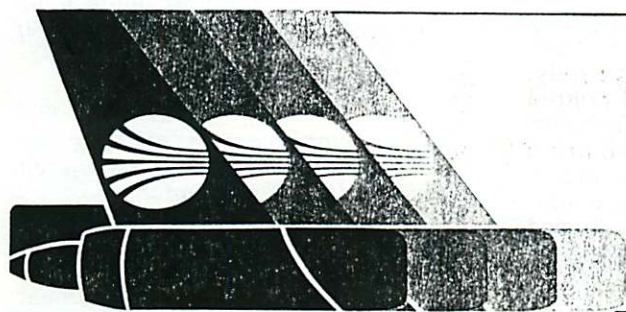




GOLDEN CONTRAILS

... 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.

March-April 1996



THE GOLDEN JET

Vol. 19, No. 3, March, 1978

Published by Continental Airlines

Continental has some very special heroes and heroines



Gene Hersche



Michael Provan



John Olson



Fred Winkler



Judy Blair



Louise Buchanan



Mary Dahse



Janna Harkrider



Norma Heape



Betty Lietz



Carole Mason



Marcia Wagner



Lori Yang



John Woodman



Lee Lipsky

The conduct of the crew of Flight 603 on March 1 was beyond praise. At great peril to their own lives, they responded instantly to aid their passengers. Despite painful injuries, they displayed imagination and strength in performing a brilliant evacuation, no matter the many obstacles. They were leaders to those who looked to them for guidance. They shared their bravery with those who sought reassurance. It was their personal courage and character which averted a catastrophe. As long as there is a Continental Airlines, we will recall that in the most crucial hour of their lives, they bore themselves with valor, with dedication and with honor.

Robert F. Six

Flight 603

(Continued from Page 1, Col. 3)

It was raining the morning of March 1, as the crew of Continental's flight #603 prepared to depart Los Angeles for Honolulu.

Captain Gene Hersche and his cockpit crew of F/O Mike Provan and 2/O John Olson had gone through their pre-flight cockpit checks and were ready for taxi-out and take-off. This was no ordinary flight for Captain Hersche, because after 32 years with the Proud Bird, he was making his last flight before retirement.

The clearance came from the tower, and Captain Hersche pushed the throttles forward, and the three huge DC-10 engines roared into action, pushing the aircraft faster and faster down the runway. It was 9:23 a.m.

Suddenly, two tires blew out on the aircraft's left side, and although the plane was moving along the runway at considerable speed, Captain Hersche knew that it was not fast enough for rotation, or lift-off. Pulling the throttles back and putting the engines in full reverse, while at the same time pushing down hard on the brake pedals, the Captain fought to bring the aircraft to a halt.

Decelerating rapidly, the aircraft was slowing down, but when it reached the end of the runway and ran onto the soft "over-run" area, the left landing gear sank into the ground and collapsed. This caused the left wing to drag along the ground, and fuel lines to the engine were ripped open, spewing part of the aircraft's fuel onto the ground — where it immediately ignited.

Meanwhile, inside the cabin of the jumbo jet, as soon as the flight attendants and IFS heard the tires blow out, they immediately began yelling out instructions to "Fasten your seat belts tightly . . . put your head down and grab your ankles."

While all this was taking place, two firemen from the Los Angeles Fire Department's LAX North Side Substation (adjacent to the north

runway complex) had seen debris coming from the aircraft as it swept by them. Jumping into action, the men boarded their fire rig and headed towards the end of Runway 06 Right.

In yet another part of the airport (see following story), employees of both TWA and Pan American World Airways, who were out on the ramp loading aircraft, saw the stricken Continental DC-10 and leaving their jobs and grabbing fire extinguishers, also headed for the end of the runway.

The response of all these people was so instantaneous that they all arrived on the scene at just about the time the aircraft finally came to a halt.

The passengers termed it "outstanding airmanship . . . a really tremendous job of piloting." After the plane came to a halt, the left side was engulfed in flames, and Continental's flight attendants, the IFS, cockpit crew and one dead-heading CAL Captain were already in action trying to get everyone out safely. Praise for the job they did poured in from all quarters — "The crew calmed everyone down and did a superb job of organizing the evacuation," was just one of the countless accolades that were bestowed upon the CAL personnel involved.

On television, on radio, and in the newspapers, praise continued to stream in for the skill of Captain Hersche, as well as for the professional and brilliant way in which Continental's flight attendants and IFS handled the situation. The majority of the passengers escaped through the forward, right-hand doors of the aircraft, with some even going through the cockpit windows, sliding down ropes to the ground.

High praise was also given to the exemplary job carried out by the Los Angeles Fire Department. Many people noted that by arriving on the scene almost before the aircraft stopped, and by saturating the fire with foam, they averted what might have been a far worse situation. The National Transportation Safety Board (NTSB) is currently investigating the accident.

Perhaps one of the best accounts of what took place that morning is by an eyewitness — a passenger named Mr. Rudy Lucero, who wrote a letter to Mr. Six. The words speak for themselves, and the GOLDEN JET is pleased to be able to reprint it in its entirety.

"Mr. Robert Six:

Once again, I find it important to write you to express my appreciation of Continental.

It was my ill fortune to have been a passenger on Continental flight 603 out of LAX to Honolulu on Wednesday, March 1, 1978.

I was seated in 33A when the left front tire blew and the plane went out of control. It was one of the tragic, unforeseen incidents that happens — who knows why?

If it had not been for the instantaneous action taken by Fred Winkler and the flight attendants in our section, I'm sure that many more people would have been injured, if not killed.

And it did not end there.

The rapidity of Continental and airline employees in assisting the passengers, injured and non-injured alike, is truly commendable.

Every Continental employee, whether wearing a suit, a uniform or working apparel, complete with steel hat, that I came into contact with, seemed to be sincerely interested regarding my and my fellow passengers' needs.

Once again Mr. Six, congratulations on having such compassionate and concerned human beings on your staff.

By the way, I will be on the next Continental flight at 3:00 p.m.

Sincerely,
Rudy Lucero,
1808 Lucretia Avenue
Los Angeles, California 90026."

