

MUSEUM  
OF *flying* <sup>SM</sup>



# GOLDEN CONTRAILS

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

NOVEMBER 1995



GOLDEN EAGLES

Continental





Greetings Eagles and Eagirls:

The weather Gods smiled on us in San Antonio and a good time was had by all. I will let the Eagirl's auxiliary fill you in on the particulars.

I would like to cover the business meeting on Monday, September 25, 1995.

Items covered and approved:

1. Bob Hiemstra for honorary life membership, rightly earned and deserved, unanimous.
2. Dick Dahse from associate member to honorary member, again unanimous.
3. New class of member: adopted member, the honor of our first adopted member bestowed on Freddianne Gray, daughter of the late Captain Fred Gray, unanimous, and she has her dad's smile.
4. How lucky can I get? Gary Wilsey nominated and accepted the position of President elect. Unanimous. Your executive board is now complete for the next two years.
5. Dick Grigsby advised that we will continue with the present format for the Golden Contrails with twice a year publication unless you fellows can start flooding him with additional material. Let's get some stories in there!
6. We will be in Las Vegas for 1996 and have selected Phoenix for 1997. Amos Cann and Gomo Greer will be working on the golfing in Vegas. Ernie Islava and George Hemminger volunteered to do the leg work and find the best accommodations in Phoenix. We are probably looking at the first to the middle of October, 1997. I have a feeling this one will be a blow out!



Bob Hiemstra initiated two projects which we will continue with: A.C.M. for retired pilots and improved pass privileges for retirees. A committee was set up consisting of Bud Battley, Ken Duncan and myself to contact the company in an effort to get improved status for retiree's passes and boarding priorities.

Along those lines and because the company was reviewing the travel privilege program for possible changes, a letter was drafted and submitted to the company requesting a higher pass classification for long term service retirees along with some other items we thought would benefit retirees. There is nothing new on this as of this date.

There appears nothing can be done at this time regarding A.C.M. for retired pilots. The pilots and the company have no problem with retirees riding on the jump seat, however A.C.M. policy in F.A.R. 121.54 states that only active pilots can be granted blanket authority to request A.C.M. There is a stipulation that states that we can be authorized cockpit access by our principal operation inspector as long as there is a seat in the cabin available for us. (?) To obtain this, you will need to contact the Houston Chief Pilot's office, (713) 233-1620, talk to one of the assistant chief pilots or Linda Polk, (713) 233-1623, base administrator. You have to advise them of your window of travel, origin, destination and approximate date of travel and they will forward your request to CAL P.O.I. You will be notified of authorization or denial. Naturally, we will always be behind an active pilot.

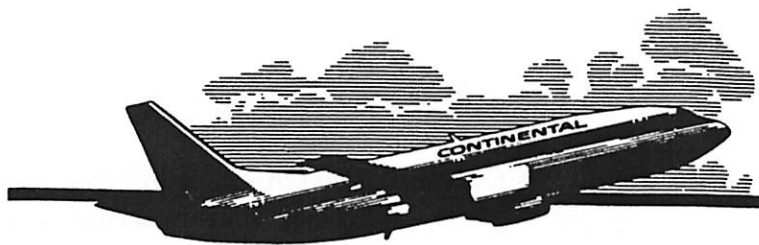
One last item: We are now authorized unlimited I.D. 90% discount tickets on all UAL flights. These are issued at a CAL ticket counter. The 90% reduced rate is based on the lowest published Y fare, unlike the old highest Y fare. This should help some.

In closing, we saw some new (old) faces in San Antonio which is great and dearly missed having Alice Powers with us. We hope to see her, all of you, and more new faces in Las Vegas.

Later,

Larry Mc Murtry, "Anything For Billy" : "I suppose we all- even nuns- dream of a life other than the one we actually live on this indifferant earth."

## RESERVE CAPTAIN'S CORNER



Our reunion in San Antonio this year was truly outstanding. The downtown area, Riverwalk, The Alamo and a great diversity of activities was available for everyone to enjoy.

Surely the highlight of the reunion was provided by Ellie Straight at the piano, ably assisted by Don on banquet night. Special thanks to her for all the loving care that went into her preparation and performance.

Once again, as we have been doing for several years now, our thanks to Sandy Ross and her volunteers for making the hospitality room a true gathering place. With all the volunteer's hard work it just seems to happen.

My thoughts for the future of the Golden Eagles would be, if you will pardon this phrase, to rise above all the smoke and confusion of what takes place on the outside. Our goal must continue to be non political. There is a tendency in all of us to forget the goals of our founders. It is the people that we have come in contact with during our careers that make everything worthwhile.

We are working on some relief for the pass policy and hopefully will have more information soon.

Looking forward to Las Vegas next year and Phoenix in 1997.

Best Regards,



'twas a dark and stormy night! Salt Lake Center was choked with reports of turbulence and requests for altitude changes and vectors. Suddenly they all hear:

"Center, this is United Long Range 1057, with you at flight level 390. Incidentally, if you guys knew that the trop is at 370 and it's smooth above that, you wouldn't be having all this trouble."

Someone: "Go to hell, United!"

Center: "Who said that?"

Someone: "I did."

Someone else: "Could you get us in to the University of the Air?"

Someone else: "Trade you this DC-9 for whatever that 'long range' box you're flying is!"

A tense silence follows on the frequency.



## *GOLDEN EAGLES:*

Another successful convention, and large turnout, this time in the great city of San Antonio, Texas. I believe that everyone enjoyed the festivities, river trip, fine entertainment by Ellie and Don Straight, and a wonderful dinner. Next year we will be back in Las Vegas.

I would like to thank some of the folks in Texas for the assistance given to us to make our convention successful, especially the Battleys, also Joe and Peggie Vitali who drove us all over San Antonio to find the best bang for our buck in supplies, liquor, beer etc. They also opened their home to Sandy and I while we purchased all the items two days prior to our convention. It seems as we grow older we are drinking more beer and less liquor than previous years, so next year we will have a better idea on what to purchase. It was a pleasure to see and visit with so many of our Texas friends.

During our business meetings we now have a president elect, Gary Wilsey, and two new honorary life members ex-president Bob Hiemstra and Dick Dahse. We were very fortunate to have Darlene and daughter, Freddie Ann Gray with us. Freddie Ann is now our first adopted honorary member to the Golden Eagles. Those of you that knew her father, Captain Fred Gray, will certainly understand how deserving this honor is to her.

The Marriott Hotel did an excellent job for us, and we hope to be with them again soon, perhaps in Phoenix in 1997.

Your officers have been working hard to improve our priority of retired passes with Continental, but to date, we haven't received any changes from Houston. Hopefully it will improve in the near future. The 90% I.D. with United is welcome news.

It was disappointing that president Bethune couldn't accept our invitation to join us in San Antonio. Possibly sometime in the future.

One additional note - The age 60 rule has claimed another victim and the loss to Continental of another fine pilot at the apex of his career.

