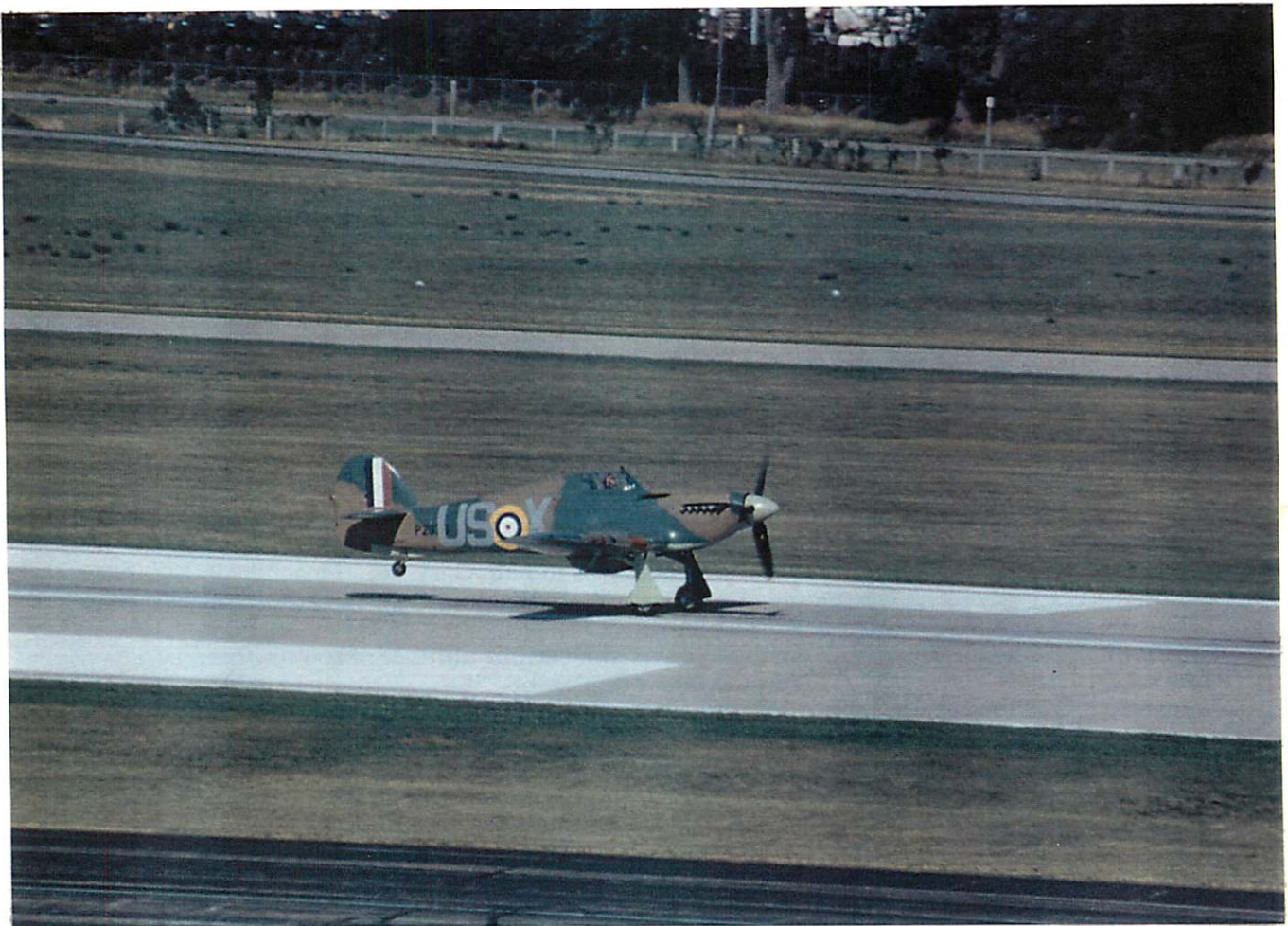




GOLDEN CONTRAILS

... 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.

AUGUST 1996



PrivatePilot
magazine

Marga Fritze



GOLDEN EAGLES

Continental



Greetings Once More:

I am sure you are all aware that Continental Airlines is once more where it belongs, at the top of the list of carriers in a number of different categories. Mr. Gordon Bethune and his competent team of top notch management personnel are to be congratulated for this miraculous turn around in such a short time period. By regaining the employee's trust and rejuvenating the pride and esprit de corps we all once had in our airline, they have been able to accomplish this amazing feat. Employee spirits and morale are up along with bookings and profits. Mr. Bethune has been rewarding their efforts with countless changes for the betterment of the company and the employees. I have been told that it is like working for the Old Continental once more and everyone has a great feeling about it. I have even had some retirees, while traveling on passes, tell me how the company has changed and that the employees are once more friendly and helpful. What great news to hear!!!

Along those lines, we have just learned of another change about to take place for the benefit of retirees. Retirees and their families, while traveling together, will be upgraded to a new pass classification of SA-4R. For boarding purposes this will move us ahead of SA-4P's and just below active employees SA-3P. Family members traveling without the retiree revert back to a SA-4P classification. More on this from the company and Mary Conner, Manager of Employee Services, will follow. We have also been advised that should the company continue on its present course and the economy and profits stay strong, they will be willing to look at additional beneficial changes for retirees in the future, possibly after the first of the year. So let's all get out there and keep promoting Continental Airlines and do our part to help them maintain their current and continued prosperity.

I would like to take this opportunity to acknowledge two of our own who have been instrumental in this beneficial change. Don Gentry has spent considerable time and effort in promoting and getting this change in place. We all owe him debt of gratitude. Also, Lee Lipsky and his letter writing campaign have kept the issue on the front burner and he also should share in that gratitude. Well done guys!!!!

Our business meeting will take place the morning of October 2nd at the Tropicana. Should anyone have any items they wish included on the agenda, I would request that you please send a copy of them to me in advance so they can be printed up on the agenda sheet and people can discuss them before the meeting. Also, Hal Ross has completed 3 years as secretary and would like a break. We will be looking for candidates for this position and request that anyone interested please let us know. It really doesn't take that much time and helps to keep our group together. Ken Alrick and myself have one more year to go so at the meeting in Phoenix in 1997 we will need Vice-President and treasurer candidates to help Gary out. Please keep it in mind and be ready to serve if called upon.