The Continental team on the aircraft (ship #045) that earned so much praise, are (in addition to the cockpit crew already mentioned) flight attendants Judy Anne Blair, Louise M. Buchanan, Mary K. Dahse, Janna F. Harkrider, Norma C. Heape, Betty Ann Lietz, Carole Ann Mason, Marcia A. Wagner, Lori Akemi Yang, John W. Woodman, and In-Flight Supervisor Juergen Frederick Winkler. The dead-heading Continental Captain was Lee Lipsky.



Mar. 1, 1978

Age 60

Tom Hanks as Jim Lovell in "APOLLO 13",
during Command Module re-entry:

"Gentlemen, it's been a privilege flying with you."



CAPTAIN'S CORNER

Greetings:

I would like to encourage those of you who are flying around the system to avail yourselves to the authorized cockpit access which was covered in the last November issue of the Golden Contrails. It is felt that if we will request and use this authorization, with time it will become easier and possibly faster to obtain it in the future. And of course, there is the chance to renew old friends and/or meet new ones. To reiterate on the procedure, you should call 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. Advise them of your desire and window of travel, (origin, destination and approximate dates of travel) and they will forward your request to Continental's Principal Operation Inspector. Naturally allow yourself and the other people involved adequate time to process your request. You will be notified of authorization or denial.

Another follow-up item concerns the travel benefits package. We have received some comments, suggestions, and questions regarding our travel benefits. In an attempt to answer a few of the comments, let me state that in the letter we submitted to the company we listed the following for possible consideration and comment.

1. A higher pass classification for long term service retirees as it was before 1983. Possibly a new classification such as SA-3R and some formula to acknowledge past longevity.
2. Waive the \$20.00 service charge as is done for current employees with more than 15 years of service and the privilege of writing our own passes to save ticket counter workload.

There were a couple of other items, however, these seem to be the ones that most of the retirees are interested in. We advised the company that we would gladly make ourselves available for any discussion on these items.

Now for the bad news. The travel benefits committee met and decided that there was not enough input to warrant any changes in the present policy and therefore no changes were to take place at this time. I might add that your committee was never contacted one way or the other for our input or suggestions.

In closing, I would like to add that we would like to make another effort on this subject. However, if we expect to get any results at all, we will need major commitments and commentary from the senior pilots who are still flying that a change is desired.

Regards;

P.S. I Just got off the phone with Margaret and Jack Murray and am happy to report Jack is in for 100 % recovery. He is in rehabilitation and, like the rest of us, long on stamina but short on patience. They will be in Las Vegas in October.

Satchel Page: "Age is a question of mind over matter... if you don't mind, it doesn't matter."



A TRIP TO REMEMBER

BY CAPT. JACK

When I remember or think about Trip #122 (DC-3) from Denver to Albuquerque on March 14, 1956, I still get an adrenalin rush that makes my skin tingle and my heart beat faster.

A spring snowstorm was blowing through. Denver had snow and blowing snow. Colorado Springs and Pueblo had the same. Santa Fe had some scattered showers and Albuquerque was overcast, but clear underneath. We listed ABQ as our alternate and took on enough fuel to get there plus 45 minutes reserve.

Our departure was to the north at Stapleton at about 1930. We had everything on, including wipers and landing lights. DEN Departure handed us off to COS. As we started picking up the Fountain fan marker, DEN sounded weak and far away. Our radio sounded dead as we tried to contact Springs, and our cockpit lights began to fade. Soon they were out, our radios were out, and our running lights were out. Apparently we had lost all electrical power and our battery had just run down.

Pike's Peak suddenly felt like it was in my right ear! We climbed to 14 thousand feet, still on instruments, but out of the heavy stuff. There would certainly be no approaches at COS or PUB.

We followed our flight plan, realizing that we would not be on the ground for another two and one-half hours, out of fuel. South of Raton we were flying in ice-crystal clouds with the moon occasionally visible. About half way between Las Vegas, New Mexico and ABQ the clouds had some breaks below us. Suddenly I saw the lights of Santa Fe.

That was long before we had speed brakes and Emergency Descent procedures, but I closed the throttles and spiraled that DC-3 down through the breaks, leveling off below all clouds over Glorietta Pass.

We passed Santa Fe for a better airport and tower at ABQ. We flew down the river and by the tower at ABQ. We received a green light to land after lining up with the north/south runway. We taxied to the terminal and shut down.

Ted Haueter, V/P Ops., was on the phone, but he wouldn't take the agent's (Bogie's) word that it was a CAL DC-3. He asked to speak to me for a positive ID.

The tale doesn't totally end there. We had 20 passengers on board, three of them being General Hurley's daughter and two grandchildren. The General and Mrs. Hurley were awaiting their arrival at the Santa Fe airport, and somehow word had gotten out that a CAL DC-3 hadn't been heard from since shortly after leaving Denver.

Later I received a very nice letter from Mrs. Hurley and a letter of commendation from Mr. Haueter.

I'm going out in the sun now to let the goose-bumps go down!

Capt Jack



THIS ISSUE--- As you may have guessed, this issue is about heroism. Webster defines heroism as "brave, noble action or trait." The spark of heroism exists in the heart of every dedicated flightcrew member. It is translated into heroic action whenever the fates conspire to bring circumstances together which challenge the commitment to bravery and nobility. In praising those who have been called to heroic action, we also give credit to all of those who have been prepared to act. Your contribution in the form of "A Flight To Remember" will be most welcome for publication in future issues.

POET'S CORNER--- The poem, "I Need Answers", comes to us from T. V. Allen, the retired Pan Am navigator who gave us "O'LEARY'S BARN" in issue before last. Thank you, Tare Victor Able!

BLACK MOUNTAIN--- This Easter eulogy is for Larry Bossler, a fine pilot and good friend who flew for Chantair, a company in which both your editors had significant interest. Larry is most certainly in our book of heroes!

QUEEN MARY--- Thanks to Captain Jack Daniel for his account of the salute to the Queen Mary. If bringing 165 Marines home safely from their tour of duty in Vietnam isn't heroic, we don't know what is!

BACK COVER--- John Roche, son of Mike and Ann Roche, officially became an Eagle Scout in a Court of Honor held in Greeley, CO. John contributed an article to a previous issue of Golden Contrails on his attendance at the NASA Space Camp. At just 13½ years of age, John is our candidate for listing in some future book of heroes!