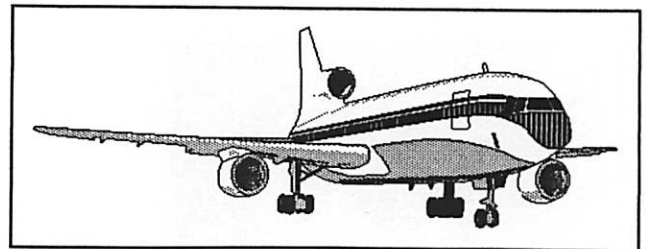
Captain Bob Hulse flew his last trip from Houston to John Wayne Airport in Orange County, California, arriving at 1:45 P.M., November 6, 1995. We joined a large crowd of well wishers and watched as Bob set the brakes on his 737.

Later, we cruised around Newport Harbor on a large yacht with an abundance of food and beverage. Congratulations to Bob and his family to the happiest and saddest day for an airline pilot.

See you in Vegas, Good health to all,

O'L Secretary,

Hal Ross







Dear Friends,



My tenure to serve will be complete with this note of thanks. It seems like our journey from San Diego to San Antonio was a long one, but many of the memories we will cherish forever.

A lot of hard work goes into putting together these conventions. The hospitality suite would have been more difficult to organize without the help of so many.

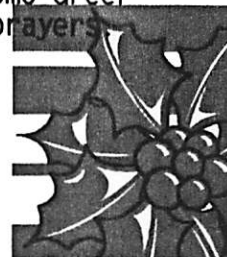
Joe and Peggie Vitali live close to the hotel and airport in San Antonio, and from the very beginning they offered their support. For the days prior and during the convention their lives stopped for the Golden Eagles. They picked us up from the airport and drove us shopping for the liquor, food, flowers etc. Delivered all the items to the hotel, helped to serve food and man the bar area. Nothing we needed was too much. Gomo and Wendy Greer joined us at the Vitali's while we prepared the food etc. Two other Texans, Bud and La Vern Battley brought their microwave serving dishes, cooler etc. He also makes arrangements for all the plaques for the retired Golden Eagles, puts together the programs for our meetings and the banquet dinner and types our sign-in sheets.

Alice Powers had a fall and injured her back and was going through therapy, however she still provided the table favors at our banquet. Ellie and Don Straight entertained with beautiful music at our banquet. KD Thompson and Jack Murray made arrangements for our river boat cruise. Jim Higby and Lou provided all the meat for our hospitality suite. Bob and Kathy Hiemstra shared their suite with us, I am sure they didn't get a whole lot of sleep - She got up each morning at 6:00a.m. to put the coffee on. Ken and La Vern Alrick were always there, collecting money, paying our bills, making name tags and serving as our chairman for the nominating committee. Bob and Jan Kinsey once again headed up our raffle, they do such a great job. Dick Grisby always does our newsletter which is our lifeline to many of our members.

At the banquet we honored Ladies past Presidents/Co-Founders. They are Jean Hart, Alice Powers, La Verne Thornberry, La Vern Cann, Jean Alley, Kathy Hiemstra and Alice Bybee. Thanks ladies for your fine leadership. The following ladies were elected to serve for the 1996 year in Las Vegas: President La Vern Alrick, Vice President La Vern Battley and Secretary Ollie Didlake (thanks Ollie also for serving as our secretary this year).

One note we received was especially heart warming came from Darlene Gray. She was so grateful to all of us for our attention to Freddie Ann. Freddie Ann came to visit us overnight and Hal took her flying. Captain Fred Gray holds a special place in our home. There are many pictures in our den of him. She enjoyed Hal reminiscing about their many flights together. Also, Gomo Greer recently lost his son in an auto accident, please keep him in your prayers. In closing thanks once again for helping us over and over again. May God bless you and your loved ones as our holidays approach.

Love, Sandy Ross



Nov. 9, 1995

Dear golden Eagles,

Last September the women's group elected new officers.

Pres. Luverne Alrick   Vice Pres. LaVern Battley   Sec. Mae Didlake

Wasn't our meeting in San Antonio just the best ever? Everybody seemed to have such a grand time.

When Ken was President of the Golden Eagles in 1981, I set up the women's luncheon at that time also, a bit of "de-ja-vu. That was the meeting we had when Mr. Robert F. Six was our speaker. I remember sitting next to him and not being able to eat a thing.. How times change.

Hal And Sandy Ross are a hard act to follow, but if all the help that was offered materializes, we will be able to set things up and be ready for a good time.



Cheers,

*Luverne E. Alrick*  
Luverne Alrick

Our convention in SAT is now history. I feel sure that all who attended will agree that it was an unqualified, outstanding success. We all thoroughly enjoyed the fine musical program performed by Elle and Don Straight, I have never seen such a rapt and attentive audience.

We felt privileged to meet and become acquainted with Darlene and Fredianne Gray. I received a note from Fredianne, written while enroute to Alaska to continue her interesting career. She appreciates being an adopted member of the Golden Eagles, and plans to keep in touch.

As treasurer, I must comment on the superb job that Jan and Bob Kinsey did with the raffle. They not only were successful in bringing a large amount of money into our treasury, but continued to make it fun. By the way, they made over \$1000 profit on it. This helps greatly to offset some of our expenses.

Another comment I want to make, as treasurer, is on the large number of members contributing to the postage fund. As you know, and I'm sure agree, the Golden Contrails is a very important amenity in our organization. This fund helps us to keep up the fine quality of this publication, as the postage is a substantial part of the cost.

We are all looking forward to next year at Las Vegas, and I hope to see even more of you at that convention.


Luverne and I wish all of you a Happy Holiday Season, and health and happiness in the coming year.

Treasurer

*Ken*  
Ken Alrick



## REPORT OF DELEGATES TO THE RAPA CONVENTION



The 1995 convention of RAPA was held at the Wyndham Harbour Island Hotel in Tampa, Florida, on October 28, 29 and 30. Cliff Pleggenkuhle and I were the Golden Eagles delegates and Schy Scheihagen was a guest/observer.

Bill Root (BNF), our insurance chairman, submitted a twelve page report covering HMO's and Managed Care plans as well as a list of RAPA insurances available to all RAPA members. It's a fine report but a bit too long to present here. If any of you would like to have a copy of this report, please let me know.

Howard Wincele of Alexander & Alexander Insurances advises that A&A will offer "indemnity dental" coverage early in 1996 and that they are negotiating a plan to cover optical lenses and frames. Prescription drug insurances are also being studied.

When 1st VP Hal Miller (TWA) questioned our 1993 criticisms of Legislative VP John Stefanki's (UAL) lobbying efforts, we responded that our criticisms were not directed at Stefanki's lobbying per se, but, rather at Stefanki's lobbying of matters that are of no concern to retired airline pilots and at his politically partisan approach to many of his lobbying efforts in the name of RAPA.

Presently the RAPA Constitution provides only that RAPA shall gather information that is of concern to member retiree groups and then to relay that information to each member group with recommendations for action by each individual member of those groups.