The Tropicana has advised that they have blocked a certain number of rooms should some of you care to arrive a day early. This would be for September 30th. Also, there is a Steamer Paddle Boat that cruises on Lake Mead during the day. We were trying to line something up like we had in San Antonio with a cruise, however, we just could not get the capacity and schedules we needed. Dick Dahse, who lives in Las Vegas, has graciously offered to try and set up some cruises on an individual basis should anyone desire to try this. It is a 45 minute drive to the lake and I believe the cruises last anywhere from 45 minutes to an hour and half. They do have a luncheon cruise so if that strikes your fancy, give Dick a call at (702) 457-7464 and maybe he can work something out for you.

In closing I wish to mention that as stated, our 1997 get together will be held in Phoenix. During the business meeting on October the 2nd we will be seeking suggestions as to where to hold our 1998 get together. Those of you who may have a preferable locale should present it at that time.

Hope to see as many of you as possible in Las Vegas in October.

K.D.





Interoffice Memorandum

TO: CONTINENTAL AIRLINES RETIREES

FROM: Mary C. Connor
Manager, Employee Service Center

DATE: July 22, 1996

SUBJ: Retiree Pass Classification

It is with great pleasure that we announce a new pass classification for retirees, SA4R. This new pass classification ensures retirees will be cleared in priority order immediately following active employees and above all other persons traveling on SA4P or lower pass classifications. When your dependents fly unaccompanied, they will continue to fly SA4P.

The pass classification for former officers who hold a priority higher than SA4 has also been changed. Retired officers may now use pass class SAOR for flight listing.

We want to provide each of you with a new retiree pass card to reflect your upgraded pass classification. In order to do this, we are asking your help. Please mail the following information to Continental's Employee Service Center:

- A copy of your retiree card (front and back)
- A notation of any changes to your dependents
(include applicable documentation, such as marriage or birth certificates, college registration, etc.)
- Your current mailing address and phone number
- Your social security number

Forward this information to:

Continental Airlines
Employee Service Center
P.O. Box 4607
Houston, TX 77210-4607
Attn: Retiree Card Processing

Once the requests have been tallied, the cards will be ordered, manufactured and forwarded back to you at the mailing address you have supplied. Please understand this will take time to ensure we have all card requests before we place our initial order.

You may use your new pass class immediately. When listing on a flight, advise the agent you are a retiree traveling SA4R. For your information, this has been updated in GG RETIREE in the SONIC system.

Many thanks for your years of service to our great company! If you have any questions, please contact me in Continental's Employee Service Center at 713-834-2590.

cc: Ken Carrig

COUNT YOUR BLESSINGS

YOUR PASS PRIVILEGES ARE ONE OF THEM

We should all appreciate and enjoy our reduced rate and pass privileges. Recently Flora and I traveled with our daughter, Ann, and her family from San Diego to Newark, then on to Frankfurt on Continental's DC-10-30. Four of the flight attendants preparing the first class cabin were of the late fifties and sixties era of DC-6s @ 7s, the Proud Bird with the golden tail, and the MAC operation when I was part of this great airline. Also, Ann had worked with many of the cabin crew.

There was Donna Bramwell Hamilton, Elsa Postmus Caley, Heidi Wright, who did most of the announcements for the German passengers, and Gail Brumm Grover, and some others whom I knew, but whose names I can't recall. We did a lot of reminiscing about our Continental family--- who was still flying, who had retired, and others who, sadly, had gone West. Everyone remembered the MAC Operation as one of the highlights of their career.

Donna Bramwell Hamilton informed me that, after 40 years, she will soon hang up her smock. She looks like another ten years would suit just fine!

Needless to say, we got the First Class Service, and so did all the other passengers. This cabin crew never stopped for the first four hour of our flight to Frankfurt. I can see why the travelling public likes Continental! It is the attitude of the Flight Attendants which makes the difference between a great trip and just another flight.

The smooth running of any airline has to start at the top, so I salute Mr. Gordon Bethune, President and CEO, and I commend all of those employees whose teamwork makes our pride so obvious. Keep up the good work!

Let us now show our Golden Eagles President, K. D. Thompson, and all his officers how much we appreciate all of the planning and hard work they are doing by attending the Golden Eagles Reunion in Las Vegas October 1st @ 2nd, 1996. We love to see our fellow retirees, active pilots, flight attendants, as well as other employees and friends at our conventions.

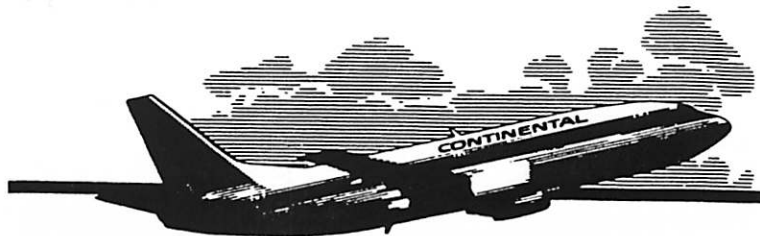
Kudos to the Editors of Golden Contrails, Dick Grigsby and Gene Newman. Keep up the good work of maintaining our lines of communication. I have talked with many of our group who have expressed their gratitude for your efforts.



God Bless,

C. M. Pleggenkuhle
President Emeritus and
Chaplain, Golden Eagles

Englebert Humperdink:
"Without LOVE we are nothing at all."



Watching the movie "Twister" reminded me of the good old days in the DC-3 and Convair 240 as we passed through Tornado Alley. Joe Henry and I had one trip in the DC-3 where we spent three days dodging everything from blowing sand to large hail. As you recall, that area was from West Texas to Kansas City. At that time we had a layover in Wichita Falls so we could really get acclimated to the whole spectrum of weather changes that transpired. One leg we ended up in Oklahoma City landing into a big wind. The airplane stopped on the runway, however, we were unable to get the tail down. Right behind us was a big line with extra large hail that resulted in the tower being abandoned and the windows knocked out.