RAPA RAPPORT INSERT--- This insert will give you an idea of the scope of this fine quarterly publication as well as the means of subscription. **GOLDEN CONTRAILS**, as it has evolved, is more of a personal communication, intending to keep alive the bonding and sharing that we all experienced through the many years as crewmembers in the cockpit, on layovers, and in the social and business activities which made up our professional lives. **RAPPORT**, as you may deduce from the Table of Contents, deals with a much wider scope of retired pilots' interests and activities. We heartily recommend that you subscribe to it, especially since Golden Eagles maintains affiliation with RAPA.





I NEED ANSWERS

"Now I shan't forget the night
On a regular schedule flight
From Oahu back to San Francisco Bay
'twas a dark and stormy ride
With the pouring rain outside
As we tried to dodge the build-ups in our way.

Without a star in sight
On this wet and stormy night
And St. Elmo's Fire on the props and wings
Our position wasn't clear
What heading should we steer?
I needed answers to a lot of things.

Tane Victor

THE SEA AND I

The sea and I are friends.
Although she cannot call my name,
we know each other, she and I,
and we are some the same.

She labors hard to lave the shore
and I to lave the sands
of time that through the life-glass run
in God's eternal hands.

Yes, she and I are similar.
We're sensitive to weather,
and restless when the night wind blows;
and we are calm together.

RSG

BLACK MOUNTAIN

Lawrence Robert Bossler
Beechcraft Duke N37D
Palm Desert, California
Thursday, April 15, 1976



We sat on the mountain.

Black Mountain, they had called it. Why?

The pathway upward had been dotted with tiny daisies, alive with purple-tinged cactus pears, bright blooms atop. Our granite-strewn perch was pleasantly warm in the desert sun. Why Black Mountain?

I glanced up to the spot where the Duke's tail had fallen. A layered white scrim, curving over the summit ridge, muted the light below. Of course! This is the lair of the lovely lenticula, that treacherous Circe, veiling violence with her mantel, luring the modern Ulysses to his doom.

Today is Good Friday, I thought. Why Good Friday, for such a soul-shattering day? Words tumbling about the rocks... Golgotha... what a horrible name! Golgotha... place of the skull... the cross. Black Mountain... place of the shear... the crash.

What a way to die! Well, what better way for him, really?
Where is he? Down there? In that gully? NO!

Easter coming soon. "He is not here. He is risen. He lives!"
Well then, so does he.

Time to go, son.

So long, Larry. So long for now.

R. S. Grigsby

Hume Cronyn in "TO DANCE WITH A WHITE DOG":
"There are no endings... only discoveries."

The great ocean liner the Queen Mary is now permanently anchored in Long Beach, California and is a tremendous tourist attraction. It is a great hotel with dining rooms plus tours of its nautical areas.

My wife, Ann, and I had the pleasure of staying there a few days and nights while attending an annual convention of the retired Continental Air Lines pilots "Golden Eagles." We also inspected the world's largest airplane, the Spruce Goose, which was built and flown for just one minute by Howard Hughes. It was on display in its special dome at that time near the Queen Mary.

During World War II, she was converted from a deluxe passenger liner into a troopship for the military between the United States and Europe. She carried many thousands of soldiers on her many voyages and was dubbed The Grey Ghost because of her war-time camouflage paint.

Whenever I see or hear of the Queen, I am always reminded of the first and only time I saw her on the ocean and under her own power.

It was December 9, 1967, and I was flying a Boeing 320-C from Okinawa to the El Toro Marine Air Base which is south of Long Beach. This was a Continental Air Lines military airlift command flight returning Marine combat troops from Vietnam and we had flown ten hours non-stop with 177 people on board.

We had started our descent from an altitude of 41,000 feet over Ukiah, California, and with the engines idling had descended for 600 miles and down to 3,000 feet passing Long Beach.

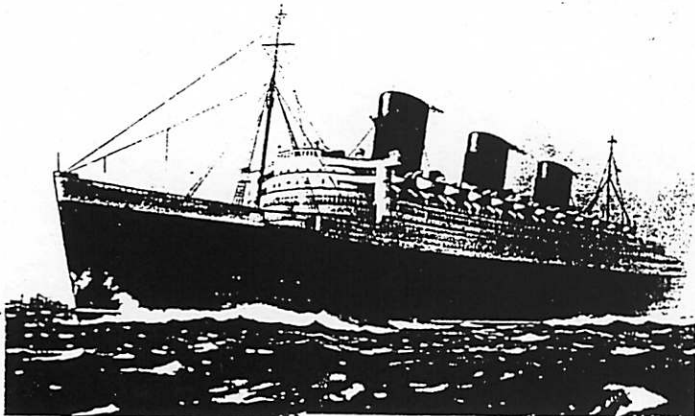
While getting approach clearance from flight control, I noticed a large ship with several hundred small boats all laying a wake in the same direction. I inquired about this to the controller and he explained that it was the Queen Mary with an honor escort to her final berth at Long Beach and if I desired I could fly down and give her an honorary salute by a flyover and he would divert other aircraft away. I accepted his offer and extended my thanks.

Using the intercom in the airplane we informed the cabin crew and passengers of our intentions and assured them that all would get a good look.

Descending to 1500', we circled to the right for those on the right side of the airplane and then to the left for those on the left side. After completing the turns, we dipped our wings in a final salute and continued to our landing at the El Toro Marine Air Base.

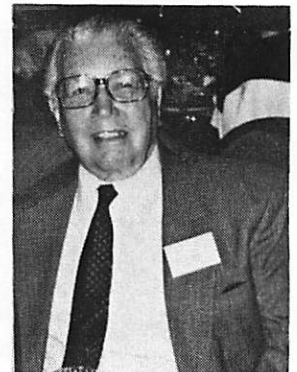
The Marines expressed many thanks to the cabin attendants as they left the plane. We all felt very good to have been able to provide the Vietnam veterans with such a vivid memory on their return home of that wonderful Lady of the Sea, the Queen Mary!

The cockpit crew was Captain Jack Daniel, 1st Officer Chuck Hammer and 2nd Officer Bob Sykes. The DPS was Scott Phaff.



Cunard R.M.S. "Queen Mary" 81,237 tons

J. W. Daniel
Fallbrook, CA '95



THE FCM SYSTEM

Long before the industry developed the FCM (Flight Crew Management) system, Captain Robert M. Campbell was using his own FCM (Flash Card Motivation) system with co-pilots who had exhibited an unusually short attention span. Now, Betty is considering a similar system to use on Bob!

