



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 1995



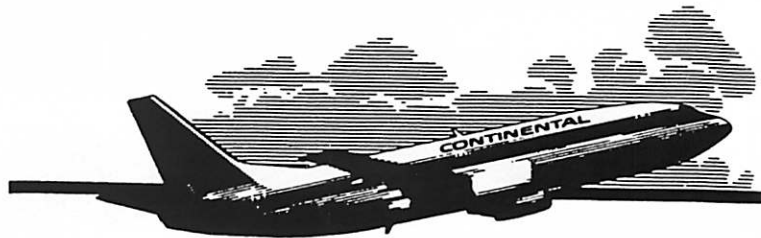
GOLDEN EAGLES

Continental





CAPTAIN'S CORNER



GREETINGS EAGLES---

You asked for San Antonio and we got it for you. It won't be inexpensive, but I really do believe that you will find it to be worth every cent of what you spend. K.D. Thompson's enclosed letter gives the details.

As most of you already know, Continental has recently reached the #1 spot in "on time" performance by a major carrier. Further, Continental has been voted "best North American transatlantic carrier" by Executive Travel magazine, "Best International Airline" by Entrepreneur magazine and "Best Business Class to Europe" by Condé Nast Traveler magazine. (Surely more impressive than #1 on the old Arkansas River Valley route)

All of the above has taken place since Gordon Bethune assumed the leadership at Continental.

In a recent telephone conversation with Dick Grigsby, our Contrails editor, Mr. Bethune indicated that he just might be able to meet with us in San Antonio. The Board has extended an invitation to Mr. Bethune urging him to join us at the Riverwalk.

I take this opportunity to say that it has been a very real pleasure to work with K.D. Thompson, Hal and Sandy Ross, Ken Alrick and Amous Cann for these last two years. Wonderful people!!

As per our current By-Laws, at the closing of our San Antonio meeting K.D. Thompson, our present President-Elect, will automatically become our Golden Eagles President for the following two years. The election of a new President-Elect will be an agenda item at our business meeting on the morning of September 25th. Please let us know if there is someone that you would like to nominate. Hopefully it will be one of the more recently retired people. It's just about time to relieve the Old Guard.

We're certainly looking forward to visiting with all of you soon at the Riverwalk.

!!LET'S ALL GATHER AT THE RIVER!!

Stephen Coonts, "The Intruders": "Great pilots always find a way to survive. Almost by instinct they manage to choose a course of action- sometimes a blatant violation of the rules- that results in their survival."



*** LATE FLASH ***

*ELLE SPEAS-STRAIGHT
has most graciously
offered to entertain
at piano for our
BANQUET!*



RESERVE CAPTAIN'S CORNER

Greetings! Your executive committee has made two trips to San Antonio this spring in an effort to make the get-together/meeting on September 24th and 25th a memorable event. We all came away favorably impressed by what we saw and hope everyone is making plans to attend.

I would like to pass on some information that should be helpful to the group.

Transportation: Along with Continental, don't forget the new pass policies with America West and Southwest. Basically, you can purchase a round trip on either America West or Southwest for \$50.00 per person for yourself and eligible family members. One stipulation is that they have to be purchased at CAL ticket counters and issued on CAL ticket stock. Do not try to purchase them at the other airline's ticket counter. Also ID-75 and ID-90 reduced rate tickets can now be purchased at CAL ticket counters.

From the airport there are two ways to get downtown.

1. Shuttle service costs \$6.00 per person. It runs infrequently and could make several stops.
2. Taxi service is \$15.00 total for up to four people so bunch up and get there faster and cheaper.

Accommodations: We will be staying at the Marriott Riverwalk Hotel in downtown San Antonio. There are two Marriott hotels in downtown San Antonio, the other one being the Marriott Rivercenter which is right next door. Remember, we will be at the Riverwalk.

Reservations: You need to telephone either the national number at 1-800-648-4462 or, to eliminate confusion and possible errors, call direct to the hotel at 1-210-224-4555. Be sure to mention that you are with the Golden Eagles group. The rooms are very spacious and normal rates are in the \$170.00 per day range. Our rate is \$99.00 per day. Check-in time is 4 p.m. They will try to accommodate earlier arrivals on an availability basis. The best rooms face west toward downtown and the river and can only be requested at check-in time, not when making your reservations. Should some of you wish to come in a day or two earlier or stay a day or two longer, the Marriott has agreed to provide a limited number of rooms at the same rate. Check out time is 12:00 p.m.

Parking for drivers: Marriott parking is \$7.00 per day with in and out privileges. Across the street is city owned Marina parking which is \$4.50 per day with no in and out privileges. There is some free public parking two or three blocks from the hotel. You will have to check with the hotel at check-in time to find out about this option. Also, any RV'ers will have to check with the hotel for their needs.

The hospitality room is suite #3004. It should be open from 12:00 p.m. on the 24th to 12:00 p.m. on the 26th.

Our business meeting will be in Salon C on the morning of the 25th from 9 till 11 a.m. The Ladies Auxiliary will be at the same time in a different room. After our meeting, we have a treat in store. Four barges have been reserved for a river tour with lunch to be served on board. These barges will accommodate twenty each for a total of eighty for all four. The first eighty to get their reservations in to Ken Aldrick will be accommodated. The total cost for the cruise and lunch is \$15.00 per person. The cruise lasts for approximately two hours and lunch is catered by Boudro's restaurant, consisting of smoked tomato salsa with tortilla chips, salad, chicken enchiladas verdes and iced tea or soft drinks. This should prove to be a very enjoyable afternoon. We are required to give the barge company a commitment on the number of barges so reservations must be made to Ken by August 20th. At that time we will total our reservations and make the necessary changes to our barge order. There is an article on these cruises in the Fiesta magazine.

Our banquet will be at 7 p.m. on the 25th and we are working on entertainment for you. Any volunteers?

One last item is that our 1996 meeting will be in Las Vegas. At our business meeting on the 25th, we will be voting on where the 1997 meeting will be held. If you want us back down South, be there to vote. Hope to see you all there!



*"If you want truly
to understand something,
try to change it."*

Bob Lang, Secretary



Bob Campbell: "Surely the FBI is looking for more than 10 people."