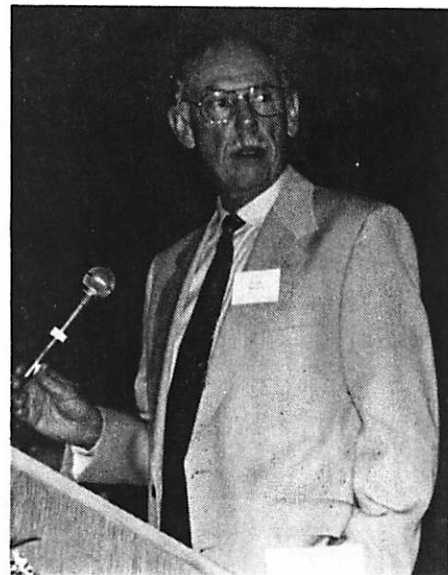
The bottom line of all this is that the flight and cabin crews throughout the entire system were dedicated hard working people doing their very best to simply get the job done.

This year in Las Vegas we will have a presentation on Air Micronesia. Total dedication was the key to this unique operation. Dave Streit will be our primary speaker having been involved with Air Micronesia since day one. Hopefully, we will have video, slides and some still photos on display.

Looking forward to seeing you in Las Vegas.

Best Regards,

Dave Streit



A captain, after having inserted half of the current operations manual revision during cruise, comes upon the following: "Pilots will not revise flight manuals enroute." Should he:

- (a) Stop there*
- (b) Finish that revision*
- (c) Take out what he has just put in*
- (d) Confess his activity to the Chief Pilot?*

July 8, 1996
Palm Desert, California

The time for our convention in Las Vegas is approaching. It seems we just returned from San Antonio. We anticipate seeing everyone that missed the Texas convention at Las Vegas. Your president, K. D. Thompson, and crew, have been working diligently to assure another good time in Las Vegas.

Sandy and I have been very busy since our San Antonio trip. We built and moved into a new home here in Palm Desert, not too far from our former residence. Lots of work and planning, but we are settled in again.

A pleasant and unexpected visit from Freddie Ann Gray in April. She was enroute to Alaska again to finish her commitment in Bethel. The weather will be better for her now. By year's end she will be back in medical school in Seattle Washington. Freddie Ann also earned her Multi-engine and instrument ratings while she was in California this past spring. Fred would be proud, and so are we. We wish her all the best.

We are planning to join Captain Gomo Greer and crew on his last trip to Paris early in July. Where did the time go? He was just a kid when we were flying on MAC. It still saddens me that an air line pilot is forced to retire at the mandatory age of 60 when he is at the apex of his career. However it catches up with all of us, and we should feel fortunate to have achieved the fulfillment of such a profession.

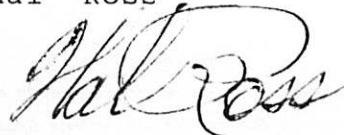
My tenure, after three years as secretary will close this year. It has been a pleasure to serve in this capacity, and I enjoyed it very much.

We sincerely hope everyone is enjoying good health and happiness, and we will see as many of you as possible in Las Vegas.

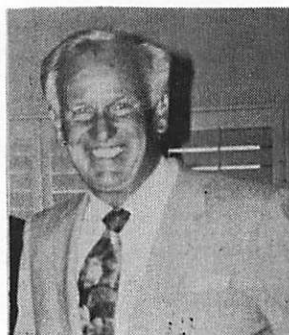
Good Luck, Good Health,

Ol Secretary,

Hal Ross



Taken from Bob Woodhams' Viscount exam:
" Propeller feathering is accomplished by:
(a) Accumulator pressure
(b) Boosted engine oil pressure
(c) A massive feathering spring "



EDITORS' CORNER



FRONT COVER--- It's HURRICANE SEASON! Thanks to Marga Fritze, Managing Editor of PRIVATE PILOT, for the picture of Hurricane N678DP taken from the Control Tower during OSHKOSH '96, as was the picture of the three Spits forming on it pictured on the back cover. Our thanks also to Mr. Dan Ryan, Director, MUSEUM OF FLYING, and to George Kirkman (Library @ ARCHIVES) for other Hurricane pictures as well as the complete history of this wonderful restoration. You can view this airplane and the Mark 9 and 14 Spitfires at the MUSEUM OF FLYING, SANTA MONICA, CA.

POETS' CORNER--- A COLLECTOR'S TREASURES comes to us by way of John Bender. It is the artistry of Holly Lipscomb, 13 year old granddaughter of Orville Lipscomb of CO purchasing department and his widow, Phyllis.

CENTERFOLD--- Thanks to Dick Hague for his article, THE HAT. Welcome to Golden Eagles, Dick! Your input to GOLDEN CONTRAILS will always be welcome.

BACK COVER--- Thanks again to Marga Fritze for the picture of Hurricane N678DP leading its Spitfire escort. The DP is for Mr. David Price, who spearheaded the founding of the MUSEUM OF FLYING and continues to govern its activities.

The DC-10, apparently backed up to use all available runway at Guam, had actually rolled backwards, unchocked, until stopped by the houses!

The four crewmembers standing in front of the SAIGON TAN SON NHUT sign early on during the MAC operation are: Captain Gene Newman, First Officer Ted Janczarek, Second Officer Mike Gambino, and Navigator Roy Banfield.

In the third picture, Captain Bob Hulse is greeted upon completion of his retirement flight by Red Stubben and Barney Barnwell.

POSTAGE CONTRIBUTORS--- Your Editors thank, once again, all of you who have contributed so generously to offset printing and postage expense. We will mention you all by name in the next issue.

Bob Campbell: "The only complaint I have about retirement is that as soon as you come awake you're on the job."