① GEAR UP ↑

② FLAPS 20°
PAY ATTENTION
"FLAPS UP" WILL
FOLLOW SHORTLY

③ FLAPS UP ↑

④ AFTER TAKE OFF
CHECK LIST

⑤ TOWER WANTS YOU
TO SWITCH TO
DEPARTURE CONTROLLER

⑥ IDENT

⑦ SWITCH TO
CENTER FREQ.

⑧ I'VE HEARD
THAT JOKE!

⑨ CENTER WANTS TO
KNOW IF WE'RE ON.

⑩ NO-I DON'T
KNOW THE NAME
OF THAT TOWN.

⑪ YES-SHE HAS
BEAUTIFUL HAIR.

⑫ AND BIG TITS!

⑬ PLEASE LET HER
GET MY COFFEE

⑭ SAY "ROGER"
TO THE CENTER

⑮ DID YOU FART
AGAIN?

⑯ PLEASE DON'T USE
STREET LANGUAGE
AND TALK SOFTER
WHILE I'M ON THE
P.A.

⑰ I THINK CENTER
IS TRYING TO
CONTACT US.

⑱ YOU ARE
BLOWING
MY MIND!



Golden Eagles Treasurer Report 3/1/96

Balance 11-30-95	\$11,089.34
Income 11-30-95 to 3-1-96	
Dues	
Postage Fund	
Total	\$13,835.34
Disbursements	
Golden Contrails	
Printed Envelopes	
RAPA Expenses	
RAPA Dues	
Plaques	
Bereavement	
Total	(\$3,915.48)
Balance 11-30-95	\$9,919.86

New Members

R.Revisky
Ron Lemon
Keith Jaeger
Jim Athos
Ben McKenzie
Jim Keltner

If I missed someone, I apologize

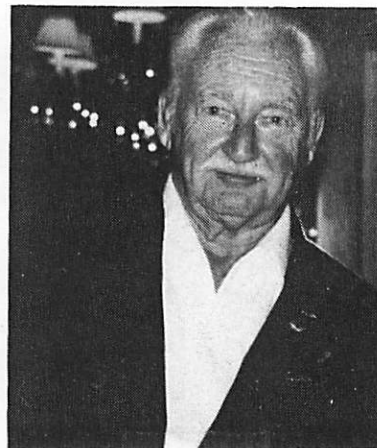
Your Mailing label denotes your dues status.

Please note the number to the name. 18 members are in arrears, through 1994 only,) and will be removed from the mailing list prior to next mailing.

If your records differ from mine, please contact me.

Please send dues payments and/or corrections to:

Golden Eagles
c/o Ken Alrick-Treasurer/Membership
30339 Channel Way Drive
Canyon Lake, CA 92587



Contributors To postage Fund

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George Seifert	John Todd(Grigsby)
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Paul Conroy	Bob Wilson
Ron Bennett	Herb Persing
Gene Oliver	Max Meinen
Al Timms	Al O'Neal

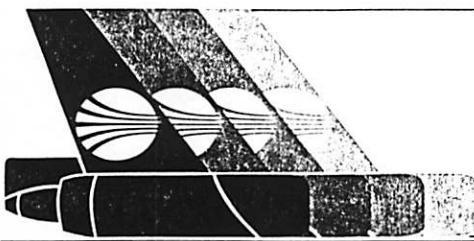
Thank You

Charlie Starr	S.Lee Smith
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Don Gentry	Bob Foley
Wes Coss	

Communication, it is vital to all organizations and peoples. It emanates from the oval office, and from the board rooms of the smallest hamlets. It also emanates from our "Golden Contrails." Communication is what the Golden Eagles is all about! I congratulate the editors for the fine job, but I also congratulate you who have contributed so generously to our postage fund. Postage fund may be somewhat of a misnomer. To be sure, a good portion goes to pay postage, but it also makes it possible to maintain the high standards of this publication, without eroding our treasury. We have been able to hold the line on dues for many years, to a great extent, due to those who voluntarily feel impelled to contribute. This is not a pitch for more money, rather my way of saying thanks for your generosity.

Luverne and I are looking forward to seeing many of you in Las Vegas.

Ken Alrick, Treasurer/Membership



THE GOLDEN JET

Vol. 19, No. 3, March, 1978

Published by Continental Airlines



"Frank" Nguyen finds a new life at Continental

Another hero, if there ever was one! Does anyone have a line on Frank?

Flying a Skyraider over the steaming jungles of Vietnam and cleaning a Continental airplane at Los Angeles seem several thousand miles away in both distance and relativity to each other.

And yet, for one Continental employee, they both have a great deal of meaning.

That employee is Luan Nguyen, or "Frank," as he prefers to be called in the U.S. Frank has spent the greater part of his working life in the Vietnamese Airforce — then when South Vietnam collapsed, Frank, along with thousands of other Vietnamese, fled the country, to America.

Frank came to work for Continental in Cabin Cleaning and Supply at LAX. "I was a Major in the Vietnamese Airforce," he says, "and I'd spent 16 years of my life as a fighter pilot. In addition to the Skyraider, I also flew as Captain on the T28 and the C-47s." Describing those last, few hectic days in Saigon, Frank says, "My wife and our two children had left two days before Saigon fell — she worked for Pan American — and on the last day, I knew I had to get out . . . now. TonSenhut was my home base, so that's where I went. I saw a DC-6 that I knew had already been fueled, and I herded together 126 people

and put them on the plane. Then I took off. My passengers were mostly women and children, with a few soldiers. I flew the plane to the Philippines."

Once there, Frank wanted to find out where his wife and children were. After making several inquiries, Frank found out they were in Guam, which is where he next went. Glad to be reunited with his family, he told them their next destination would be Camp Pendleton, California. The family had lost everything in their hurried exit, and arrived in America with nothing but the clothes on their backs. After a month in Pendleton, they moved to Gardena, a town near Los Angeles. "I had no job," says Frank, "and finding a good job with a good company was most important."

In the meantime, Frank's wife had met some of the other Vietnamese people in L.A., and one of them was married to Continental maintenance supervisor Dave Faulkner. Dave checked around to see if there were any openings in CAL at the time. "The only thing available," he says, "was a job in Cabin Cleaning, so I had Frank come down for an interview." Frank is now nearing completion of his second year with Continental and is, in his words, "very happy."