Our position is that RAPA might possibly better serve its membership if the Board had broad lobbying authority, but, if that is true, then the RAPA Constitution must first be changed to 1) authorize broad lobbying by the RAPA Board and 2) provide for controls both upon the lobbyist and the subject to be lobbied.

We believe that the above is essential to Eagle interests.

We recommend that each member consider subscribing to the RAPA RAPPORT (in addition to our Contrails, not in place of it). At \$20.00 for four issues per year this magazine is replete with airline industry news and retiree information (taxes, insurance, health, travel, etc.). Contact Editor Brooks Johnston (NWA) at PO Box 3331, Bellevue, WA, 98009 for more information.

We came away from the meeting satisfied that President Shadowens has ably taken appropriate action to alleviate the concerns that recently caused us to consider leaving RAPA.

Cliff Pleggenkuhle

Bob Hiemstra

## EDITORS' CORNER



**FRONT COVER--** The "Lady With a Past" graces the favored spot on the floor of the MUSEUM OF FLYING in Santa Monica, CA. The neon lighted track in the background traces the route of the 4 Douglas World Air Cruisers, the Boston, Chicago, Seattle, and New Orleans in their 1924 globe-circling flight! The New Orleans is on display in the Museum for all to enjoy.

**POETS' CORNER--** Jack Ryan's poem, "The Night I Met Robert Six," comes to us from honorary member, Richard Schumacher. The poem, "Norma Jean" was written prior to her tragic death when she was so obviously confused and unhappy with trying to be the Marilyn Monroe into which the media and her worshipping public had turned her.

**CENTERFOLD--** Left page, left to right and top to bottom: Dave and Jackie Futuli, Margaret and Jack Murray, Lenora Corbett, Annette and Ray Combest, Ray and Mary Booth, Gladys Parker, Jim and Lila Magee, Jo Ann and Kip Wintenberg, John Gaylord, Ed and Karen Cox, Char and Joe Masini with Hal Simpson. Right page: Jerry Donavant, Sandra Graham and Pat Johnson, John Zetoman, Georgia Lee and Dave Diffenderfer, Anita and Sully Sullivan, Don Straight, Sharon and Dave Clough, Kris Imboden and Ray Melberg, Marilyn and Willie Walker, Jim and Rhoda Hlavacek, Jim and Lorene McNulty, Thelma and Bud Moyer, Margie and Doug Kricken, Margaret and Joe Vitali with Lisa Nemec.

Thanks to Tommy Green and Anous Cann for these wonderful pictures! They and others supplied your editors with well over 100 pictures taken at convention time in San Antonio and we wish we could have used them all in this issue. However, the rest will be available for your viewing in the picture albums we will bring to Las Vegas.

**INSIDE BACK COVER--** Color pictures of convention activities supplied by Tommy Green, Bob Campbell, and others. Thank You!

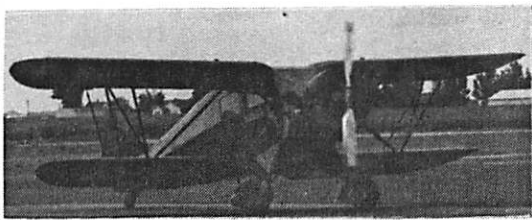
**BACK COVER--** Color pictures here illustrate various articles within.

A VERY MERRY CHRISTMAS TO YOU ALL!

Dick & Gene





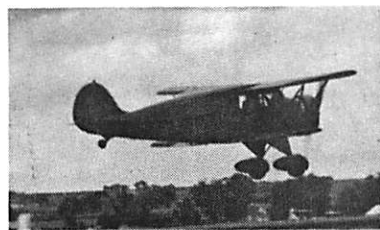


## LADY WITH A PAST

The sun glinted from her shiny black fuselage and bright orange wings as the Waco banked for final approach to the narrow dirt runway. A complement of the Flight School... two instructors, a bookkeeper, one mechanic and several students were gathered beside the weathered hangar to watch her land. A distinctive decal on her aft fuselage proclaimed that this young lady belonged to the Civil Aeronautics Authority. As she glided to a perfect 3-point landing, her registration number was clearly visible to the onlookers... NC16!

The pilot of the Waco parked neatly on the flightline between a J-3 Cub and a Model 7 Fleet, using minimum power from the big 220 horsepower engine. It wasn't until he had hopped to the ground that he noticed the sign someone had transplanted from an English Aerodrome. It politely requested, "PLEASE PARK PRETTILY." The Operations Inspector allowed himself a fleeting smile.

He had come to conduct a flight test with an applicant for a Commercial Pilot Certificate as well as to inspect the entire operation of the Flight School, this being only one of many within his area of jurisdiction. Everyone but him was understandably nervous.



The Waco had come to the CAA by way of the Bureau of Air Commerce, which had taken delivery of 3 Waco UECs at the Waco factory in Troy, Ohio in 1932. The Bureau had used this one for checking the accuracy of low-frequency range legs defining the newly established network of colon-designated airways. The Lady had enjoyed her work thus far, but she certainly wasn't aware that she was already forming the basis of a distinguished career.

Today, 63 years after acceptance, she graces the favored spot on the floor of the Museum of Flying in Santa Monica, California, having done wartime duty with the Civil Air Patrol towing targets for gunnery practice and searching for U-boats in the Gulf of Mexico.

For months she had languished, wrecked in the sands of the Mojave desert after her engine failed on takeoff, then underwent 5 years of patient restoration in the skillful hands of Jack Richards at Lancaster, California. Re-restored in 1988 by Dick Grigsby, she took Outstanding Silver Age Aircraft award at Oshkosh '88 and Outstanding Antique Aircraft award at Oshkosh '91.

One might think that she would be saddened by retirement to static display, but she is not. Her classic lines and graceful posture bring a flood of remembrance to those veteran pilots who flew her kin, and a feeling of awe in all who stop to admire her.



The Lady With a Past goes right on building her past in the present and, who knows, someday she may just take a notion to dust off her faded old Sectional Charts and take wing again along Green-5 or Amber-3 Airways... just for the fun of it!

R. S. Grigsby

NORMA JEAN

We look into ourselves as into frosted window panes.  
Admiring past performances, we see ourselves  
to have been quite the proper little ones, our gains  
of our own making.

People from the past, and things,  
embellished now with aura of nostalgia,  
force the painting of ourselves into the portrait of an image,  
alter ego on display before the world.

And why cannot we silly things be us; and why cannot we see  
that to ourselves and to the world  
we are not showing what we really are,  
but only what we picture us to be?

RSC



BEFORE THE TAIL WAS GOLD... IN THE EARLY 1940's, THE COMPANY PAPER WAS CALLED "THE EAGLE" AND CONSISTED MAINLY OF ITEMS SUBMITTED BY EMPLOYEES OF THE VARIOUS DEPARTMENTS. THE FOLLOWING POEM WAS WRITTEN BY JACK RYAN, A PORTLY RED FACED IRISH GENTLEMAN WHO WAS THE SECURITY GUARD ON DUTY ONE COLD WINTER NIGHT AT THE CONTINENTAL GENERAL OFFICE PARKING LOT AT DENVER'S STAPLETON AIRFIELD DURING WW2 WHEN MR. SIX WAS HOME ON LEAVE FROM THE U.S. ARMY AIR CORPS.