A MESSAGE FROM OUR PRESIDENT EMERITUS

What does the President Emeritus of the Golden Eagles have to say to my fellow pilots, all of whom are younger, taller, and better looking than I am?

Well, we are on a roll! It shows in the attendance of new members mingling with many of our original group at our meetings. Did you know that not many years ago we almost abandoned Golden Eagles due to lack of participation and leadership? So, like our airline, we have had some hard times, yet we, too, have been able to reorganize with officers and ladies who seem to have the knack of making each succeeding reunion better than the last one.

A good example of this is the participation of Dave and Helen Streit from the Big Sky Country of Missoula, Montana, where Dave's aviation career began. Bob Hiemstra, hearing of some of Dave's early exploits as a firefighting smoke jumper for the Forest Service, has asked him to thrill us with tales of "Smokey the Bear", Missoula version, at our convention in San Antonio. Don't Miss It!!!

So let's continue our participation in the affairs of Golden Eagles and enlarge our communication with one another through our contributions to Golden Contrails. As the old World Globe on the tail of Continental Airlines Jets can still be seen around the world, so will we Golden Eagles continue to support it.

(ed. note)

*Dave's talk may be deferred
to our 1996 Convention in LAS.*

Respectfully yours,

C. M. Pleggenkuhle
President Emeritus,
Golden Eagles

With the recent passing of Captain Harry Taneyhill we have lost one of our truly original members. Harry was, it seemed, around since day one. There are many stories within the airline in which Harry was directly involved.

One that I remember most was when we were at Boeing in Seattle attending the initial 747 ground school in the spring of 1970. We were a mixture of line, supervisory pilots and second officers. Eventually it became time for each of us to take the oral portion of the requirement for our 747 type rating. Harry hated the oral examination perhaps more than anything in his life. Needless to say he was a nervous wreck. Some of us were scheduled for the oral in the early afternoon and Harry wanted us to return to the hotel as soon as possible and fill him in on what had happened because his was scheduled for the next morning. We all stayed away from the hotel long after the examination was completed. We came into his room very late in the day and told him it was the worst thing any of us had ever gone through. I thought Harry was going to jump out the window. He wanted to go back to Los Angeles right then. We let him stew for some period of time before we told him the truth. He still did not believe us. After he passed the next day he was the happiest man I had seen in a long time. Of course, we made him buy drinks and dinner that night.

When it became time for Harry to retire and get his watch - - - - well, that is another story.

God Bless You Harry,

Sincerely,

Gary Wilsey

Gary Wilsey

Dispatcher, briefing his relief: "I got Flight 54 into Phoenix and El Paso OK, but the Captain missed his approach at San Antonio and is on his way to Houston."

EDITORS' CORNER



FRONT COVER-- Grumman conversion N300S takes off from Lake Cleburne, TX. Mark Schellenberg had a hand in the conversion and flying of this beautiful amphibian!

THIS ISSUE-- Featured in this issue of Golden Contrails is a report by Fred Noonan on a round trip from Alameda to Honolulu in 1935! The report was hand-written in pencil on rough, lined tablet paper and is copied from the original supplied by Gene Oliver. It is a rare document of the difficulties experienced in the early days of long over-water flights and is well worth saving as a tribute to the early navigators of flying boats and amphibians. Our thanks to Gene for this and for the picture of the Grumman G-21A he used to fly out of the Bay Area.

POETS' CORNER-- O'Leary's Barn comes to us from retired Navy navigator and Pan American crew member, T. V. Allen, whose picture appears on the back cover along with a picture he supplied of one of the Clippers taking off for exotic places. Note the phonetic Signature, Tare Victor Able. How many of us can remember that old phonetic code? Thanks, "Van"!

FREDIANNE GRAY-- Fred Gray's daughter, Fredianne, was born after the tragic bombing of Fred's airplane in 1962. She was found attending the Memorial Service for Harry Taneyhill in Gardena, CA. We are sure that you will find the account of her life most interesting.

BACK COVER-- Color pictures on the back cover illustrate the articles within.

FIESTA MAGAZINE-- Our thanks to the publishers and distributors of Fiesta magazine for providing enough copies for mailing with this issue. We are hoping that knowledge of the facilities and activities available in the San Antonio area will encourage you to join us for a great convention and a fun time in September!

Bob Campbell: "I've been noticing the obits... people out here die in alphabetical order."



GREETINGS FROM THE BEAUTIFUL, HOT DESERT OF PALM DESERT

Fifty years ago many of us were flying with the Armed Services as natural born patriots. Then came V.E. Day in Europe, May 8th, V.J. Day, August 15th in the Pacific, and The United Nations Charter being ratified October 24th, 1945 in New York.

It doesn't seem possible that fifty years have gone by since the close of World War II. We are indeed fortunate to have survived, and many of us are still active pilots.

Although the guns have long been silent, the voices of the men and women who fought the Germans and Japanese are still loud. Time has not softened their sense of accomplishment. World War II was nothing less than a battle for national survival, and a fight to preserve America.

After World War II ended, many of us started flying with Continental Air Lines, and continued with the love of flying, as a career until our forced retirement at age sixty. Will that barrier ever change? We wonder.

It won't affect any of the retired pilots now, but it is still a very important issue to the new generation of Golden Eagles. Let us hope the responsible parties will wake up someday, and remove this discrimination of age.

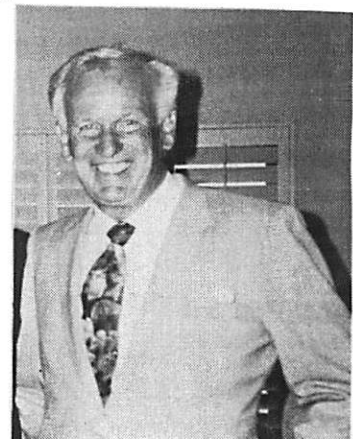
Last January, and again this June, our President Bob Hiemstra, K.D. Thompson, Ken and Luverne Alrick, Sandy and I, met at the San Antonio downtown Marriott Riverwalk Hotel, to organize the September Convention of the Golden Eagles. Many changes have been made in the big city since our Air Force days, and when we had layovers with Continental at the Gunter Hotel. We believe everything is in order, and everyone will enjoy being in Texas. We hope to see many of you folks from the south and eastern part of the country.