Saying that he learned English while he was at Lakeland Airforce Base on a three-month training mission in 1960, Frank remarks he is glad to have a good job and is realistic about his future. "I'm 35 years old now," he says, "and I do not think I will fly again as Captain . . . besides, I have a wife and three children to support. I accept my situation right now, because it is no good to look back and wish things were different. They're not. This is where I am, and what I am doing, and it is much better to have a job than not to have one at all."

Frank devotes the majority of his spare time to going to a technical trade school in Los Angeles, where he is learning a specialized electronics course.

Frank looks out the door of LAX's CC & SA facility as a huge Continental DC-10 wheels and turns into the gate for passenger and freight unloading. It's time for Frank and his fellow workers to go to work once more. He gets up from his chair and, gazing out at the massive aircraft, his voice barely audible above the whine of the jet engines, says, with an Eastern wisdom born of centuries of inherited patience, "Although we lost everything, we have our family. I don't have any problems. I can rebuild what I lost. Step by step by step."



GONE WEST:

DICK HUGHES: Died of small cell cancer, Nov. 7, 1995. (Neuropathy, causing numbness in hands, feet, and legs.)

DICK BOOTH: Died of colon cancer, Jan. 17, 1996.

AUDREY MEADOWS SIX: Died of lung cancer on Feb. 3, 1996.

ILLNESS/SURGERY:

AL SHELLY: After two hospital admissions for rehabilitation to improve circulation in his right leg, AL is back home.

RIP THORNBERRY: RIP has bouts of extreme nausea, and weighs only 110 pounds.

JACK MURRAY: JACK had a stroke, caused by a cyst in his brain. It was removed and JACK is believed to be recovering at home.

WALLY LEO: WALLY was injured in an auto accident.

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

THIS'N THAT:

TED HAUETER'S DEATH on Nov. 17, 1995, was printed in our last issue. His memorial service included this information: "Oscar Robert (Ted) Haueter was born on a farm in Avenue City, Missouri (May 20, 1900). His parents had immigrated from Switzerland. He was the third of six children. He attended a one room school, known in the community as the 'Frog Pond School,' through the eighth grade. He later attended Platt College in St. Joseph, Missouri. As a teen, he earned flying time and some instruction by selling tickets for local barnstorming shows. During World War I, he left home to join the Lafayette Escadrille (an air command unit) in France. His flight training was completed in and OX5 Standard.

During the early part of his career. He flew as a barnstormer, air mail pilot, and test pilot for the Alexander Air Craft Co. He served as a pilot in the Army Air Corps. On November 1, 1926, Ted married Wilma F. Young. In 1927, he received his commercial pilot's license (No. 1952). Later he served as a lieutenant in the Naval Aviation Reserve. He was a pilot for National Air Transport (a predecessor of United Airlines) from 1931 to 1934. Ted then moved on to Trans World Airlines as a Flight Captain

and Flight Superintendent. He was responsible for the development of TWA's dispatch system, which other airlines copied.

In 1938, Ted joined Continental Air Lines as Operations Manager, and became Vice President of Operations in 1939. He served in this capacity until 1965 when he was named Vice President of Operational Standards. Like many pilots, Ted ferried military equipment and flew special missions during World War II. He retired in 1968, but remained with Continental as a consultant until 1972. During the 1960's and 70's, he flew civilian missions in Viet Nam and established Air Micronesia for Continental.

He was honored in a special salute to pioneer airline pilots in Washington, D.C., sponsored by the National Aeronautics Association. At that time he was recognized for his prominent role in building the United States air transportation system. Ted was a



member of the Colorado Aviation Hall of Fame, the Colorado Aviation Historical Society, the OX5 Aviation Pioneers hall of Fame, the Quiet Birdmen, the International Northwest Aviation Council, and the National Aeronautical Hall of Fame in San Diego. A Continental 727 is named in his honor. He was an honorary lieutenant in the Denver Police Department, and their consultant in the Helicopter Patrol program." (Editor's Note: DICK GRIGSBY and NORM MEYER have mentioned that only the Continental Convair 240's had the Emergency Air Brake Valve identified as the "Haueter Valve," because TED HAUETER had held it on too long, and had blown out four tires during a training flight with American Airlines). end.....

DOTTIE HUGHES wrote, "From Dick's records I can tell you that he served in the U.S. Army Air Corps in World War II; while in the Air Corps he picked up the first B-29 for combat, from Boeing Field in Seattle. He served in the China/Burma theater of war. His service with Continental dated from

January 1950 until February 1980, and during his tenure, he flew 8 different models of Continental aircraft: DC-3, Viscount, DC-6, DC-7, 707, 727, and DC-10. He accumulated almost 30,000 hours of flying time."

DICK BOOTH moved to Las Vegas after retirement from Continental. He was an acknowledged expert in working with computers, and he was very quick to purchase the newest and best machines, printers, and accessories. He loved to play



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Age 60

the slot machines and his picture frequently appeared in the Las Vegas newspapers as a jackpot winner. He claimed that giving big tips to the change girls encouraged them to tell him which were the best pay off machines, and which were were bursting with cash, ready to pay off!

About a year ago DICK had surgery for colon cancer. In December, after ten months of chemotherapy, he had lost almost one hundred pounds, and he felt well enough to buy a new computer. But his condition rapidly deteriorated soon thereafter.

AUDREY MEADOWS SIX (a lifelong smoker) was diagnosed with lung cancer in April, 1995. Only a handful of people knew of her condition, and they were sworn to secrecy. Everyone remembers AUDREY as



ALICE KRAMDEN, in the HONEYMOONERS, with JACKIE GLEASON. We, on Continental, remember her as MRS. BOB SIX, remember how happy she and BOB were together, remember how that happiness was reflected in better employee morale, and remember how she accompanied BOB all over the Continental system, including MAC trips to the Far East!

GORDON BETHUNE, President of Continental Air Lines, wrote, "Dear Dick (Grigsby), Thanks for sending the Golden Eagles magazine. I, too, am sorry I missed the annual event. I hope I can make it this year. Best regards, Gordon" Editor's Note: The values of Continental's A and B

shares are almost \$50.00 as of Feb. 28, 1996....President BETHUNE is doing well!

GENE OLIVER walks a mile each day, and also exercises at home with a rowing machine and a treadmill. His house, damaged in the 1994 Earthquake, is now completely restored, except for kitchen cabinets and a back yard wall. GENE will be age 90 in two more years. GENE'S wife, ANNE, is a receptionist for a large construction firm.