A COLLECTOR'S TREASURES

There was a garage behind the collector's house,
 It was filled with junk, and even a mouse.
 For years and years the junk just sat,
 It got rusty and musty and moldy at that.
 The rain leaked in, and oh, how it wept,
 Through holes in the wall the ivy crept.
 It wound its way around antique boards,
 Tangling itself in wires and cords.
 There was everything from bolts to bikes,
 Model planes, and trains, and railroad spikes.
 Candle wax that's melted to goo,
 Fishbowls, aquariums, a birdcage too.
 Broken rulers, twisted pens,
 Jeweler's tools, for his junk, to mend.
 And no collection would be complete,
 Without a cuckoo, on its feet,
 Coming out a little door,
 Cuckooing at the stroke of four.
 For half a century, its been this way,
 The collector's gone he's passed away,
 And all his treasures are here to stay,
 Until an estate sale comes its way.

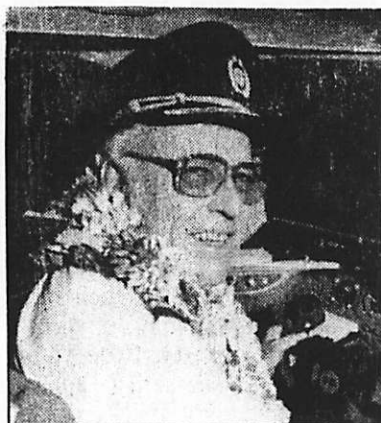
By
Holly Lipscomb

□ □ □

RICHARD GRIGSBY, a retired captain for Continental Airlines, has just had original poetry accepted for publication in "Best Poems of the '90s," a treasury of today's poetry compiled by The National Library of Poetry. The poem is entitled "Golden Contrails" and the main subject is beauty of flying.

The National Library of Poetry seeks to discover and encourage poets like Captain Grigsby by sponsoring contests that are open to the public and by publishing poems in widely distributed hard-back volumes.

Grigsby has been writing for 40 years and his favorite subjects and ideas are aviation and nature related.



Richard Grigsby

HOLOCAUST!

Atrocity and Despair

*He said that thou art dust
 and unto dust thou shalt return.
 Then where shall go the spirit
 of the man?*

*It goeth unto God.
 And where is God, my friend, Oh GOD!
 And where is God, my friend,
 and where is God?*

R. S. Grigsby

Hemingway: "The world is a fine place, and worth fighting for."



February 4, 1996

2772 Donald Douglas Loop North Santa Monica, California 90405 (310) 392-8822 Fax (310) 450-6956

Mr Dick Grigsby
730 Toyopa Drive
Pacific Palisades, CA 90272

Dear Mr. Grigsby,

Dan Ryan passed along your Christmas Card to the MOF of December 21 with your request for information on the Hawker 'Hurricane' N678DP..

Built as a Hurricane XII (British IIB) by Canadian Car and Foundry Company in 1942 serving as RCAF 5481 at Sydney, Nova Scotia -presumably on Coastal patrol duties with 125 Squadron RCAF.

No other history available until surfaces in 1984 at Jack Arnold Aviation Museum at Brantford, Ontario where it was acquired in 1986 by British Collector Howard Church of Spitfires Ltd. and restoration was begun at Dave French's workshops at Sandown on the Isle of Wight. Howard Church was killed in 1989 in the crash of his Spitfire Vc and the Hurricane project was put up for sale in September 1990 at Sotheby's Battle of Britain Auction.

David Price purchased the Hurricane project at the auction and restoration was begun at Dick Melton's Aviation restoration facility at Micheldever, Hants under Chief Engineer Paul Mercer where the rebuild was completed. Registered in Britain as G-ORGI the aircraft took to the air for the first time on September 8, 1991 with test pilot Dave Southwood. After a few snags (with Propeller) was given a Certificate of Airworthiness. (Dave Southwood is Boscombe Down test pilot)

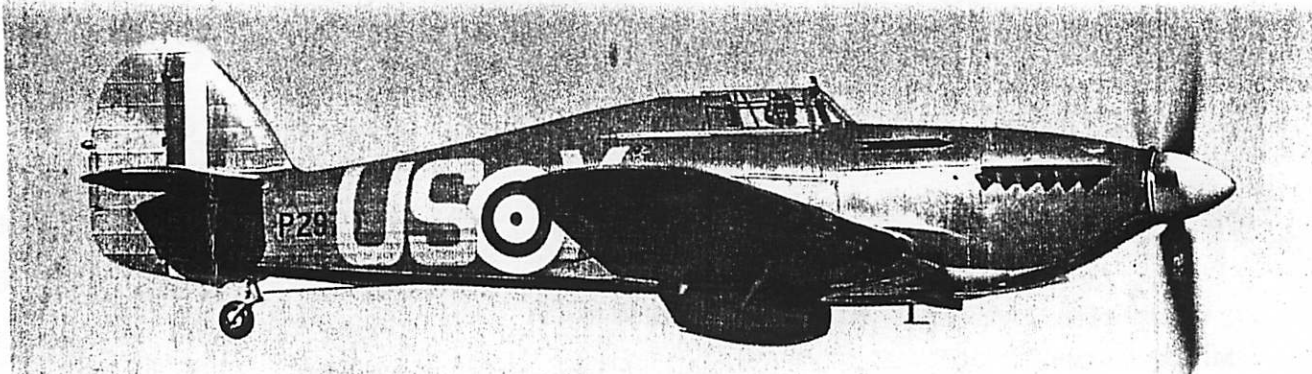
Shipped to the USA in March 1992, the aircraft was reassembled at Chino during April by Craig Charleston. Registered as N678DP and given Battle of Britain paint job of the Hurricane I -P2970 US-X as flown by Geoffrey Page of 56 Squadron RAF.

Above History drawn from several sources including 'Warbirds Worldwide' and 'Flypast'.

Hope this information is satisfactory..

Sincerely,


George Kirkman
Library & Archives



HAWKER HURRICANE

*The Hurricane was developed from a long line of Hawker fighter designs for the Royal Air Force, and first flew on 6 November 1935.

*It was more manoeuvrable, was a steadier gun platform, could take more punishment and was easier to fly than the Spitfire.