*Eagle*

Lt. Col. Robert F. Six

*The CONTINENTAL*

*It was just twelve months ago tonight,  
The ground was white with snow,  
The stars above were shining bright,  
As I paced to and fro.*

*It was a silent night, a lonely night,  
Not many cars going by.  
From ponder hill, a bird in flight  
On a coyote's weary cry.*

*And then a rabbit travelling fast  
Right past my very nose.  
I pulled my gun to take a chance  
But what do you suppose!*

*A lovely car, a nice, big car  
With lights as bright as day  
Came through the gate at no slow rate  
And darned near got away!*

*I shouted "Halt! Can't you read that sign?  
Yes - THAT sign right on the fence -  
A big red STOP, above, on top!"  
Then our parry did commence. . .*

*"Don't shout at me" says he to me,  
You ought to know this car!"  
"Your badge, sir, please! Leave me at ease,  
I don't care about your car."*

*"There's a license plate on front and back,  
Those numbers spell my name!  
This car has passed in here before!"  
"Your badge, sir, just the same!"*

*It is SIX, SIX, SIX - that's on the plate.  
"But that's not enough -  
And you are going outside that gate,  
If you can't prove your stuff!"*

*"Do I have to show you my new badge?  
I am Mr. Six, that's true!"  
"You might be six, or seven, or eight -  
But how do I know you?"*

*So out he stepped into the snow,  
And opened up his bag,  
And started frisking thru his jeans,  
He was trying to find his tag!*

*"My WORD" he cried, and then he sighed,  
"I'm surely in a fix!"  
Was my face red, when someone said,  
"That man is Mr. Six!"*

*"I can't find my badge, but here's my card"  
And right before my eyes  
Signed ROBERT F. SIX, THE PRESIDENT.  
I was struck with much surprise!*

*I have travelled around this world,  
I have been hit with sticks and bricks,  
But never will I forget the night  
I met our President, Robert Six!*

Jack Ryan



Returning home through Montana last August, Casey and I stopped in Missoula and had lunch and spent a delightful afternoon with Dave and Helen Streit.

Casey had heard of The Carousel for Missoula story so we imposed on Dave and Helen to give us the nickel tour.

This is a wonderful story of the people of Missoula, Montana who volunteered their time and efforts to build a carousel to donate to the city; complete with operating pipe organ. Dave told us it took approximately 5 years for all the actual carvings of the horses and work to rebuild the carousel. Each horse required 600 hours to complete. Dave would volunteer for 2 hour shifts, 2 to 3 nights a week.

I believe that Dave also mentioned that this is one of the few operating carousels in the country, especially with a pipe organ. I know it has to be one of the prettiest.

They accepted donations for sponsorship of the individual horses and one cute story was about the children of Missoula. It seems they spent all one summer earning and saving pennies so they could sponsor a carved horse on the carousel. At the end of the summer they turned in 1 million pennies, \$10,000, and were able to sponsor 4 horses.

This is a beautiful story and a beautiful piece of work. If your travels should take you through the western portion of the Big Sky state, drop down by the river and take a ride on the Carousel for Missoula.

K. D.



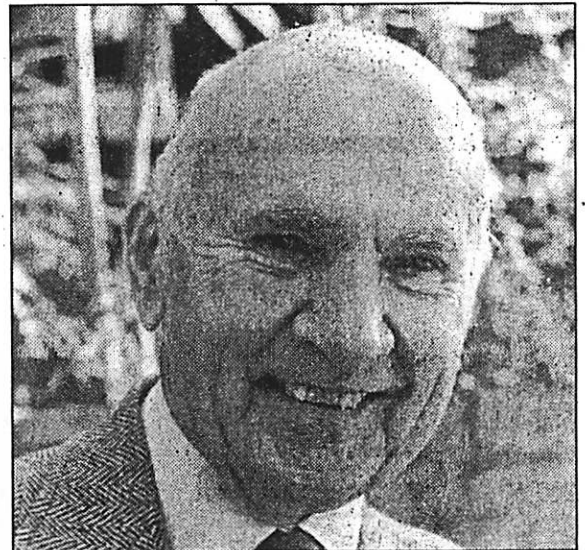
Bob Campbell (age 9):

*"Hey, Dad. Do you want one of my class pictures to carry in the new wallet I gave you for Christmas?"*

*"No, son. The nice little boy's picture that came with it suits me just fine."*

October 12, 1995

PALISADIAN-POST



Gene Newman

Area 3 (Marquez Knolls area): Gene Newman is serving once again on the Council as a strong voice for the area where he has resided for 36 years. He also serves as secretary of the Marquez Canyon Preservation Association, which hopes to keep the canyon pristine and available for the benefit of the community.













## TYPHOON SARAH - WAKE ISLAND - SEPTEMBER 15, 1967

One of the most memorable experiences of my life occurred on September 15, 1967, when forty-two flight crew members of Continental Air Lines Military Airlift Command spent an entire night under the impact of Typhoon Sarah on Wake Island in the mid-Pacific Ocean.

We were among approximately fifteen-hundred people including Government and Pan American Airlines employees, contractors and flight crews from other airlines.

The captains of the four Continental crews were Captains Pleggenkuhle, Powers, Wampler and Daniel. My cockpit crew members were 1st Officer Mike Bender, 2nd Officers Bob Wright and Jack Flemming.

Wake Island is barely three miles long and just one-half mile wide at its widest point. Also, and most importantly, it is only thirteen feet above sea level.

The island is operated by the Federal Aviation Administration for the purpose of fuel stops and emergency landings.

Continental used it for fuel stops and as a crew layover station using the old Pan Am crew quarters while the runways were under repair at Honolulu.

The weather service had been issuing bulletins for several days on the direction and intensity of the storm and it was forecast to pass to the south of our position. It was a deep low ocean typhoon with winds in excess of one-hundred twenty-five miles per hour and fifty to sixty foot waves. All ships were ordered to alter courses away from this violent storm.

We landed on Wake Island the morning before the storm for a night's layover and the waiting crew flew the plane with its passengers on to its destination in Vietnam. On our arrival we noticed that all flyable equipment was being flown off the island and an urgency prevailed in boarding up all buildings, hangers and living quarters. We also began to hear reports that the typhoon seemed to be heading in our direction.

During the afternoon we learned that an empty Braniff Airlines plane would be landing for gas and proceeding to Honolulu. We four captains requested that a message be sent to our company asking that all Continental personnel be boarded on the Braniff plane and flown to Honolulu for safety. We never received a reply. Around 5 P.M. we were assigned to various Pan American employee houses on the highest places and away from the shore. The houses were small concrete affairs and supposedly typhoon-proof. We later learned that supposition to be greatly in error!

All windows and doors except the main entrance were boarded up with three-quarter inch plywood sheets. There were approximately twenty people in our group in the home of a Pan American mechanic, his wife and small daughter.