AL SHELLY uses a walker to get around in his house. He has a "live-in" housekeeper, and AL says the food is better than when AL was cooking. AL has about three years to go before reaching age 90.

RAY MELBERG designed and built a two place monoplane some years ago. He recently sold the airplane, but agreed to design and build aluminum wings to replace the original fabric ones. In between working on this project, he usually plays softball twice each week, and horseshoe once per week! Would you believe he is over 80?

TOMMY GREEN has been instrumental in forming a new "Quiet Birdmen" Hangar in Hemet, and he is the first "Chief" of that Hangar.

Recently elected as a National Governor of the OX5'ers, CLIFF PLEGGENKUHLE, SR. now also is National Vice-President of that organization.

JOE ALDENDIFER had a heart by-pass in 1988, but that hasn't slowed him down--he and CYNTHIA winter in the Palm Springs area, and summer in Illinois...

DON BALLARD visited AMOUS and LAVERNE CANN for a few days to play some golf and to learn about computers. After one day of playing golf, three days of rain canceled any more play, so LAVERNE CANN hosted one of her fine dinners for several Continental pilots and wives. During the rainy days AMOUS showed

DON his new computer and demonstrated how the computer and modem gave him up-to-date information on over one thousand Mutual Funds. DON was so impressed that he planned to buy his own computer when he returned to Greeley, after first stopping to visit HAL and SANDY ROSS.

Among other computer "aficionados" are KEN ALRICK, BILLIE CARPENTER, BILL LEEPER, ED MELONE, GENE NEWMAN, ROGER PASKELL (just turned 50), BIM RICHARDS, JACK THOMPSON, and JOHN ZETSMAN. (Any others??)

SUSAN GRIGSBY works as a travel agent, so DICK has volunteered to do most of the cooking, and he excels as a chef. Other Golden Eagles with spouses who were, or all ill, also have learned to cook, and they include DON BALLARD, LEM BELL, JACK DANIEL, GENE NEWMAN, BIM RICHARDS, KEN TIEGS, and HAL WRIGHTSON. (Any others???)

ALICE POWERS sold her "view home" in Pacific Palisades and has moved to her completely renovated home in Balboa (San Diego). Her new home is a block from the harbor, and a block from the ocean, and very near the homes of many of her old friends....

PAUL C. CASSEL, "The Continental Story" editor, (along with wife, BETTY) accompanied his son, PAUL E. CASSEL, to ground school at Douglas Aircraft, in Long Beach recently. PAUL E. is a pilot with Federal Express, and he is scheduled to fly the MD-11. PAUL C. advised BIM RICHARDS that he was flying a Beechcraft King Air out of Lake Havasu.

BOB FOLEY wrote that he is with Tower Air, now that MGM Grand has closed down..

BOB APPLETON wrote, "*We're really enjoying Florida! There's more Aloha spirit here than we found in Hawaii! I enjoy*

reading the Golden Contrails."

PAUL SHELTON wrote, *"Have missed the last few reunions—they have been coming in the fall, during my vacations...See you at the next get together: (as long as its the second or later week in October.)"*

AMOUS CANN wrote, *"Laverne and I are doing very well, health wise. We are playing golf, and enjoying life, and if we go anywhere for a few days, we take our golf clubs. Laverne is playing very good golf. She had an 82 last week and beats me about 40% of the time."*

DARLENE GREY wrote, *"Dick (Grigsby), Another hearty thank you for your support to our Freddianne. She was thrilled with you and your plane—congratulations! The party was super, though very nostalgic to me. Was a joy to hear so many wonderfully complimentary remarks regarding FREDDIE. I left the great hospitality center before I "broke down". ??? told me it would always seem like only yesterday— they were correct.....You are responsible for the joy joyous—the Golden Eagles. Thank You!"*

FREDDIANE GREY wrote, *"Hi Dick (Grigsby)! I'm enroute from Washington, D.C. to California, to Seattle, to Alaska! I wanted to send my dues to you right away. I'm so excited; honored to be an adopted Golden Eagle! I loved the reunion. I'll write more when I get to Alaska! It was great to see you! "*

MAXINE ROPER wrote, *"Dear Ken (Alrick), Enclosed please find check for \$10.00 for the postage fund. On my label. it shows a "W" after my name. I guess widows do not pay dues?"* (Editor's Note: Yes the "W" stands for widow, and widows do not pay dues....However, a postage contribution is greatly appreciated.)

JAY WORLEY wrote, *"Ken (Alrick)—This is J. And Geoff's Company...(Real Estate Management and Consulting).. They manage 4 Apt buildings—between 350 and*

400 Apts. When they add another building--they will have to hire someone--probably to run the office and computer."

WAYNE NAKAGAWA wrote, *"Ken (Alrick), Sorry I missed San Antonio—I heard it was as good time—maybe Las Vegas. Enjoyed the Contrails and hope to see you next year."*

JIM WALLACE is First Vice President, Senior Consultant, for Dean Witter Reynolds, Inc. in Colorado Springs. He wrote, *"Ken (Alrick), I'm sorry to have missed the gathering this year—next year for sure."*

WALLY LEO wrote, *"Dear Ken (Alrick), I just received my copy of the Golden Contrails and, as usual, enjoyed the reading. This year was impossible for me as I was in a head-on collision in August, and have been in rehab. I have a couple of plates and a box of screws holding my left ankle together, but I seem to be healing on schedule. I won't be back on the flight schedule until March as I can only make right turns at this point...."*

BOB WARNER wrote, *"Ken (Alrick), I hope to attend the reunion next year"*

DALE LUTZ wrote, *"Dear Ken (Alrick), It is always good to get the news letter and to catch up on old friends. ... I remember well a couple trips to Sydney we flew together during the early stages of "down under". I guess those were the good old days. These are good days too. I went to work for United in 1985 and am flying 737-300 out of Denver. It is a good airplane."*

TOMMYE EWING wrote, *"Dear Dick (Grigsby), I would have given most anything to have been in San Antonio, altho there are few members that I know anymore. I received the Golden Contrails today, and read every word. I enjoy the publication a bunch. I'm a grandmother seven times—my children (all live close) are around a lot. My health isn't great, just don't move as fast as before. At this age who's complaining!"*

NORM MEYER wrote, *"Gene*

(Newman)!!! Here's the latest dollop of drivel from the mountain top—well, from the foot of the mountain. Ask and ye shall receive, or, as Paul Barnes (Preacher Barnes) once corrected me to, ask and it shall be given. At least sometimes, if the scribe doesn't beg off or back out.