We didn't organize any official golf tournaments for the group, as we believe the city will have a lot of interest for everyone. However, there are many golf courses available if anyone desires to bring their clubs.

Your officers believe that everyone will enjoy the amenities and the food.
See you in Texas!

Sincerely,


Hal Ross



Casey Stengel: "I'll never make the mistake of being 70 again."

Howdy, Once Again Dear Friends!

In San Antonio we will all have a great time. We stay across from the San Antonio Convention Center, on the world famous Paseo Del Rio, at the "Marriott Riverwalk", right in the heart of Texas. The hotel has been remodeled and the accommodations are the finest in hospitality and service.

We have visited twice to firm up all of the arrangements. On both visits the hotel treated us like royalty. We were impressed by the fine personalized service. The Chef prepared the most delicious food - which we sampled so we could select our banquet entree's. Their presentation was truly beautiful. The imagination, expertise and close attention to detail was amazing to see and enjoy.

Alice Powers will be assisted by the hotel this year so she won't have to work so hard on the banquet table decorations. She is busy preparing all the favors for each lady. Her Daughter, Linda lives in the area and she will assist her also.

The men and women's business meetings will be from 9:00-11:00 a.m. We will be picked up outside the Marriott on the barges. Then cruise down the Lazy River, taking in all the beautiful sights and sounds along the way. Our first stop will be at a Texas Bistro called "Boudro's". They will serve us the first course of our lunch, then cruise back to "Boudro's", served another course, then cruise back to the hotel, which should take a total of two hours. This is a real attraction to the area, and what a treat it is. Jack Murray has taken this cruise and enjoyed it. He gave K.D. Thompson all of the information - we visited "Boudro's" on our last stay and we were all sold on the idea.

Please get your reservations in right away to Ken Alrick if you are interested - as we are limited to the total amount of people, and we need a count for the restaurant for food preparations.

What a city! So much history, culture and excitement is there for all of your enjoyment. Remember, "The Alamo"? It's the most famous spot in Texas. We all stopped by on our last visit, which is only a short walk from the hotel and the admission is free. The museum contains relics and mementos from the Republic of Texas. It is highlighted by narrations on the fall of The Alamo.

Hal's first memories of San Antonio were as a young Air Force Cadet stationed at Kelly Air Force Base - which our government is considering closing. Next we visited the Gunther Hotel, where he along with many other Golden Eagles stayed for layovers with Continental as pilots. The hotel is still beautiful.

I'll need your help once more to man the Hospitality Suite #3004. We will have sign-up sheets upon your arrival and you can let us know where you would serve best. We also plan to arrive a day or two early to purchase items for the Hospitality Suite. One of our newest members, Joe Vitali, flying second officer often with Gomo Groer, lives in the area and has graciously volunteered use of a vehicle to transport all of the items. He and his lovely wife have also volunteered their help.

I so look forward to seeing you all once again. At our last business meeting in San Diego, we voted as a group to have a hospitality committee to assist the Ladies Auxillary Chairman and to help relieve some of the little headaches.

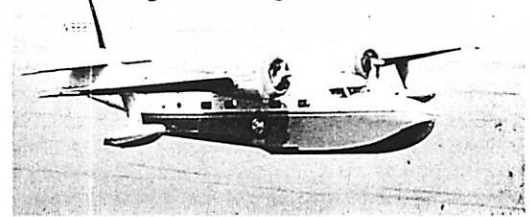
Loretta Wilsey, Betty Curtis, Jan Jennings and Vickry Daniel have signed up. If you could drop me a little note as to when you will be arriving, so that I can organize things. Thanks for volunteering your assistance which is so needed and appreciated.

Love Sandy Ross



O'LEARY'S BARN

Grumman G-73 "Mallard"



Gather 'round boys and listen
For I'm going to spin a yarn,
Of a place in the North Pacific
That's called O'Leary's Barn.

It was known as Jones's Corner
In the far gone days of yore,
But you know how land's developed
Since the outbreak of this war.

Well they went to work and erected
Upon this hallowed site
A big red barn to let us know
When we should turn right.

It doesn't matter what you fly in
If it's RSD's or Boeing
And it doesn't make much difference
If it's east or west you're going.

You just fly along, all watching
And when that barn hoves into sight
Then nudge the pilot gently
And say "Brother, let's turn right."

Now to give it's exact location
Would be sort of telling a lie
As this is wholly dependent
On the North Pacific High.

That is to say, it's not always
Just where it was before
But a big red barn to guide us --
Who could ask for more.

Like any barn in the country
It tells what to take for your ills
The miner with his frying pan
And Carter's Liver Pills.

Mister, you may not believe me
But I'm really in the know
For I happened to see them on the barn
One day when flying low.

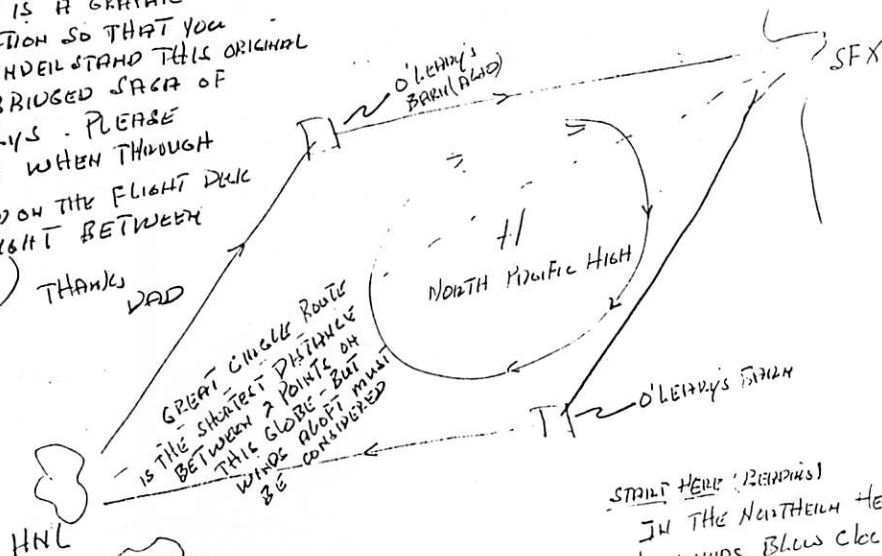
In fact I'll bet you don't believe
A word of what I've said
All about O'Leary's Barn
And how it's painted red.