*The Hurricane destroyed more German aircraft during the Battle of Britain than all other forms of defences combined. Also RAF and Fleet Air Arm Hurricanes destroyed 55 per cent of all enemy aircraft claimed by fighters of those two arms during WWII compared to 33 per cent by Spitfires.

*The Mk. XII version was built by Canadian Car & Foundry in Canada.

Specification for the HURRICANE Mk.XII version

Powerplant: 1300 hp Packard built Rolls Royce Merlin 29 driving a three bladed Hamilton Standard propeller
Armament: 12 wing mounted guns
Dimensions: Span: 40 ft Length: 32 ft Wing area: 258 ft²
Weights: Empty: 5640 lb Loaded: 8250 lb
Speeds: Max: 340 mph
Climb perf: 20000 ft in 8.9 min.
Ceiling: Service: 36000 ft
Range: 470 mi With drop tanks: 940 mi

History of HURRICANE Mk. XII registration N678DP

- 40's Manufactured by Canadian Car & Foundry and delivered to the Royal Canadian Air Force, serial number 5481.
- 80's One of at least 14 Hurricanes recovered from the Canadian outback by Jack Arnold of the Jack Arnold Aviation Museum of Brantford, Ontario.
- 1988 Sold to the late Charles Church of Charles Church (Spitfires) Ltd. of Sandown, Isle of Wight, England.
- 89 to 91 Painstakingly restored from derelict condition on the Isle of Wight, and in Hampshire, England by Dick Melton.
- 11 Sep 91 First flew again after it's restoration, registered G-ORGI.
- 1992 Arrived at Chino, reassembled and painted after having been purchased by David Price and registered N678DP.
- 19 Apr 92 Arrived at the Museum of Flying. The aircraft is painted to represent a Hurricane Mk.1, serial P2970, which was manufactured by the Gloster Aircraft Co. in early 1940. This particular aircraft was flown by Geoffrey Page of 56 Sqn. RAF, coded "US-X", and named "Little Willie". The Mk.1 version was powered by a 1030 hp Merlin III and had a max. speed of 324 mph.

Golden Eagles Treasurer Report 8/1/96

KITTY KORNER

Balance 1-1-96	\$9,411.36
Income 1-1-96 to 8-1-96	
Dues	\$1825.00
Postage Fund	\$486.00
Total	\$2,311.00
Disbursements	
Golden Contrails	(\$617.50)
Memorial	(\$50.00)
RAPA Dues	(\$187.50)
Total	(\$855.00)
Balance 8-1-96	\$10,867.36



Your Mailing label denotes your dues status.

Please note the number to the right of your name. Those members who are in arrears. (Paid through 1995 only.) are subject to removal from the mailing list after Jan. 1st of 1997.

Your Dues are \$20 Per Year-Payable Jan. 1 each year

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

BANQUET and LUNCHEON RESERVATIONS

Meal Prices include Tax and Tip

Name MAX AND NONA MEINEN

	Price	Number	
Ladies Luncheon	\$13.50	<u>1</u>	\$ <u>13.50</u>
Banquet Menu			
Roast Prime Rib of Beef	\$32.00		\$
Broiled Filet of Salmon	\$28.00	<u>2</u>	\$ <u>56.00</u>
Meal Total			
Dues may be paid at this time			
Dues \$20 peryear			\$
Postage Fund(Optional)			\$ <u>5.00</u>
Total Remitted			\$ <u>74.50</u>

Please have reservations in by Sept. 20th

No cancellations after Sept. 27th Cancellations call 909-244-9631

Your Treasurer will handle Banquet and Luncheon reservations. Please send to:

Golden Eagles c/o Ken Alrick
30339 Channel Way Dr.
Canyon Lake, CA. 92587

Please Note

You must make Hotel reservations through their reservations Dept.

You may use the mail in form shown, or call them at 1-800-634-4000 (Fax 702-739-2469).

Have your Credit Card number handy. They will give you a confirmation number.

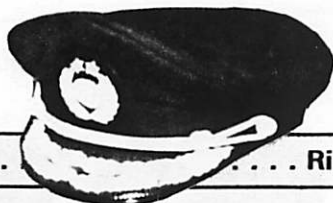
Taken from one of Don Wilson's ground school exams:

"The fire extinguisher provided in the cockpit of the Convair 340 is:

(a) Pyrene

(b) CO2

(c) A bucket of sand "



The Hat Richard D. Hague

Put me in, Guys." Brandishing my Temporary, the ink still damp, with the ATP and 727 Type Rating. "I'm ready to go." Tom or J.C. or Reggie said, "We're covered through tomorrow morning, Dick. Be calling you around Seven. Haven't you been up at Moses Lake all night? Git on home and grab some ZZZs."

On the way to Playa del Rey, I drove north on Sepulveda to The Tentmaker's. My new uniform with the four instead of the three stripes on the sleeves, was ready.

And to buy The Hat.

The Hat. The symbol, the signet, the emblem. The Hat, with its gilded brim, its majestic prow, was my passkey into a society whose lofty exclusivity seemed indescribably pure and fraught with mystery so solemn, so absolute as not to be spoken of aloud. The Hat would allow me to sit with and speak with my new peers, The Captains, who would, in the passing of tales and the spinning of yarns, school me in my craft and fill me with priceless lore and consummate wisdom. Wearing The Hat would elevate me to the level of the giants: Honan, Powers, Spores, Hersche, Ross and Cage.

Wearing The Hat, I would solve the enigmas of the world.

Once home, I practiced The Putting On Of The Hat.

The Putting On Of The Hat required contemplative, solemn rumination. How a Captain wore The Hat was his signature; his trademark. Were one to see a Captain far down a crowded concourse, one could identify the wearer by the set of The Hat. I couldn't do Roper's breezy *By God It Worked At Pioneer; It'll Work Here* back-of-the-head thing. Nor Johnson's no nonsense brim-to-the-nose. Nor Richard's dashing left rake, nor McNulty's insouciant slant to the right. Nor any of the countless combinations of slopes, lists, tilts, and leans that were the cachets of other Captains. So there, in front of the mirror, I decided to wear The Hat as did one of my greatest teachers, Hal Spores: straight on and squared away. Took two hands, it did, to get The Hat right; gripping the rim at nine and three, and, with the leading edge of the sweat band at the precise spot on my forehead, rocking it into place.