The house was immaculate and we all took off our shoes rather than to track in sand and oyster shells. The family was extremely hospitable and had a well stocked kitchen of food, water, candles and first aid supplies. By 6 P.M., we noticed the wind velocity increasing steadily and complete cloud cover to the southeast. The island radio station kept us informed of weather conditions and safety procedures to observe before during and after the storm. It predicted that the eye of the storm might possibly pass over or near the island and we might assume the worst might be over. This was to prove very good advice and I'm sure saved many lives. The food and drinks were available so that each person took care of his or her own needs.

We were in good spirits since we had been assured we were in typhoon-proof concrete houses with adequate supplies and among friends. We all thought it was just a matter of sitting out the typhoon and letting it pass. We found it wasn't to be so simple.

By 7 P.M., it was completely dark. The wind was in gusts to fifty and sixty miles per hour and it had started to rain. The wind and rain noise were increasing along with rocks, gravel, loose pieces of corrugated tin, tree limbs and etc. We listened intently to the radio broadcast and were constantly reminded that things were as expected and to remain calm and we would be kept informed at all times. That, however, was not to be! The radio suddenly went dead around 9 P.M. and never came on again. Needless to say, after losing our outside link for assurance and information and with the increase in noise from the elements beating louder and louder against the house a certain amount of anxiety became noticeable. It became necessary to talk louder than normal to be heard due to the unrelenting pounding against the outside. By this time, we had lost all electricity and were using candles. Fortunately, the front door was on the downwind side from the battering because it was the only opening not covered by the three-quarter inch plywood sheets.

Around 11:30 P.M., we noticed a sudden decrease in noise and after awhile it became calm. We stepped outside and saw a bright moon shining in a circle of cloud and not a breath of wind. It was exactly what the radio broadcast had described so we knew we were in the center of the eye of the storm.

It was utter devastation outside! Telephone and electric wires were hanging from broken or leaning poles, the small trees were gone or stripped bare. The asphalt road between our house and the shore was gone as were the houses along the shore. My friend and fellow captain, Cliff Pleggenhuhle, and I walked around to the shore side of the house for just a few minutes when we started hearing a loud noise that we thought sounded like a big Mack truck. The moonlight began to take on a bright greenish glow which seemed extremely weird. We both then realized all of this was caused by a huge wave of white and green water approaching the shore. We yelled to run and we both just made it into the front door as water swirled around the house. We will never be so lucky again! The eye passed and we were in for just as much or more until almost daylight.

We knew the waves were against and over the house because of the actual streams of water spouting from the cracks in the walls and ceiling edges when we felt the huge thuds of the water. You can add typhoon survivors to the story about there being no atheists in fox-holes!

The next morning we emerged gratefully but astonished at the ruin we saw all around us. As I said previously, the road and house between us and the shore were either gone or in shambles. The house directly across our street was completely without a roof and the side walls were caved in. Many others were in various states of wreckage.

The house to the side of ours was completely caved in on one side and we discovered it had housed about twenty Continental crew members but all were saved. Some of them were playing cards and were slammed by a huge wave that knocked in one side of the house and momentarily all were under five feet of water, card tables and each other. The water rolled out immediately and the others in the house came to their rescue. They all scrambled to another house nearby before another huge wave hit. They lost some of their possessions but were thankful there was no loss of life.



Everyone was out canvassing the island early in the morning exclaiming at the wreckage and of there being no lives lost although we heard of several injuries. Besides the loss and destruction of houses and buildings, the FAA Airport Tower was demolished and the wind register had broken at 133 MPH. The commissary was crushed and merchandise was scattered over the entire island. I was fortunate to find an undamaged roll of film lying on the ground and was the only one in our group able to film thirty-six frames of people and damage.

The crew members returned to their own quarters if they were still there or moved in with friends.

The roof was missing from my group's quarters and the walls had water stains and gritty sand stains five feet high. The doors were open or broken and I found a fish on the floor of my closet. Fortunately, I had put my suitcase with all my clothes, uniforms, etc. on the top shelf of the clothes closet about a foot above the high water marks on the walls.

Word was passed that food was available at the main building because most of the cafeteria had been destroyed. There was only a limited supply of drinking water available and, of course, none for washing or showers. It would have been nice but I heard no one complain.

Toward noon we were advised that temporary repairs were being made to the runway and a makeshift radio installed in the tower so the Air Force could begin evacuating flights of people to Hawaii.

We were evacuated to Honolulu by the U. S. Air Force on a troop transport plane in the afternoon. When we arrived at the hotel and were getting out of the limo, one of the flight attendants broke down in a fit of crying. Later in the evening one of the flight engineers had to be taken to the hospital for nerves.

Two days later we were back in business and took a flight out of Honolulu to Clark Air Force Base in the Philippines.

Wake Island was in a strategic location for air travel and it was soon repaired and staffed.

Due to the damage or destruction of facilities required by Continental Airlines on Wake Island and the completion of runway repairs at Honolulu, the company terminated its Wake Island operations.

Those of us who survived Typhoon Sarah on September 15, 1967, will always have memories of probably the most unforgettable twelve hours of our lives and are eternally grateful that we are alive to have those memories.

J. W. Daniel  
Fallbrook, CA '95

# Continental

Gordon M. Belhune  
President  
Chief Executive Officer

Continental Airlines, Inc.  
Suite 2010  
2929 Allen Parkway  
Houston TX 77019

Tel 713 834 6618  
Fax 713 523 2831



September 22, 1995

Mr. Robert E. Hiemstra  
President  
Golden Eagles  
Marriott Riverwalk  
Room 3002  
San Antonio, TX

Dear Robert:

It is with regret that I must inform you I will not be able to be with you for your meeting. My schedule has me turning flips.

Please convey my sincere apologies and pride in knowing such a wonderful group of individuals. We are all working very hard to return Continental to profitability and the same standard you set for us as the "Proud Bird with the Golden Tail". Your reputation lives on and I am proud to be a part of this great organization.

Sincerely,

## Golden Eagles Treasurer's Report 11-30-95

Balance 8-1-95		\$11,385.45
Income 8-1-95 to 11-30-95		
Dues	\$2,580.00	
Postage Fund	\$1,058.00	
Hospitality Room/Raffle	\$1,407.00	
Luncheon/Banquet	\$6,748.00	
Total		\$23,178.45
Disbursements		
Golden Contrails	\$1,736.98	
SAT Marriott	\$5,758.62	
Boudro's(Luncheon)	\$2,660.00	
Michael Clancy-Musician	\$250.00	
Bud Battley-Printing	\$87.38	
Hospitality Room Supplies	\$1,181.13	
Refunds	\$235.00	
Total		(\$12,089.11)
Balance 11-30-95		\$11,089.34

## New Members

Joe O'Neill	Gary LaPlante
Harold Simpson	Doug Kricken
John DeShurley	Fred Heil
Joe Vitali	Ed O'Quinn
Marlan Gamber	Ed Melone
Glenn Stroud	Pete Dennis
Charlie Becker	Ray Booth
Dean Maxwell	Darryl Christian
Boyd Proctor	Terry Owens
Dave Clough	Russ Coonley
Ed Halloway	Kip Wintenburg
Fredianne Gray	Dick Dahse
Lee Meyners	Harry Hansen
Joe Ramsdale	Mil Harr
Roger Paskell	