Then ask the boys who fly this run
And watch their faces light
When mentioning O'Leary's Barn
And where they all turn right.

And maybe someday, if you're lucky
You will see it like I said
'Tween here and San Francisco
A big barn painted red.

Sketch

HERE IS A GRAPHIC
EXPLANATION SO THAT YOU
MIGHT UNDERSTAND THIS ORIGINAL
& UN-ABRIDGED SKETCH OF
THE SKYS. PLEASE
RETURN WHEN THROUGH
(COMPOSED ON THE FLIGHT DUE
ONE NIGHT BETWEEN
FIXES) THANKS
VAD



THIS ALSO PUT US CLOSER
TO OUR ALTERNATE (HILO) ON
HAWAII, IF WE HAD TROUBLE. IF THE
HIGH WRS WEAK WE WOULD
TAKE THE GREAT CIRCLE 2240 MILES & DOG LEB UP COMING BACK - A
* FLIGHT ALONG AT ABOUT 150 MPH. (135 MPH)

Sketch Here (Remains)

IN THE NORTHERN HEMISPHERE
THE WINDS BLOW CLOCKWISE
IN A HIGH PRESSURE AREA - SO
TO GET THE WINDS WE
WOULD DOG-LEB DOWN GOING OUT
& DOG LEB UP COMING BACK - A
LONGER DISTANCE BUT LESS FLIGHT TIME

"TARE VICTOR ABLE"

Remember Freddie Gray?!

A big HELLO to everybody from Fredianne Gray, daughter of Captain Fred R. Gray and his wife Darlene Gray. It is a real privilege and honor for me to have been asked to write this little bio for Golden Contrails. First I'd like to send you all a great big ear to ear smile and personal greeting from my Dad. I'm sure he'd love to see you at the yearly Convention - you can bet he'd be there (with a red carnation in his jacket, of course!).

My mother, Darlene Gray, sends her very best. She lives in Irvine, California, and enjoys bridge, Bible study, volunteering with residents of a convalescent care facility, and staying fit (and as you can see looking great!) with long brisk walks and putting on the putting green. My sister, Jackie Stewart, and her husband of 20+ years, Kent Stewart, have moved from Las Vegas, Nevada, to a beautiful home in Hernando, Mississippi, where they hold management positions with casinos. Jackie loves horseback riding and her two Siamese cats, Shim and Sheree. Kent enjoys golf and keeping a beautiful garden.



I am currently on assignment as a toxicologist for the Environmental Protection Agency in Washington, D.C. I will soon be leaving government service to return to school for an M.D., which will enable me to go into family practice. Music is an important part of my life, as it is and was for Mom and Dad. I have enjoyed playing several instruments and played professionally in the Los Angeles music studios, recording for a number of television and film productions. I'd love to have been there to join Mom and Dad play and sing for some of your get togethers!



Flying, as you can guess, is exhilarating for me. I earned my wings on February 28, 1992, and by the time you read this I will have finished my instrument rating. I had my first experience with aerobatics last year when I was lucky enough to ride along for a fantastic few maneuvers in a prop plane. I'm sure Dad was flying right alongside. Needless to say, I was inspired to immediately cavort around the sky myself, but prudence won me over and I waited to take aerobatics lessons. The Super Decathlon has been my favorite plane to fly, although most of my few hours have been in Bonanza F-33A and Cessna aircraft. Even though I have neither flown nor flown in the jet I am pictured with, I thought my smile (and my ears) might bring back a few memories of my Dad. I have been flying several times a week either practicing instruments for my check ride or

enjoying aerobatics, and am seriously considering co-ownership in an airplane. The only unresolved issues are which airplane, and who to enjoy it with!

It has been wonderful to meet and see some of you again. I love hearing about your flying adventures and about your great times with my Dad. I look forward to seeing you at the Convention in Texas - you'll know me by my red carnation!

Hawaiian Flight of the KR 823M - April 16-17 and 22, 23, 25 - Navigation

Surface navigation is known, to the profession, as an inexact science. Frequent groundings of vessels equipped with the most modern navigational equipment, and manned by officers highly skilled in their profession, justifies this description of the art.

The factors which contribute to inaccuracy in surface navigation - currents other than anticipated or estimated, lack of sights, inaccurate radio bearings, etc. - are all encountered in aerial navigation, and commonly in intensified form. Hence is it impossible on an extended flight to obtain consistently accurate "fixes" by any single method, or by any combination of methods. But by an understanding of the weaknesses of each method it should be possible to greatly minimize the errors inherent in all of them.

An analysis of the navigation of the KR 823M during the flights from Glauco to Honolulu and return reveals some interesting information, pointing out, as it does, weaknesses of the different methods, and human errors

possible, it can be of assistance in formulating navigational procedure tending to minimize both.

The inaccuracies of direction finding bearings can be very definitely, extraneous twilight effect, faint signals, wide splits of minima, and inaccurate calibration. The latter, being of a temporary nature, may be ignored. If the error due to twilight effect may be negligible, and again so erratic as to render the bearings valueless. This seems to be substantiated by bearings plotted on the two charts covering the flight. Reference to the westbound chart will show that bearings from Alameda during the evening twilight period were consistently steady. On the return trip bearings from Kaneohe Peninsula during the twilight period were very erratic. Afterward they steadied up considerably. Inasmuch as the ship was on approximately the same bearing at all times the error would not seem to be due entirely to inaccurate calibration.

Under conditions such as existed when leaving Oahu - that is, bearings generally showing a large set off the track; no means of checking drift angle; and the only heavenly body

visible affording no means of determining change of latitude, the navigator must rely upon his judgment. In the instance mentioned, after obtaining a line of position from the sun at 0340 G.C.T. a glance showed that if the 0328 bearing were advanced to cross the line of position the ship would be considerably ahead of her D.R. position for the short time out from land.

Doubting the ship was making the drift and speed indicated the course was maintained. Subsequent bearings and sights showed the ship to be to the southward, rather than the northward, of her required track.