Later on that evening of June 11, 1969, after a lot of practice, I got it right. Tucked in at 2330 and, having been up for some 30 hours, I slept like a baby. For 35 minutes.

"Dick. . . DICK! Scheduling. WAKE UP! Get out here. Twelve is due to block out at 0030 and Captain Rubens just called in sick. Park in Visitor's. There'll be a White Car to take you to the gate. Driver's got the papers. The engines'll be running. You've got 25, make that 24

minutes. *I need schedule. Go, GO, GO!*"

Now, Trip Twelve was, you'll recall, a sweeper. It left LAX at Oh Dark Thirty, flew to Kansas City, sat for three hours, flew to Chicago, sat for two hours and on to Denver. Twelve was the trip where one didn't choose his seat; he picked his row. Crew out-numbered passengers. Twelve was a trip where, if someone asked the gate agent, "Can you get me to KC for \$20?" would be told to board.

As the car screeched to a stop at the jet way, the driver, over the shriek of the idling JT8Ds, shooed me impatiently towards the stairs. Even as the cockpit door was closing, the tug began its gentle push-back from Gate 64. I was adjusting the still-unfamiliar left seat as the ground crewman saluted.

"Ch- Check- Checklist?", I gasped. "Complete." "Fuel?" "We've got dispatch, Cap 'n." "Thanks, guys. Give 'em schedule." *Whew. I'm gonna love this being a Captain.* I stole a glance at The Hat as it hung from the top spot on the aft wall of the cockpit. *Hey, hey, Captain, Looking good.*

Clear of the basin, past the lights of Las Vegas, beyond the stygian void that was the desert, came Denver. The Queen City Of The Plains shimmered against the golden moonlight bathing the Front Range and, at point 84, quickly disappeared behind the left wing. *I am getting comfortable with this Captain business.*

Whoops. Something out there. Like flashing. What damn fool was up here at FL370 lighting sparklers? Dimming the cockpit lights, I cupped my hands around my face and squinted towards the east. As my eyes became accustomed to the gloom, I gradually came to see in the same honeyed moonlight that burnished The Queen City Of The Plains, a murderous wall of flashbulbs, fangs and fire that stretched from the North Pole to Acapulco, and that most assuredly lay between me and Kansas City. Bases on the deck. Tops exceeding the Boeing's service ceiling not by thousands of feet, but by miles.

Hmmm. This being Captain is sorta fun. I'll just warm up the ol' tee vee and. . . As my right hand moved towards the radar control panel, I saw for the first time, the very first time since dashing into the cockpit, the INOP PER MEL placard. So, with The Hat hanging in magisterial repose from the top spot on the back wall, with Denver behind the left wing, and closing on a line of Great Plains Summertime thunderstorms at eight miles a minute, I did what I always did when I didn't know what I was supposed to do: I turned to the left.

Now the Captain's #2 window is a remarkable contrivance. About two inches thick. Five layers of optically-perfect glass and plastic. An operating range of more than 200 degrees Celsius. Tested to withstand impact by a four

How a Captain wore The Hat was his signature; his trademark. Were one to see a Captain far down a crowded concourse, one could identify the wearer by the set of The Hat.

pound bird at 350 miles an hour. I saw reflected in that remarkable contrivance, the tight-jawed, wide-eyed, confused, frightened and humiliated face of a 32-gusting-to-13 year-old kid who had, in the last few hours, spent more time in his bathroom looking at The Hat in the mirror than he did pre-flying a three- and-a -half hour Red Eye with people on board that trusted him to know just what in the hell it was that he was supposed to be doing.

"Ah, Center? Twelve. Ah, we just lost our radar..." and ATC gave us a heading though what he guessed would be the softest part of the line.

The shrill sizzle of precipitation static made communications impossible. Was he trying to give us a heading? Telling us to reverse course?

That the hole had closed? How thick was the line? Do I yank and bank? A 180? Hold what I got? (...*"Get me thorough this, God, and I swear, I'll never, never again"...*) Twenty, maybe 30, seconds of light with occasional moderate and we were back in the clear with Kansas City in sight.

"Center, can I pickup the tab for your kids' orthodontia?"

"Twelve, pee dee descend to and maintain. . ."

I pondered, during that long power-off glide into Kansas City, what would Honan, Powers, Spores, Hersche, Ross or Cage, the real Captains, have done?" I can't say, of course. Neither could they. For a real Captain to have been in the predicament that I made for myself would, to them, have been unthinkable.

After landing and taxiing to the gate, I fiddled and dawdled in the seat so that I could creep away alone and unnoticed. Afraid that if I put on The Hat, it would collapse around my ears, I- slinking to the Airport Coffee Shop- carried it under my arm. I placed The Hat across the table from where I was sitting and looked at it for a long, long time seeing not its gilded brim, its majestic prow, but the price tag dangling Minnie

Pearl-like from behind the sweatband. *Only \$35!*

The Hat, as I learned in your under your wise and unselfish tutelage, costs more. Years more.

I hope that you enjoyed rearing this mostly true and hopefully whimsical anecdote recalling one of my first trips in the left seat. I am as proud and happy to rejoin you as a *Golden Eagle* as I was when, in 1965, I first basked in the warmth of your good company. Dick

Dear Dick,

My guess is that you won't remember me. We flew but once together. I was one of your Flag F/O's way back when.

Jerry Hardesty was kind enough to loan me a copy of the November, 1995 *Golden Contrails* and what a kick it was to see the pictures and read the names of so many of the good, good people that were a great and fondly-remembered part of my life. My membership check is on the way to Ken Alrick.

Sincerely,

Dick Hague

RICHARD D. HAGUE



Schedule of activities

Oct.1

Arrive at hotel and check in at hospitality room-(Tokyo Room). Verify on arrival.
Hospitality room will open as soon as available. Approximately 4.00 P.M open bar and
hors d'oeuvres-until ???