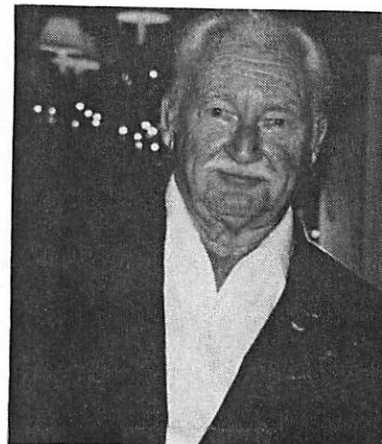
## Contributors To Postage Fund

(Thank You)

Peggy Carpenter	Barney Barnwell	Bob Curtis	Jack Thompson
Bert Lynn	Bob Kinsey	Ed Gorman	Tommy Thompson
Bill Eaton	Norm McGowan	Larry Marinelli	Joe Vitali
Frank Mills	Ed Wall	Geo Hemminger	Gene Newman
Bob Campbell	Jack Daniel	Frank Rhodes	John Hodge
Bill Himmelreich	Gary Wilsey	A.J.Cann	Roger Paskell
Gene Newman	Don Gentry	Geo.Didlake	Phil Nash
Gary LaPlante	Lou Cuthbertson	Harold Spores	Harold Simpson
John Bender	Marty Fedigan	K.D.Thompson	Ken Duncan
Dick Grigsby	Dick Hughes	Jack Murray	Gomo Greer
Don Ballard	Walt Bybee	John Campbell	Ted Herbert
Jim Higby	Walt Honan	Rozie Rozell	Ralph Musser
Lin Wright	Hal Ross	Charlie Becker	Bill Lively
Dick Dahse	Gladys Parker	Jim Hlavacek	Bob Rawls
Guy Casey	Dave Moran	Lee Meyners	Pete Dennis
Shy Scheihagen	C.M Pleggenkuhle	Moffitt Tinsley	D.J.Lehman
Walt Jennings	Bob Wenzholz	Bob Hiemstra	Monte Doyle
Bob Campbell	Dave Diffenderfer	Dick Pekrul	Ernie Islava

**Your Mailing label denotes your dues status.****Please note the number to the right of your name. 54 members are in arrears (paid through 1994 only) and are subject to removal from the mail roster after 1/1/96.**

Please send dues payments and/or corrections to:  
Golden Eagles  
c/o Ken Alrick-Treasurer/Membership  
30339 Channel Way Drive  
Canyon Lake, CA 92587







**MIKE GAMBINO:** After a long illness, MIKE passed away on Oct. 29, 1995.

**O.R. (TED) HAUETER:** *TED died on Nov. 17, 1995, at age 95, of heart failure. He was a wonderful leader and friend. Sympathy cards may be sent to his daughter, Carol*

**ILLNESS/SURGERY:** *Blaterwich, 4834 E. 6th Ave., Denver, CO*

**DICK HUGHES:** DICK is seriously ill with cancer.

**JIM HOOPER:** JIM broke his hip in a nursing home. *80220. Contributions may be sent to Colorado*

**DICK BOOTH:** DICK is recovering from a kidney infection. *Historical Society, 1300 Broadway,*

**DANIEL:** JACK had brain surgery, and reports that he is much better. *Denver, CO 80203.*

**JOE SCORDO:** JOE'S wife, ZORAIDE, advises that JOE has Parkinson's Disease.

**DICK SCHUMACHER:** DICK can read better with his left eye, following recent surgery.

**RIP THORNBERRY:** RIP is doing better and was able to drive to San Antonio and Kansas City.

**ANN DANIEL:** ANN has suffered constant pain for quite a long time. Now after two operations,

*ANN has no pain, and is able to use her hand!*

**BETTY NEWMAN:** BETTY'S doctor told her that she didn't need to take dialysis treatments any more—she is only his second patient to go off dialysis once it was begun.

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

#### **THIS'N THAT:**

Our Convention in San Antonio had a great turnout! Our records show that the following attended: JACK and JEAN ALLEY, KEN and LAVERNE ALRICK, DON and BETH BALLARD, BARNEY and JOAN BARNWELL, BUD and LA VERNE BATTLE, CHARLES and CORRINE BECKER, RAY and MARY BOOTH, MARY BROCK, JIM and DENA BRYANT, WALT BYBEE, JOHN and ANN CAMPBELL, BOB and BETTY CAMPBELL, AMOUS and LA VERNE CANN, BILL and AMY CHILDRESS, DAVE and SHARON CLOUGH, RAY and ANNETTE COMBEST, LENORE CORBETT AND PRESTON, ED and KAREN COX, LOU and OVEDA CUTHBERTSON, DICK DAHSE, JACK and ANN DANIEL, GEORGE and OLLIE MAE DIDLAKE, DAVE DIFFENDERFER, JERRY DONEVANT, KEN DUNCAN, DAVE and JACQUELINE FURULI, JOHN and JODY GAYLORD, ED and ALICE GORMAN, DARLENE and FREDIANNE GRAY, TOMMY and ADAH MYRLE GREEN, GOMO and WENDY GREER, DICK and SUE GRIGSBY, GEORGE and MARY HEMMINGER, TED and JOYCE HERBERT, BOB and KATHY HIEMSTRA, JIM, LOU, and ANDY HIGBY, JIM and RHODA HLAVACEK, WALT and FLO HONAN, RUSS HURLBUT, CHRIS IMBODEN, ERNIE and MARILYN ISLAVA, WALT and JAN JENNINGS, JACK and PAT SANDEE JOHNSON, HERB and JOAN JONES, BOB and JAN KINSEY, DOUG and MARGIE KRICKEN, GEORGIA LEE, JOE, JANET, JENNA and SCOTT LOCKHART, JIM and LILA MAGEE, LARRY and JEAN MARINELLI, JOE and CHARLOTTE MASINI, NORM and PEGGY McGOWAN, JIM and LORENE McNULTY, RAY MELBERG, LEE and PAM MEYNER, BUD and THELMA MOYER, JACK and MARGARET MURRAY, GLADYS PARKER, PETE and CONNIE PETTERSON, CLIFF and FLORA PLEGGENKUHLE, FRANK and ARLENE RHODES, HAL and SANDY ROSS, LEONA SCHIEHAGEN, HAROLD SIMPSON, HAROLD and JEANE SPORES, DON and ELLE STRAIGHT, W.J. (SULLY) and NITA SULLIVAN, K.D. and CASEY THOMPSON, TOMMY THOMPSON, JACK and MAYDEE THOMPSON, RIP and LAVERNE THORNBERRY, MOFFET and KENNA TINSLEY, CAROL VANFLEET, JOE and MARGARET VITALI, WILLIE and MARILYN WALKER, JOHN and SHIRLEY WALL, BUD WALTER, BOB and MARY WENHOLZ, GARY and LANETTA WILSEY, KIP and JO ANN WINTENBURG, J. and WILMA WORLEY, LIN and MARTHA WRIGHT, and JOHN ZETZMAN.

