PLEGGENKUHLE'S**, **JAY WORLEY**, and **JOHN BLACKIS**, that were noted by **NORM MEYER** at Oskosh, **CLIFF PLEGGENKUHLE, III**, became ill, and couldn't make it!!!

**BARNEY BARNWELL** has plans to fly his Cessna 182 to Churchill, Canada!!  
Correction on **TED DANIEL'S** age--he is 67 years old, not 57!!!

Some years ago **ROL OLSON** helped his son build a house, and now he's found a new career---**ROL** has started building his third one!

A racquetball story: On a Boeing 747 layover in Honolulu, **GENE NEWMAN**, **MONROE MATHIAS**, and **JIM LOSEY** went to the downtown YMCA one morning to play racquetball. They invited an off-duty policeman, **DAN**, to join them in playing doubles, and, during the warmup, it seemed obvious that **DAN** was the better player. The agreed upon pairing was **DAN** and **MONROE**, versus **JIM** and **GENE**. After a time, **JIM** and **GENE** won three straight games, and someone suggested a change of partners. So **GENE** offered to pair with **MONROE**, and, during the next two games, **MONROE** was all over the court, making phenomenal winning shots! As a result, **MONROE** and **GENE** won both games. A very dismayed **DAN** exclaimed, "MONROE, what happened to you?" And **GENE** answered, "He had to play well--he was teamed with his Captain!"

**CLIFF PLEGGENKUHLE** and **JACK THOMPSON** were among the out-of-town members who helped Continental celebrate their 60th Anniversary in El Paso on July 15, 1994. **CLIFF** advises that **CHRIS BURTZ** (employed by Continental in El Paso), suggests a reunion for all the people who worked in El Paso over the years. Those who are interested, please send your name and address to **CHRIS BURTZ**, 5604 Sanders, El Paso, TX 79924.

Here is a change of address:

**LEE LIPSKY**, 4250 Arville St. #95, Las Vegas, NV 89103

Perhaps printing a "dues paid up to a date" listing on the mailing labels is beginning to get a response from those who are behind. **MIKE BENDER** writes, "I just finished reading, and enjoying, the latest Golden Contrails, and realized that I was probably behind on my dues. So Here is \$40.00 for 1993-94. If I'm furthur in arrears, or if that is not the correct amount, please let me know.

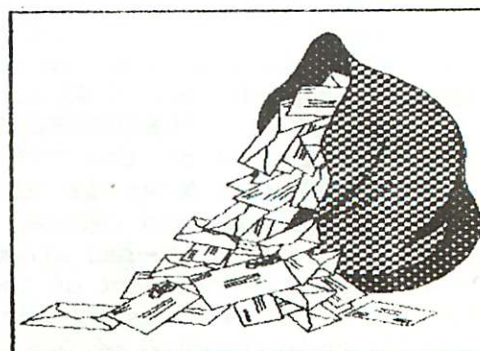
I just recently checked out on the 747 with UPS, and will be flying mostly to Anchorage, Tokyo, Hong Kong, and Cologne, Germany.

Best Regards,

**MIKE BENDER"**

## Editors Note:

The date shown on your mailing label is the last year you are credited with payment of membership dues.



CHECK YOUR LABEL

## WELCOME GOLDEN EAGLES!

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"Chief"



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to extend your stay  
1-800-962-1367**

### GOLDEN EAGLE GOLF AT ???

There will be golf played, we are not sure where. We did have time set but were unable to meet the time requirement for the Hotel and Golf payment on their terms. So we plan on playing on Mon. 10th and Tue. 11th. If you are interested in joining us in some fun and flusteration of GOLF let A. J. Cann (909) 244-5715 or IKE Eikmeier (619) 728-4927 know also if you need a Hotel near by.

**ALL ARE WELCOME**