Oct.2

7.00 A.M.--Hospitality room open .-Serving coffee, juice, and rolls.
10.00 A.M.--Golden eagles Business Meeting-Hawaiian Room 1 & 2
10.00 A.M.--Ladies Business Meeting--Hawaiian Room 3 & 4
12.30 A.M.--Ladies Luncheon-El Gaucho Room
Hospitality room open after meetings, until 5.00 P.M.

Banquet-Hawaiian Room

6.00 P.M-- Social Hour (No-host bar)
7.00P.M.--Dinner

Oct.3

7.00 A.M.
The hospitality room will again be open for coffee, etc for those who want to do a bit of
last minute socialising .

Golden Eagles
Continental Airlines
October 1-3,1996

Reservations received after September 9,1996 will be accepted on a space available
basis only. SATURDAY ARRIVALS ARE UNAVAILABLE.

Please reserve accomodations for:

Name: _____
Company: _____
Address: _____
City: _____ State _____ Zip _____
Sharing Room With _____ No. of persons _____
Signature _____ Phone # _____
Arrival Date: _____ Time: _____ Departure _____
Hotel Check-in is 3:00 p.m., and Check-out is 12:00 noon.

The TROPICANA RESORT HOTEL AND CASINO can only confirm your
reservation request when accompanied by one night's deposit (room rate, plus 8%
Clark County Room Tax). This deposit may be made by check, money order or by
Major Credit Card. If paying by check or money order, please include the arrival
date on the face of the check. Refunds will be made when cancellations are received
no less than two(2) days prior to your scheduled arrival date (be sure to keep your
cancellation number).

First night's room deposit will automatically be posted to credit card upon receipt.

Credit Card Name and Number _____
Name as it appears on Card _____
Expiration Date _____

Room Rate: \$70.00 Single/Double, Midweek

Please return this reservation request to:
TROPICANA ROOM RESERVATIONS DEPT.
P.O. Box 9777
Las Vegas, NV 89195-7777

Or Phone Reservations to:
Phone:1-800-634-4000
Fax# (702) 739-2469

LAS VEGAS

California native Jan Laverty Jones first visited Las Vegas at age 21 in 1970, "the heyday of Sinatra and Elvis and Sammy Davis Jr. ... I remember wearing a long red jersey dress and feeling very grown up." She has lived in Las Vegas for 14 years and been mayor since '91. What she loves about it: "When you see people who've just come to Las Vegas, you notice nobody is looking straight ahead. Everyone is looking up — at all the lights. It's a city of complete fantasy."

Best food: At Piero's (on Convention Center Drive). Specialties: Italian food, seafood. It's "very peaceful, very intimate." Laverty Jones loves the crabs, "flown in fresh."

Best-kept secret: Lorenzi Park, in the heart of the city, home to a lake, a "beautiful rose garden" and the state museum.

Best views: From the Stratosphere Tower (2000 Las Vegas Blvd. South). The nation's tallest free-standing observation tower opened just last month. "Go at dusk, when you see all the desert colors coming over the mountains."

Favorite attraction: The Fremont Street Experience (No. 1 Main St.), a covered pedestrian mall. Thirty-one computers operate 2.1 million lights, which produce moving figures in the air. Even Microsoft computer whiz Bill Gates was "very impressed with the technology," the mayor reports. She also likes the volcano at the Mirage Hotel (3400 Las Vegas Blvd. South), the pirate show at Treasure Island (adjacent to the Mirage), plus the Forum Shops at Caesar's (3500 Las Vegas Blvd. South).

For more information, call Las Vegas Visitor Information at 702-892-7575 or 702-892-7576.

Dear Golden Eagles Wives,

In June four of us made a trip to Las Vegas to firm up the details of our Convention in October. K.D.Thompson, Gary Wilsey, Ken and I made the arrangements.

This year I am in charge of the hospitality room. The first thing is to join the cocktail party. We will have name tags and other information for you. This will be in the Tokyo Suite. (Subject to change. Check on arrival). Our cocktail party begins at 4.00 P.M. Oct.1.

The second day is always a busy one. We will have juice, coffee, and rolls in the hospitality room from 7.00to 9.00.AM

At 10.00 AM the Eagles will have their business meeting in the Hawaiian room #1 & 2. We women will have our meeting at the same time in Hawaiian room #3 & 4.

The ladies are invited to have a luncheon at 12.30, in the El Gaucho Room Restaurant. This is their Steak House, which is not open for lunch, so we will have that nice room all to ourselves.

The menu will be:

Waikiki Chefs Salad

Rolls, butter, choice of dessert

Coffee, Tea, or Milk

\$13.50, Tax & Tip included.

A complete list of times and events will be available in the hospitality room, when you check in.

Our banquet will be Oct.2nd, in the Hawaiian Room.

We are looking forward to seeing all of you. If it is your first time, you are in for a treat.

We will need bartenders and food servers. If you can help, let us know.

Cheers,

Luverne Alrick

GOLDEN EAGLE GOLF

GOLF AT OASIS RESORT & CASINO (WORLD CLASS COURSE)

90 mi. north of LVS at Mesquite, NV. playing the **PALMS**

Room Sept. 29 \$35.00 Golf Sept 30 \$30.00 ea. 2+ \$60.00

Room Sept. 30 \$35.00 Golf *Oct 1. \$55.00 ea 2= \$110.00

Min. 10 rooms and 20 golfers for group rate.

Golf Sept. 30 at 9:00am Oct. 1, at 8:00am. PDT

NAME _____ Index _____ Hotel _____ Golf _____

NAME _____ Index _____ Hotel _____ Golf _____

A.J. Cann has sent in personal check

25% of total amount with 50% of re-

mainder by Aug. 30 and total by Sept.15

SEND REMITTANCE TO: Canyon Lake, CA 92587

No refunds after Sept. 15th 909-244-5715.

Will have golf tournament for men and women and maybe some mixed. **We want to make this a fun get together for all.**

SEND TOTAL REMITTANCE **NOW**

2 NIGHTS & 1 GOLFER \$155.00 2 GOLFERS \$240.00

ROOMS NO SMOKING _____ SMOKING _____

I have nothing in writing. this was by phone ????