While we're on the subject of the Convention, JACK MURRAY, wrote, "I'm between suitcases now as just got in from SAT and off to Dallas for jury duty. SAT was great. We all (I believe) had a great convention, but I would have

*liked to spend more time there. Two days before our get together, I had a high school reunion of sorts, so Margaret and I were in great shape for the Golden Eagles. I received my Golden Eagles Plaque in SAT, and needless to say, it was very,*

very nice. **TED HERBERT** and his lovely wife, **JOYCE**, came all the way from **HNL**. **TED** also was wearing socks with his shoes. **TED** was one of my instructors (Navy) in **Hutchinson, KA**, along with **MARLON GAMBER**. The **SAT** convention was a success just like the rest, thanks to all the help from the usual team that always does a lot more than required. **MARGARET** and I would like to thank them but I know I'd leave a name out if I started to give thanks.

It was good to see **MARK** and **MARYLEA SCHELLENBERG**, **LIN** and **MARTHA WRIGHT**, whom I haven't seen in 20 years, and do they look great, too!"

Convention Observations (by Anonymous): (1) **DON STRAIGHT**, in his tux and a ladies blouse, performing his commentary, while **ELLE** played so beautifully for us. He said it was a cleaner's mistake, and some of us believed him! (2) **RAY MELBERG** standing at the **CO** counter while the agent called every hotel in town looking for the location of the **Golden Eagles**.

**GENE OLIVER** has less than two years to go before he reaches age 90! **AL SHELLY** is not far behind, and **BOB CURRENT**, **CLIFF PLEGGENKUHLE**, **RAY MELBERG**, **TOMMY GREEN**, and **PETE ANDERSON** are well over 80 also.

Honorary Member **JOHN BENDER** is among the leaders in the age category, and he still flies as "pilot in command" on gliders. (**WALT BYBEE**, who recently moved near **Hemet**, gives him a tow quite frequently).

Since **BIM RICHARDS** is the most junior **Douglas Aircraft** Instructor teaching airline pilots how to push the right buttons for flight guidance of an **MD-80**, he is stuck working mostly night shifts. **BILL PHELAN** is more senior, and works during daylight hours.

This year **BARNEY BARNWELL** has no firm plans for another of his newsworthy flights.

Among the early **Continental Airline Service** Anniversaries in early 1995 are: 40 years; **RAYMOND COMBEST**, and **WALTER LOFLIN**; 35 years; **GIRO NAVARRO**, **JOHN MURRAY**, and flight attendant **PAT WILLEMS**; 30 years; **ANDY WITTLESEY**, **GLENN FOX**, **JIM CROCKER**, **WALT JENNINGS**, **GLEN STROUD**, **BOB CHAREST**, **GEORGE HEMMINGER**, **LARRY KNOWLES**, **PHIL LANDRY**, **JIM RINELLA**,

**TERRY SAUNDERS**, **RAY BOOTH**, **CARL DOMSCHKE**, **LOREN FURLONG**, **PAUL GROVER**, **GEORGE MATYK**, **BOYD PROCTOR**, **JERRY RICH**, **PHIL WRIGHT**, and flight attendants **JUDY BLAIR**, **CAROL BEYNON**, **SHARON WAGNER**, and **ELAINE TOMLINSON**.

**ERMA JANCZAREK** (widow of **TED JANCZAREK**) sold her home and has moved into a smaller home in the same area. Her daughter, **KAREN**, is a flight attendant for **Delta Airlines**, but has enjoyed working **Swissair** flights under an interchange agreement. Her other daughter, **JANE**, is married to a native **Hawaiian**, and is the mother of two "beautiful children", says Grandmother **ERMA!** (2033 **Crespi Lane**, **Westlake Village**, 91361. 805-496-9573).

In the April 1, 1995 issue of "Aviation International News", an article entitled "Sleep Best Cure for Drowsiness: NASA", discusses the benefits of "take a nap now—you'll be less sleepy later". The study was released by **NASA Ames Center**, **Moffet Field California**, and included planned forty minute rest periods during low-work load phases of flight, with only one crewmember sleeping at a time. Using a **Rest Group**, and a **No-Rest Group**, "the study determined scientifically what pilots have known for years: that a planned rest period in flight improves subsequent alertness and performance during longhaul operations".

#### NOTES WRITTEN TO **KEN ALRICK**

**JAMES BARNES** wrote, "I thought I had retired, but **BOB WOODHAMS** called from **Douglas Aircraft** with an offer I couldn't refuse. So, **BOB**, **DAVE SLATER**, and myself have been in **Helsinki, Finland** for the past month trying to teach some **Russian** pilots from **Aeroflot** to fly the **DC-10**. Talk about a hoot!"

**DICK PEKRUL** wrote, "Sorry I won't be able to make to **San Antonio** this year. I'm getting married again (#3) on **Sept. 30th**, and work and wedding plans didn't leave enough time for **San Antonio**. I'll be there next year for sure. I'm flying out of **Guam** on the **DC-10**—commuting from **HNL**. Not all bad—most of my flying is to **Narita**, **Nagoya**, **Osaka**, **Bali**, **Manila**, and **HNL**—and to **Sydney**. I have 5 years to go to age 60—after 31 years I finally made it to **No. 1 Capt.** on the **DC-10**—(in **Guam**)."

In April, **FRANK MILLS** wrote, "As of March



6th, I'm a true Golden Eagle—or Silver Eagle. Time has gone by like a speeding bullet. Hope to see you in SAT this fall."

DEAN MAXWELL wrote, "After I got the remains of my retirement plan.....we moved north to the Mendocino Coast about 5 hours from where we're leasing, effective Aug. 30th. I quit smoking 'cold turkey', and in '85,'86,'87, I conducted a flight training operation at Little River Airport, next to Mendocino. Mostly beginners, and those who wanted instrument ratings. In 1988 I went to Wichita and got a Citation Jet Rating from Flight Safety, and flew for Korbel, the champagne and brandy people, for about 6 months. The plan was to buy a 2nd jet so I'd have been full time Captain. However, that didn't happen, so in November of '88, we moved to Long Beach. I helped devise, design, write, and instruct the MD-11 pilot training program, but due to my age they refused to let me in the flight dept. I did it all from the ground school dept. By July 1993 I'd had enough of ex Colonels and Generals who knew nothing about Airlines and Airliners, so I left, went to Flight Safety, and acquired a type rating in B-737's. I then taught in Simulators. I didn't get along well at Flight Safety, on the corporate and light plane outlook from the "chiefs", so PAT and I moved north to Redding. I've been free lancing and consulting instructor for central and south American airlines in B-737 simulators in places like Canadian's Vancouver Training Center, and UAL's in Denver. I will probably continue to do this type of thing until I'm 75 or so, though it's hard each year due to age, prejudice, etc. I still hold 1st class physicals, and all the land plane instructor ratings.