Blondie helped me out again by making nearly all the first calls. I'll tell her you said



thanks... I usually have to call people back to get more detail or clarification, but her help helps, and gets me off dead center. Everything here is about

as it has been, and at our advanced middle age, I guess that has to be good. Our winter has been a repeat of last year, very dry and warm, so we hope it also repeats last year by dumping moisture on us in the spring. The high country, by contrast, has had as high as 200% of normal precipitation, so the ski areas are ecstatic. Steamboat Springs had 19 feet of snow in one month! Cheers!"

NORM'S NEWS NOTES

For 2½ years after 1983, PHIL NASH involved himself very deeply in union work, specifically with strike activity. He was Local Executive Council Chairman and Captain Representative of the Denver Council. He has been back on the line with CAL for the last ten years, and has been Instructor Pilot on the Boeing 757 for the last year. Phil is a couple of years from retirement, so he's been extremely active in the effort by the Professional Pilots Federation to get the age 60 rule changed. Phil and Gail make yearly pilgrimages, with friends from Palo Alto, to the California

wine country for the fall "barrel crush" and the spring "barrel tasting". A few cases of the best wines show up in his cellar after bottling time.

Editor's Note: From Business and Commercial Aviation, Feb. 1996: "Following a nearly three-year review of its "Age 60 Rule," the FAA now has decided not to change the rule. In addition, the agency said it is denying all pending petitions that were filed requesting rulemaking or exemptions to the rules....Meanwhile, former FAR Part 135 operations that must now comply with Part 121 regulations have four years to make the transition to the age 60 requirement."

JOE RAMSDALE will complete 29 years with CAL when he retires from the left seat in October of this year, as an MD80 captain based in Houston. At that time he intends to continue with CAL as Second Officer. Joe flew the FA16 Grumman Albatross amphibian for Air Micronesia until Ponape's runway was completed. In addition to 20 years as a line pilot, Joe served several years as Second Officer Supervisor, 727 instructor, and Assistant Flight Manager. Joe enjoys golf and he and Mary Jo will spend a week in Paris in April.

BILL LEEPER retired from CAL in April of last year. Since then he and Gloria have taken computer courses and are now in a genealogy class. Bill took an astronomy course at the Denver Museum of Natural History, and another course there resulted in his building a dobsonian 6 inch mirror telescope for himself and seven young grandchildren to enjoy. They all live within twenty minutes of each other. Bill is on the Board of Directors of the Littleton Rotary Club. The Leepers traveled to Russia, Finland, and Sweden last fall, then shipped their new Volvo to Jacksonville and visited many friends while driving it home to Denver. One stop was at Leeper, Missouri, their possible connection with which they are now researching.

JOE SCORDO has not been well for about five years. He has a manifestation of Parkinson's disease and is confined to a walker and wheel chair. The Scordos still have their home in Italy but now only their children are able to visit it. Zoraide is a member of the Denver Lyric Opera Guild, is the founder of the Organization of Mother Cabrini Shrine and is active in several Italian groups.

MONROE MATHIAS finally hung up his uniform in January, after 40 years and 8 months with CAL. The last 7 3/4 years he flew as Second Officer. During that period, several of the captains he flew with were ones that in previous years he had helped to train.

After leaving CAL in 1984, **GEORGE CHILDERS** bought a resort motel in Big Arm, Montana, and operated it until 1990. In the summer of that year he went to Alaska to haul fish off the beach in DC-6s. He then went to Willow Run, Michigan where signed on as Chief Pilot for Universal Airline, which operated six DC-6s in hauling auto parts at night. After another period of flying in Alaska, George returned to Denver and started his own business, Airline Training Consultants, and became an FAA designee. He is now doing a special project to get an STC for a two pilot Boeing 727 configuration. He also is working 18 days a month for Western Pacific Airlines in Colorado Springs as a check airman and instructor. George says his hobby must be his work.

PAT STEWART joined the strike in 1983 and resigned from CAL in 1985 at age 45. He flew for several freight carriers until joining Emery Worldwide in 1990. In February of 1995, Pat's 60th birthday forced him out of the left seat and he moved back to the Flight Engineer's position, where he plans to work for the foreseeable future. Pat works a DC-8 trip out of Denver to Dayton on Monday evening, then flies trips on the

next four nights, returns to Denver on Saturday morning and then has nine days off. Every series of trips is the same. During his time off he likes to fish the Platte River, and keep up with grandsons, two and four years old. Pat and Karen traveled to Hongkong and Bangkok in 1994 and toured Greece and Italy in 1995.

LES JOHNSON took early retirement in 1983 and went into building and managing self storage units. He is now involved in real estate development in Bachelor's Gulch, near the Beaver Creek ski area, and in "The Bahamas." Les is president and CEO of Equity Concepts Realty Corp. in Englewood. Les is an avid fisherman and is going to Argentina for three weeks, where he hopes to fish thirty to forty rivers. Les and Teedee both ski, and Les is learning the "frustrating game of golf".

BOB SHANKS has been flying for USAir since 1983, and at this time is commuting to Pittsburgh. He does a lot of fly fishing on the Platte River.

DAVE CLOUGH has been retired for about a year. He keeps busy with golf and remodeling their home. He and Sharon left the Colorado winter behind to spend a month on Maui.

CHRIS IMBODEN has taken up cross country skiing and works out three times a week at the Aurora Athletic Club. She is planning a trip to the Bahamas in April and is going to Scotland with her sister in May.

GEORGIA LEE is now living in a condo at Heather Gardens. Each week she goes skiing twice and plays golf three or four times. She visits her family members in Minnesota, Wisconsin, and California, and she traveled to Australia last year.

BILL ARCAMUZI flies out of JFK for Tower Air, which operates eighteen Boeing 747s. Forty percent of the operation is charter, and the rest is scheduled to Europe and "everywhere", Bill says. Bill lives in Elizabeth, south of Denver, and keeps a

Beech Bonanza on the airport there. He dabbles in old cars, and has an eighteen year old daughter who is taking flying lessons at Centennial Airport.