With respect to faint signals, and wide splits of minima, the plotted long range bearings straddled the ship's position fairly equally, hence a mean of such bearings should give the navigator a fair bearing from the station.

Another condition which may cause the navigator to be doubtful of his exact position is such as existed during the return flight while between the 145th and 150th meridians. Sights consistently showed the ship to be to the southward of the original

great circle track ⁴. Some few D. F. bearings
agreed with the bearings so obtained, but
the majority placed the ship varying distances
to the northward. Due to the facts that
the observations were made during
slightly rough air conditions, and
that the bearings, although generally
placing the ship to the northward, were
not uniform, it was ^{at first} difficult to
definitely decide ~~which~~ which method
was more reliable. During this period,
to minimize any divergence from
the required track, it was assumed
the ship was on a track approximately
the mean of the two methods.

Subsequent observations were made
under smoother flying conditions, and
they, plus additional D. F. bearings and
the courses and distances flown,
showed the earlier "fixes" to have been
approximately correct. By "approximately
correct" accuracy within ten to
fifteen miles is implied. The writer's

experience has shown that a "fix" within that distance of the true position is about the average accuracy which can be expected in aerial navigation.

It is impossible to lay down hard and fast rules by which one may determine the reliability of observations. However, after some experience a navigator "senses" whether or not a sight is reliable. If the ship is noticeably in horizontal flight, differences in a run of altitudes and times are fairly uniform, and if the "feel" of good sights exists, the resultant "fix" will in all probability be more accurate than a position determined by long range D.F. bearings. Successive "fixes" in agreement should definitely establish the ship's position irrespective of other indications, such as D.F. bearings, to the contrary.

If observations are not reliable

6.

The fact should be readily discernible by the lack of agreement in "fixes".

Illustration of the degree of error possible when sights are taken under adverse conditions is the 1124 G.C.T. "fix" on the eastbound chart determined by observations of \star Polaris and \star Altair. These sights were obviously unreliable, and consequently were discarded, but were plotted on the chart for demonstration purposes. During the hours between approximately 0900 and 1200 G.C.T. it was difficult to obtain reliable sights due to the movement of the plane. Under such conditions a record of the ship's position must be obtained by a combination of dead reckoning and the mean bearing determined by any group of D. F. bearings.

In connection with the difficulty experienced in taking observations while the plane was not in smooth flight, it was interesting to note that much more reliable observations were

7.

obtained while the ship was flown manually than was possible while the robot pilot was used. Also that better results were obtained from observations of bodies nearly ahead or astern than from bodies abeam.

The human error, which is difficult to eliminate, and for which no "mean" can be determined, was also apparent. The first instance concerned the intercept for the observation of * Series at 0427 G.C.T. on the westbound flight. The observed altitude of this star was less than the computed altitude, hence the intercept should have been applied away from, or to the eastward of, the assumed position. By error it was applied to the westward. The position obtained by reason of this error confirmed the estimated groundspeed. But for the error the decrease in groundspeed would have been apparent at that time, and subsequent D.R. positions would have been more accurate.

A somewhat similar error was made by the Radio operator. This

8.

caused by incorrect application of the ^{goniometer} correction to bearings taken on either or both of the steamships "Malolo" and "Monterey" at approximately 1200 G.C.T. during the westbound flight. The resulting incorrect bearings gave a position so obviously wrong they were discarded.

Although such errors are made under all conditions it is believed a reduction of paper work during flight would tend to reduce such errors.

Such reduction of paper work could be obtained by shortening the position reports to a statement of latitude, longitude, track desired, and groundspeed, and leaving the compilation of the log data, ^(excepting cloud formations) to be completed on the ground after each flight. The information necessary to do this could be obtained from the flight engineer's report.

A very definite check upon groundspeed may be obtained by goniometer D.F. bearings of surface vessels when abeam or nearly so. Short distance bearings obtained by the goniometer

9.

proved to be very reliable, but distant bearings, for example from Los Angeles, were not accurate.

An analysis of the entire navigational data of the subject flights indicates that it is impossible to determine consistently accurate positions during extended over-water flight, but that a degree of accuracy which will ensure safe navigation, and reasonably direct tracks, may be obtained by careful consideration of existing conditions when utilizing dead reckoning, radio direction-finding, or celestial navigation. With respect to the errors in D. F. bearings, if they can be kept within the limits of those appearing in the bearings received from Alameda during both stages of the flight they may be considered as negligible. While the use of bearings will not ensure extreme accuracy in navigation they are, nevertheless, of incalculable value, and will always serve as a dependable bearing device. Very Truly yours
A. J. Brown



GOLDEN EAGLES TREASURER'S REPORT 7-31-95

Balance 1-1-95 \$10,183.40
 Income 1-1-95 to 7-31-95
 Dues \$1310.00
 Postage Fund \$305.00
 \$11,798.40

Disbursements
 Account Fee (Checks) (\$10.70)
 Rapa Dues (\$187.50)
 Am. Heart Assoc. (T.P. Gleason) (\$50.00)
 Fiesta Magazine Shipping (\$125.96)
 (\$374.16)

Balance on hand 7-31-95 **\$11,424.24**

Please note: The amount of \$2000.00 has been approved to cover costs of the Golden Contrails, pending final invoice.

Postage Fund since 1-1-95

Russ Kincaid R.S. Grigsby
 Pete Linzmeir A.J. Cann
 Cheryl Buckler Fredianne Gray
 Ray Combest Geo. Siefert
 C.M. Stubben Peggy Carpenter
 Jim James Bert Lynn
 Paul Sanwick Bill Eaton
 Bob Wilson Frank Mills
 Dave Moran Bob Campbell
 Spike Duncan Ken Alrick
 Virg Hemphill Gene Newman
 Jane Thorn John Bender
 Jerry Navarro Bill Himmelreich
 K.D. Thompson Hal; Ross
 R.E. Hiemstra Marlan Gamber
 (Thanks to each of you)

Your mailing label denotes your dues status.
Please note the number to the right of your name. 51 members are in arrears and are subject to removal from the mail roster after 1/1/96.

Please send dues checks and/or corrections to:
 Golden Eagles
 c/o Ken Alrick -Treasurer/(Membership)
 30339 Channel Way Dr.
 Canyon Lake, Ca. 92587

New Members

Ken Witenburg
 Joe Vitali
 Joe O'Neill
 Gary LaPlante
 Glenn Stroud

Well, I've made my pitch for dues. We don't want to lose even one of our old friends from our membership.