My son, Myles, (Imogene's) and I have great rapport. He became a Navy fighter pilot in F-14's (Tomcat), a Top Gun graduate w/honors, and saw action over Lebanon, Libya, and Desert Storm (Iraq). He also was one of the "570" at UAL who wouldn't cross the 1985 picket lines. Nevertheless he survived all that, and is a B-737 Captain at UAL today. He'll soon be moving up to 757/767's. He lives in Westminster, just north of Denver.

We are in good health, practically vegetarians, no smoking, and regular exercise. We don't like the intense heat here, so we're moving back to the Mendocino Coast, which really is home to us in our hearts anyway." (P.O. Box 366, Manchester, CA. 95459. 707- 882-3808.)

JOHN KOONTZ wrote, "I spent the last year living in Western Montana traveling. Let me know if interested in specific activities—mostly about nature". YES—JOHN, SEND US SOMETHING. (THE EDITORS).

JOHN GAYLORD wrote that he has boxes of Continental cards, with a photograph of a Continental DC-10 in landing configuration. The DC-10 has the wide orange stripe along the fuselage (old logo), and Continental will not allow them to be sold. He is moving to Hemet and has offered to help Ken with Golden Eagle work. (431 Palomar St. Hemet, CA. 92543 (909) 652-1649)

End of letters written to Ken Alrick..

NORM MEYER wrote, "I must definitely beg off on the News Notes for your current issue.....I'll promise for the next issue—you can hold me to it..... We're healthy, praises be, and knock on wood. My shingles were a light case apparently. The worst consequence being that I couldn't square or round dance for a month. Now that's serious! I flew down to Centennial yesterday to have lunch with a friend, EDDIE MEHLIN, and CHARLIE PEACOCK (remember him from Army Cargo Days?) and FREDIANNE GRAY, who I met for the first time. She's a very neat young lady, on her way to Bethel, Alaska, with the EPA, to try to convince the natives that they shouldn't empty their honey buckets and get their water from the same piece of tundra." Editor's Note: FREDIANNE GRAY stopped in to say "hello" to the K.D. THOMPSONS in Vancouver, Washington, en route to Alaska. FREDIANNE will be there until Dec. 31st, at which time she plans to leave government service and study for an M.D., probably at UCLA.....

LA VERNE THORNBERRY wrote, "You may know about JIM HOOPER—he went into the hospital last summer with a condition similar to a stroke; I do not know the diagnosis, but when I talked to VENETIA, she referred to his confusion.....He was taken from the hospital to a convalescent home, where he broke his hip in a fall. At this point VENETIA is faced with the problem of finding another place for him. We understand his condition is little, if any, improved.

LIN WRIGHT has another career—acting: he plays the part of King and rides a camel in "THE PROMISE." This play runs in Glen Rose, Texas,

*Fridays and Saturdays, June through October, each year. LIN has traveled with the cast in Russia twice to perform in THE PROMISE, which portrays the reality of Jesus' earthly life. In November '95, LIN and some of the cast will go to Russia on a missionary mission. They will visit the orphanages and people in jail, taking clothing, blankets, etc. to dispense to the Russian people.....MARTHA and LIN have many interesting house guests; among the most recent were MARIE MILLER, who played bit parts in "our Gang" comedy, and LEILAND FREDERICK. LIN taught LEILAND to fly and he was a Delta Captain for many years; he left Delta to go into the ministry. LEILAND kidded him about flying in the last visit to show off his new plane. CONTINENTAL AIRLINES and SANDS 65 are flagship sponsors for the Homecoming '45 Big Band Hangar Dance. NORMAN McCOWAN is active in the Civil Air Patrol—this group is putting on the event, saluting our vets and the glorious victory of WWII. The party will be held in the Vintage Flying Museum at Meacham Airport, Ft. Worth. Among the vintage aircraft is a B-17G Flying Fortress, named "CHICKIE", for the wife of its owner, DR. HOSPERS. NORMAN will join others again proudly wearing WWII uniforms, and reminiscing about their experiences as they dine and dance with their ladies, remembering long ago and the precious moments of those war time years.*

*LEON GREEN and others will begin their hunting trips soon. Maybe they will have enough success to add a bit of interest—LEON added a wildcat to his trophy collection last year—this one was a beauty!" (End of La Verne's letter)....*

*DICK GRIGSBY, ALICE POWERS, and GENE NEWMAN were among the guests helping former flight attendant, HALDIS (RAUCHFUS) TOPPEL celebrate her birthday.*

*When HALDIS mentioned that PENNY SPICER was a long-ago roommate, ALICE made a long distance call, and learned that PENNY would be married the following weekend in Las Vegas! Naturally, HALDIS, and her husband, KURT TOPPEL, went to Las Vegas and attended the joyous ceremony of PENNY marrying CONTINENTAL CAPTAIN TOM SCHUCHAT! (See photograph of the happy pair on the back cover of this issue. )*

**DICK DAHSE** wrote a moving letter, saying, "Thanks to AMOUS (CANN) and DICK (GRIGSBY) for the vote on my Honorary Membership. Let me make a couple of points. I see everyone in the group as fellow employees in the "old Continental". Back in those days we provided excellent service, good airplanes, reliability, set a lot of records and standards; for example, 18 hours a day on the workhorse, B-707. We had a lot of successes and some failures, but overall the "Proud Bird with the Golden Tail" is still mentioned by our competitors as the best airline in the industry. When I look back I get a warm sunshine feeling that runs thru body and soul.....I do have one story to tell, "PLEGGIE, SR. brought a freighter into DaNang. As the plane was being unloaded we had a rocket attack. It's about midnight, nice temperature, PLEGGIE, standing on the ramp, enjoying. He just stood there. I hollered "lets go to the bunker", but it hadn't fazed him yet, so I grabbed him and got to the bunker. Reality finally set in so he says, "This could be a dangerous place!"

#### **ANOTHER CONTINENTAL ANECDOTE By DICK GRIGSBY**

Here's an anecdote concerning HARRY TANEYHILL, and his wonderful ability to keep pilot Proficiency vis a vis Proficiency Checks in refreshingly clear perspective:

*"It was January, 1959. I was based in El Paso, and HARRY was Chief Pilot. I had been flying DC-6's, and DC-7's, and was due my 6 month's Proficiency Check, so I had spent time reviewing those aircraft manuals, operations manual, and the El Paso Approach Procedures.*

*At the appointed time I reported to Operations. HARRY was there waiting for me—he was always in a hurry to get things done. The only aircraft on the Ramp was a new Convair 440. I asked HARRY where our Trainer was, and he replied, "That's it". I remonstrated, "HARRY, I haven't flown a Convair for almost 3 years, and I've never flown a 440. I am no longer Convair qualified!" He replied, "You will be in about an hour—let's go, Stud."*

*And, sure enough, I was!"*

**READERS ARE INVITED TO SEND INFORMATION ABOUT HOBBIES/ACTIVITIES, OR ANECDOTES.**