LAVERNE THORNBERRY'S NEWS

JIM HOOPER'S condition is unchanged. Venetia has moved him into an Arlington nursing home, where his care is better, and



he is more content there. Jim has not been diagnosed, but is in the Alzheimer's Ward. Venetia has further travel distance, but is more pleased with Jim's care.

For MARK SCHELLENBERG'S birthday, Marylea planned a Bar B Que dinner on Feb. 3rd. Due to a winter storm the party was canceled. Our group is in different areas, and some had a long distance to travel, but were disappointed to miss getting together.

BEN and SANDRA WILLIAMS hosted a party for the lake area Coast Guard Auxiliary on Feb. 17th. They entertained 50 guests in their beautiful lake home.

LENORA CORBETT played golf (in shorts) on Feb. 14th in our balmy 80 degree temperature. But winter returned the next day, and the girls canceled their following tee times for the week. Lenora was planning to sell her home and move into a retirement home, but her doctor advised her to stay in her home. She took his advice and had her deposit returned from the retirement home. It has been almost four years since her surgery for cancer, and, as of now, she is doing well.

For sometime we did not have JOE and PATRICIA HENRY'S address. Upon

receiving their '95 Christmas card we are again in touch. JOE has had a heart problem. He was scheduled for a five day stay in a hospital for by-pass surgery. The surgery went well, but he contacted a staph infection, which kept him hospitalized for a month—he is getting along fine now...

CHARLIE HAYES stays busy operating his real estate business with Dorothy Ingram running the office.

At my company reunion we learned that Gerry Saunders is a neighbor of my friends who live at Kiowa Lake. We mailed activity notices regarding ARECA to him. He and his wife attended the Fall Fling in '94. I did not get to visit with them, but have since learned that he is still flying, and his wife is a flight attendant for American Airlines.

I talked with LEM BELL today, and he is doing fine. His three yorkies keep him busy and they are good companions. Lem has tried to get an up-date on Jack Murray, but only reached the answer machine. EDITOR'S NOTE: Recent calls get JACK'S answering machine, with unintelligible sounds... .

RIP (Thornberry) has just gotten over the flu; if his setbacks don't cease I'm going to be the biggest! end.....

MARK SCHELLENBERG didn't celebrate his 80th birthday with friends from all over Texas because of the weather, but his birthday was highlighted in an almost half page article in the Feb. 25th issue of the Cleburne Times-Review.

The half-page begins, "The only job Mark Schellenberg ever wanted was one in aviation. At age 80, he still works full time as an airplane mechanic at Frakes Aviation in Cleburne and is rebuilding a 1925 American Eagle biplane in his spare time at his Cleburne home.

When he was a young child, Schellenberg's dad called his attention to an airplane up in the sky above Aspen, Colo. "I looked up and the airplane looked like it was about

two feet long to me," Schellenberg recalled. "When he told me there was a man inside it, I could hardly believe it."

Four years later he saw an airplane on the ground when his mother's brother took Schellenberg and his brother and sister on a plane ride. The he understood how the man got inside.

That same uncle gave Schellenberg \$550.00 when he graduated from high school. He decided to use it for flying lessons. No one in his family had ever been a pilot, and he wanted to be the first."

And Mark did become a pilot, learning to fly at Ray Wilson's flight school in Denver, and then working for Wilson, first as a mechanic, and later as a pilot flying at 23,000 feet with a photographer in an aerial mapping project.

In 1941 Mark instructed military cadets in Wilson's school at Chickasha, Okla. And in 1943, until his retirement in 1976, the Schellenberg we know flew as a pilot for Continental Airlines. During his 33 years of service he flew Lockheed Lodestars, Boeing B-17s, DC-3s, Convair 340-440s, DC-9s, and Boeing 727s.

Quoting from the newspaper article, *"When retirement time came, his old friend, Fred Frakes, sent word to him that he would like for him to come to Cleburne and work as a test pilot for him. Another retired Continental pilot, Harry Hansen, wanted his services, too.*

Harry had been Mark's copilot on Continental, and Harry had a 1925 American Eagle biplane that he wanted Mark to rebuild. So, in retirement, Mark worked as a mechanic for Frakes, test hopped airplanes, and, in between, he worked on rebuilding the American Eagle for Hansen.

Except for the landing gear, (it is not possible to obtain replacement tires) the Eagle will be rebuilt to be very close to its original wood and fabric construction. It will be the only one in existence, and

Hansen will fly it when work is finished. .

The article concludes, *"A pacemaker keeps him from legally flying others now, but it hasn't slowed his work as a mechanic and a restorer of the past.*

"When this one's finished, my friend has another airplane he wants rebuilt," Schellenberg said."

Will he take on that challenge next?

He thought a minute, smiled, and said. "We'll see."

ANOTHER R. GRIGSBY ANECDOTE

It was one of those sparkingly clear winter nights in LAX when the Santa Ana wind was blowing straight across Runway 25 at 25 or 30 miles per hour, and the air was rough!

An American Airlines 707 made a pass at landing, pulled up and headed for San Diego. A Mexicana Comet (those guys would try anything) landed North on that short, narrow, Runway 34.

Captain Tommy Green and First Officer Hal Ross began their approach to Runway 25. We were conducting flight operations from a little shack situated about where UAL is now. Don Ballard was Chief Pilot, LAX, and he, along with several others, were outside watching this airshow!

Tommy was having his hands full with that Dutch-rolling 707 water wagon, but he guided it down the ILS cocked neatly into the crosswind, crossed the fence low and on-speed, lowered the right wing, kicked out the crab, and squeaked it onto the runway.

When the passengers were deplaned, Hal Ross was the first down the loading steps. Captain Ballard greeted him there with, "How was it Hal? Weren't you a little nervous on the approach?" Hal answered, "No, it didn't bother me any." Don just grinned, then challenged, "Well then, how come you are wearing Captain Green's coat?"



Young Eagle

On new-fledged wings he dares to ply
 Those cragged heights where older ones have flown;
 Then proves his power to span a distant sky,
 Secure some vaulted region for his own!

Richard S. Grigsby
 ... Grandpa Dick



EAGLE SCOUT COURT OF HONOR
 FOR
 JOHN BYRON ROCHE

Saturday, January 20, 1996
 11:00 A.M.

First Congregational Church
 2101 16th Street, Greeley, Colorado