I look forward to seeing many of you at the convention. K.D. Thompson has covered the hotel reservation picture thoroughly, but I also want to emphasize that you must call the hotel for room reservations. I will handle Banquet and River Tour reservations. Please fill out the form below. Early response would be appreciated.

Send to above address:

Ken

Name: _____

	No.	
River Barge Luncheon Cruise	\$15.00 _____	\$ _____
Banquet-Price includes Tax & Tip		
Pocketed Filet Mignon with Sun Dried	\$27.00 _____	\$ _____
Tomatoes and Wild Mushrooms		
Grilled Norwegian Salmon		
with Lemon Dill Herb Sauce	\$27.00 _____	\$ _____
Meal Total	_____	\$ _____
No Cancellation after Noon, Friday, Sept. 22.(909-244-9631)		
Dues may be paid at this time		
Dues \$20.00 per year	_____	\$ _____
Postage fund (Optional)	_____	\$ _____
Total Remitted		\$ _____



Albuquerque Center: "United 314, how's the ride at 310?"
 United 314: "Pretty rough. The Captain just stabbed himself with his fork."
 Center: "Continental, how's your ride at 350?"
 Continental: "I don't know... we haven't eaten yet."



GONE WEST:

JOHN FLENER: Oct. 27, 1994. JOHN

had a heart attack in 1986, later a

stroke, pneumonia, and blood clots.

He had another heart attack Oct. 7th,

and a final heart attack Oct. 27th.

ED MADSEN: Jan. 1, 1995. After a long

illness, ED died of a lung tumor and

emphysema.

MACK AUSTIN: Jan. 2, 1995. MACK died

after a long illness.

TOM GILSON: April 22, 1995. TOM died

of heart failure.

LORRAINE HART: Early in 1995. No other

details.

LOIS BELL: April 23, 1995. LOIS died of

cancer.

ILLNESS/SURGERY:

MAX GREEN: MAX is suffering from Parkinson's and Alzheimer's Diseases.

NORM MCGOWAN: NORM has had two angioplasties.

ISOBEL CURRENT: ISOBEL had four operations in 1994, and she was feeling

better near the end of the year.

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

THISN THAT:

Quite a few Golden Eagles attended the June

Quiet Birdmen Annual Air Show near Oxnard,

including **SWEDDE ANDERSON**, **BARNEY**

BARWELL, **JOHN BENDER**, **BILL**

CHILDRESS, **BOB CURTIS**, **DICK DAHSE**,

TED DANIEL, **DICK GRIGSBY**, **STEVE**

GRIMES, **JIM LOSEY**, **RAY MEIBERG**,

GENE NEWMAN, **GENE OLIVER**, **ROL OL-**

SON, **BIM RICHARDS**, **JACK THOMPSON**,

TOMMY THOMPSON, **AND BUD WALTER**.

We missed seeing **RED STUBBEN** at the Air

Show this year.

GENE OLIVER, at age 87, enjoyed the show,

with two good friends.

After five vascular surgeries, **AL SHEELY** is

doing very well for an 86 year old retired pilot!

BOB CURRANT is working for Wal-Mart....

RAY MEIBERG still has not gotten a Medical

Certificate from the FAA, and has almost given

up all hope...

CLIFF FLEGGENKUHIL, SR., a member of

the National Board of Directors for OXS, has

been named Chairman of their Nominating

Committee.

BIM RICHARDS has resumed working for Douglas as a Senior Flight Training Device

Instructor.

TED DANIEL had given up running 100 Miles

in less than 12 hours, but he recently ran at a 4

hour and 32 minute pace in the Los Angeles

Marathon!

JIM MICHAELS has made a fine adjustment

in using a leg prosthesis—work on his Lancaster is

95% completed.

JIM LOSEY is an investment advisor in

Thousand Oaks.

At the Airshow, **SWEDDE ANDERSON** told

another of his great jokes—he never runs out.

BARNEY BARWELL flew with his grandson

to Kittyhawk, North Carolina recently. His

grandson navigated one leg of the flight without

the help of the Cessna's Global Positioning

System—remember navigating by landmarks???

MARK SCHILLERBERG wrote (Dec. 1994) "I

haven't been doing much more than before. We

go RVing whenever possible, and I work on

airplanes; I also have a 1925 American Eagle in

the garage to put together."



THISN THAT: (Cont'd)
LA VERNIE THORNBERRY wrote, (Jan. 1995), "Our D.F.W. group has had some flu, viruses, etc., but no new serious illnesses we know of this season....."

RIP is doing great--so good to see such a great change this past month. His new medication is working very well. We saw KEN MORGAN at ED MADSEN'S funeral. He is still Mayor of Luchenback (this is where Pioneers have annual meetings). RIP said to tell you that KEN accomplished every G.E.'s dream--he married a 'Nimpho with a Bar!' JOHN WALL was there, and he is doing well after surgery. RUBIE CAGE said he will depend on us for G.E. meeting information in San Antonio. (I mention this because we do not see them at our meetings.) Of course, KEN and RUBIE do not live in the Area.....CHARLIE HAYES lives here, (he never attends meetings, but was at ED'S funeral. DOTTIE INGRAM and I are working on him. DOTTIE had a long career with CAL and works for CHARLIE."

JACK MURRAY wrote, (June, 1995), "I'm sitting in HNL, supposed to be enroute to SFO, but the plane broke and a 747 was substituted, so we're 'on the beach' for two days, and pick up our trip on the fourth and last day, back to LAX. Only 8 more landings, and I join the ranks of the 'over the hill gang'." Had the pleasure of deadheading to LAX two weeks ago on RON BENNETT'S last flight--a great landing! You probably can find PAT and RON at the slots in Las Vegas...Had breakfast this morning with LEON HAYS, a 747 Captain with UPS, and RUSS COONLEY who is chief pilot with UPS, and is based at their new facility at DFW.

I'm really looking forward to our convention in San Antonio. For those who haven't been 'on the river,' in S.A.--well, you're going to love it. Plan to spend a few extra days as there is too much to see in a short two or three days. Don't forget the 'Alamo'--it's just a few blocks from our hotel. Looking ahead to Las Vegas in '96--you golfers have to make the stop in Mesquite, Nevada, again. The new Arnold Palmer Course is his best effort yet, according to his statement on 'Jay Leno Show'. We've been there several times, and I know I might be able to do beat CAPTAIN BALLARD--in fact, I might even give DON a stroke; I had a 'hole in one' last year,

and believe it or not, it was with a CAL Logo ball that I bought at the Company Store, so it's mounted in the "BGO Room" at our home in Santa Barbara! "See ya" in my home town in Sept.

P.S. HAL ROSS, you best overhaul your 'chopper', as I'm going to take you up on the 'free ride' I won in San Diego". (Rad).....

GEORGE HERMINGER flew a memorable last flight before retiring, after 32 years of flying. His last transcontinental flight was publicized in the Jan. 1, 1995 issue of the Los Angeles Times, in a full page article, along with five colored pictures!

JIM MINOR and JOE BOYER also made news. An article in the Jan. 28, 1995 issue of the Dallas Morning News described their half hour flight in the Historical Society's DC-3, with a group of seventh graders who were rewarded for their work in a mentoring program.

BOB CAMERON was feeling well enough to travel to Las Vegas recently, to help his wife celebrate her 60th birthday with her family... BOB CAMERON, BOB WOODHAMS join him RICHARDS as instructors at Douglas, where CARL MALONE is assigned as the FAA PIO.. BRUCE WEBB (Jan. 1995), wrote, "Relaxated after 7 mos awaiting arbitration; just passed mental & phys. fitness for duty exams". So now...I'll be working ever so hard on securing that "new employer"....."

JACK FITTS (BAPA & National Airline Pilot) wrote (Dec. 1994), that he was sorry to learn about DICK MCCOY, but was glad that DORIS was doing well with her pacemaker. He also mentioned LEONA CORBETT, SHY SHERHAGEN, and CLIFF FLEGGENKUHLE, SR. in his letter.

HARRY WATSON married DONNA on Sept. 10, 1994. FREDMANNE GARY (FRED GARYS DAUGHTER), attended HARRY TANNYHILL'S memorial service, and wrote that she enjoyed reading her copy of the 'Contrails', and that she planned to attend our Meeting in San Antonio. FLOESSE AUSTIN (JACK AUSTIN'S WIFE), appreciated receiving a complimentary copy of our last issue of 'Contrails'.

CLIFF FLEGGENKUHLE wrote that he and FLORA are okay, and that his avocado 'trees are smiling, and so is the owner'!

NORM MEYER'S NEWS NOTES

NORMS covering letter included the following: "After a frighteningly dry winter, the heavens opened in mid April and since then we've gotten almost a foot of precipitation. I guess your California moisture finally decided to make it over the Rockies, and 'twas most welcome. We are now green, green, and can hardly keep ahead of the growth...."

Among other activities, I took on the job of recording secretary for our County Historical Commission, got some hearing aids like DICK'S (GEMSBY) so that I could hear what went on, even began recording the proceedings, and it's surprising how much time I spend writing and typing up the minutes and sending them out". NORM mentioned that MONDIE is fine, and is, "even busier than I am."

NORMS NEWS NOTES follow:

CHUCK AND CAROL SULLIVAN visited **TOM AND SANDY HOAG** in Washington, D.C. TOM set them up with Leon Panetta's secretary, who gave them a personal tour of the White House. They also toured Mt. Vernon, the Smithsonian, the Air and Space Museum, and the Vietnam Memorial.

BOB WARNER spends most of his time running his ranch near Ft. Lupton, where he raises cattle with "no antibiotics, hormones, or synthetic growth promotants. I'm now selling most of my feed lot cattle to Coleman Natural Meats."

JERRY AND BEGGY SCHOTFIELD are back, probably to stay, from Saudi Arabia, where JERRY was flying members of the royal family in a super-deluxe Boeing 727. JERRY will manage the 100 hangars on 24 acres which they own on T1 County Airport at Eke. JERRY says he won't make the daily 120 degrees temperatures in Saudi.

J. AND WILLMA WORLEY treated their two sons and spouses and three granddaughters to a two week sojourn in a beach house on Kauai, Hawaii.

BOB AND JOYCE GLAU have returned from their winter home in Ft. Myers, Florida to their summer home in Columbine Valley, Littleton. They are going to do Oskosh in their motor home, joined by friends from Canada.

MERRIL MOORE plays golf and tennis and fishes, and had a June family reunion which included relatives from St. Louis and his 90 year old mother.

PAUL AND JEAN SANWICK will visit their son in Tulsa and then make their annual pilgrimage to the United Kingdom, including Wales and Scotland, but will skip Ireland this year.

KEN TTEGS' priorities are still taking care of his wife Margaret, as well as the yard work she once did; the double duty keeping him very busy.

FRANK AND LILIAN VINCENT have had "his and hers" family reunions. LILLIE'S group, numbering over 100, met in Morgan and Layton, Utah. FRANK'S gathering, at their cabin in Tabernash, included his four siblings and spouses and the VINCENTS' son from Austria.

While **DORIS MCCOY** was at an Elderhostel seminar in Taos, New Mexico, she caught rainbow trout using corn off her dinner plate as bait. In September she will tour Switzerland and the Black Forest with an Oklahoma University Group.

After NORM mailed the news above, he received a long letter from S. LEE SMITH, condensed a bit, as follows:

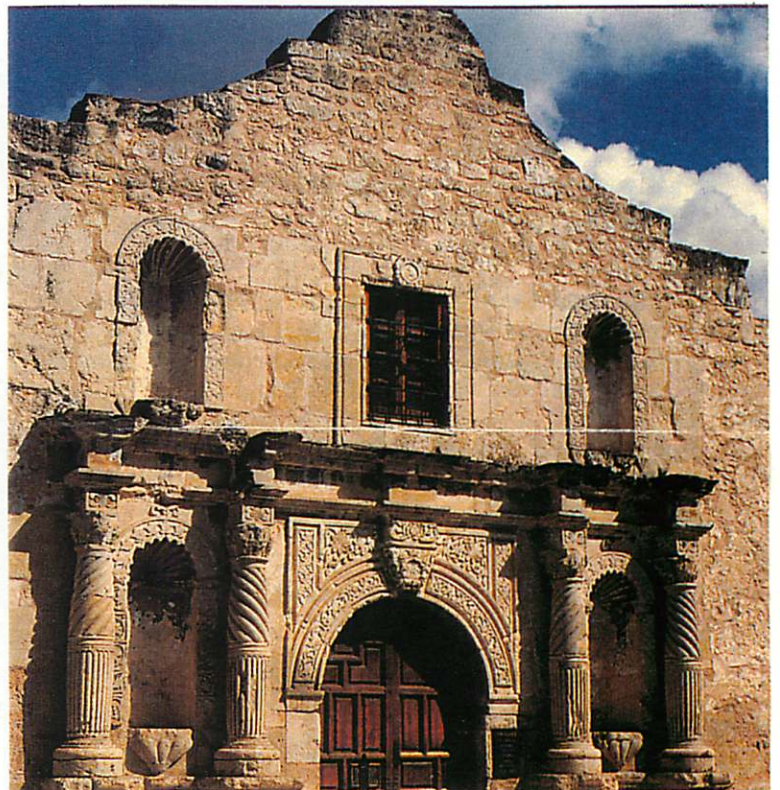
"I am staying busy every day. I have three apartments in Aurora, with a total of forty three units, and also still have the five unit apartment in Lenox, California, that I bought in ...1963. I do the maintenance and cleaning of empty apartments when someone moves out. I go to the apartments at 8 AM, and come home at noon to work and get home at 7:30 PM. After I eat, I keep the records up to date and pay the bills and go through all the mail I get every day.

My three sons inherited the three 'four unit apartments' that my wife had when she died Sept. 1984. I help them do the maintenance there, too....I am enjoying my retirement, and I planned all this, since I knew I had to retire from the airline when I reached sixty years of age." End of LEE'S Letter and NORM'S NOTES



THIRD THAT: (Cont'd)
 Honorary Member **AUDREY MEADOWS** SIX has received the "Lifetime Achievement Award" at the 9th Annual American Awards Gala in March, 1995. A taped congratulatory message from **ART CARNY (NOKTON)** in "The Honeymooners" was featured.
 American Airlines Captain **WALT BRAZNETT** went West in August, 1994. Rumor has it that he is responsible for Continental's Convair 240 Emergency Air Brake Handles being identified as "HAUTER VALVES". (During a CV-240 Rating Ride in Dallas, **TED HAUTER** overused the Air Brake, after landing, and blew out some tires!)
WESTVILLE FLETCHER wrote, "Johnny and I were blessed with over 51 years together. I thank God for those years and I'm sure He will see me through the lonely days ahead."
A.J. AND LAVERNE CANN just returned from a vacation trip. They visited friends, and played lots of golf. Neither one is willing to say who beat the other, but the happy lit in **LAVERNE'S** voice might be giving the winner away!
TOMMY and ADAM MYRLA GREEN are enjoying a trip to **COS and Oklahoma**. Since our San Antonio Meeting is scheduled to start on a Sunday, **A.J. CANN** advises that there are no definite plans for our golfers to continue this annual event. He hinted that high weekend fees could be avoided (and the annual golf meet continued) by planning to remain in San Antonio a day or two after Sept. 25th...
 The poem entitled, "The Altman's Word" by **DAVE GREGORY** brought letters of praise from our own **CHAIRMAN FLEGGIE**, and from **REVEREND JOHN TODD** of the Pacific Railroad Presbyterian Church. **FLEGGIE** stated that the poem "expresses imagination, power, and beauty," while **TODD** "found the message to be powerful."
BETTY NEWMAN has been hospitalized for three weeks, and she is scheduled to come home on July 21st. **BETTY** had four dialysis sessions for kidney problems, and she will probably need more as an out-patient. She greatly appreciates the "get-well" cards she received earlier.
JANE RICHARDS still has shoulder and back problems—she, too, appreciates the cards.
JANE MCWHORTER GOODWIN (widow of **AL GOODWIN**), wrote that her barnstorming

father took her mother for a flight in an open cockpit airplane a few months before **JANE** was born!
ANOTHER BOB SIX ANECDOTE
 by **DAVE GREGORY**.
 "It was 1960. Continental headquarters were still in Denver. I was based in **LAX** and **DON STRAIGHT** as Vice-Chairman.
 One night I flew Flight #12 to **ORD**, arriving in the early morning hours, and when I departed I was informed that **CAPTAIN JIMMY JENSEN** and his **S/O** were in jail in **Park Ridge** on a charge of disorderly conduct. I immediately went to the jail and bailed them out, writing my personal check for \$1,400.00.
JENSEN, JERRY SCHNEBERGER (who was with them part of the night, drinking), and the **S/O** (who will be nameless) descended on my flight #1 to **DEN**, where they were met by **DON WILSON**, and all three were suspended.
 Three months later, **DON STRAIGHT** and I went to **DEN** to represent **SCHNEBERGER** in his plea for reinstatement. We met in **MR. SIX'S** office with **MR. SIX** and **DON WILSON**. **MR. SIX** sat stilly behind his big desk, his arms hanging on a clothes tree nearby. **DON STRAIGHT** and I sat across the room in deep easy chairs, feeling quite vulnerable.
MR. SIX pressed, "If I were to reinstate **Schneberger**, what do you think his punishment should be?" I answered, "I think he has had punishment enough. He's been without pay for 3 months; he has suffered the humiliation of the general knowledge of his actions; and his part in the affair was really quite minimal."
MR. SIX left his chair, crossed the room, and stood, staring over me. Now, that is real indignation! He growled, "Are you out of your mind?" "No", I answered, my voice quivering, "that's what I think, and that's what we'll fight for". **F/O SCHNEBERGER** was reinstated shortly thereafter.
 But **MR. SIX** didn't forget! A few months later, when **CAPTAIN JENSEN** was put back to co-pilot for a month as discipline for landing at the wrong airport one night in El Paso, guess who he was scheduled to fly with all that month! I will say that, by the end of the month, **JIMMY** had become a pretty fair co-pilot, and we had become friends... And **MR. SIX** later made me his Chief Pilot in Dallas!"



Riverwalk

San Antonio, TX