* Hotel and Golf rates change Oct.1, 1996

For non Golfers St.George UT. is 40mi north and Bryce Canyon

Nat. park close for sightseeing. All are welcome



Las Vegas Agent: "Sir, I have you booked on the next flight to ATL- #5050.

Sir: "Do you have a later flight available?"

Agent: "Yes sir, Flight #6040."

Sir: "I'll take that one."



GONE WEST:

JOE SCORDO: Died March 26, 1996 after a siege with Parkinson's Disease.

RANDALL THORBERRY: Died July 25, 1996, possibly after a heart attack.

ILLNESS/SURGERY:

AL SHELLY: After two strokes which resulted in partial paralysis, AL is in a hospital, seriously ill, with pneumonia.

BIM RICHARDS: BIM spent a month in a hospital, when he had to crawl on hands and knees to get upright one morning. He has peripheral neuropathy, (his nerve endings are not strong enough to make his muscles work properly). He has improved so that he can arise from 26 inch chair...

ROLLIE OLSON: ROLLIE had surgery for cancer of the bladder, and he has been reported as doing well

ANDY CAMARATA: ANDY had a total hip replacement, and is "doing great".

BETTY NEWMAN: Betty had three Transient Ischemic Attacks (light strokes) with very little undesirable after effects. However, her congestive heart failure keeps her in bed most of the time.

JANE RICHARDS: JANE has great difficulty in walking (inoperable back condition), but she gets around the house with her motorized wheel chair.

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

THIS'N THAT:

JOE SCORDO'S obituary included,



Scordo

"Joseph Scordo of Littleton, an airline captain, died Tuesday in Littleton. He was 68....He was born Feb. 5, 1928, in Lafayette. He flew special missions during the Vietnam war, and was a captain for Continental Airlines."

DON BALLARD wrote, *"I'll*

always remember the story about Joe after he went from Flight Engineer to Co-pilot in DC-3's, out of Denver. He was flying with Capt. Rippy into Topeka when a goose (or duck) crashed through the cockpit window, the cockpit to cabin door, and into the passenger cabin. Joe was on the radio, trying to make

contact with Topeka Tower, but with all the noise and confusion, the Tower couldn't understand Joe and kept asking who was calling, and in his frustration, Joe finally said, "ME, JOE SCORDO!--ME, JOE SCORDO!" Rip got some cuts but did an excellent job bringing it in. Time warps our memory for exact details, but I think this is pretty close. In any event, it's told with fond memories of a fine individual." Don Ballard.... **EDITOR'S NOTE:** JOE'S congenial, easygoing personality endeared him to everyone--we all loved him!

RANDALL THORBERRY was hired by Continental early in the 1950's, serving as a Flight Engineer on our DC-6 trips between El Paso and Houston. Later on he became a Co-pilot, and he finished his career as a Jet Captain. With his humor and professional attitude, he was well liked, and, after retirement, his work with ARECA and the GOLDEN EAGLES was outstanding....He will be sorely

missed....(More on RIP in our next issue).

JOHN BENDER (almost 90) still flies as Pilot In Command in gliders, at Hemet. JOHN and GENE OLIVER recently visited AL SHELLY in the hospital. They report that he is seriously ill.

BOB CURRENT has a second class Medical and hopes to do some flying soon. At age 85, he works for Wal-Mart, is Chairman of the local Airport Commission, and gardens, hunts, and fishes, in his spare time!!!

TOMMY GREEN (age 82) has completed restoration of several old airplanes, and he is very active with the Hemet Quiet Birdmen Hangar.

GEORGE CRAMP (21200 N, 157555 W) on March 11, 1996, wrote, *"Lots of travel to Colorado, California, Utah, and New Jersey to see both families....This year will try Las Vegas, all things being equal with Mother Nature and Father Time. We all just keep rollin' along & smiling that we got this far. Ellie and ol George feeling A-OK and wishing for a little more, day by day.....This is our 32nd year for Hawaii. Its been a grand ol time. We feel at times a long way from the kids and friends, but manage to pump up the hormones for another go at it. Real Ol George (96 months, come June 7,'96) and Ellie."*

JIM HIGBY wins his share of games when he plays tennis with comparative youngsters, and he recently helped JOE ALDENDIFER celebrate his 80th birthday...

When BETTY NEWMAN'S doctor urged GENE to get "live-in" help, their 23 year old granddaughter "applied for the job". BARBARA NEWMAN will continue her graduate studies in Psychology, and will help care for BETTY, who has felt well enough to go shopping and out for dinner during the past ten days.

DICK GRIGSBY'S honorary grandson,

JOHN ROCHE (age 15, and on back page of last issue), wrote his grandfather, *"This Tuesday, July 2, I am going to Greensboro, North Carolina, and getting to ride in the cockpit of an L-1011, with Asgeir Christiansen, to Hartford and then Puerto Rico, and back. This should be a very interesting experience. Last year I lettered in swimming as a Freshman in High School."*

BARNEY BARNWELL and his grandson, BRYAN BARNWELL, flew an 18 day cross-country trip in a Cessna 182 from Torrance to Kittyhawk and return. Stops included Farmington, Denver, Tulsa, Memphis, and Greensboro eastbound; returning with landings including Charlotte, Memphis, Denver, Seattle, and Watsonville (plus two others). BRYAN has 275 hours, flew the entire trip, (BARNEY admits to an occasional comment), and plans on obtaining a Commercial Pilot's License soon, and a Flight Instructor's Certificate in about a year.

AMOUS and LAVERNE CANN are on the golf course at 06:00AM two or three times each week. In between, they sponsor tasty dinners given for the Country Club Employees, and for SOCAL ARECA activities. Would you believe that they have 5 great grand- children???

TOMMY THOMPSON took three weeks off, following surgery. Three months after surgery he was back doing cement work...

DON and ELLE STRAIGHT have moved from Hawaii to Playa Del Rey. During the past year ELLE recovered from a broken elbow, played beautifully at our San Antonio Convention, and completed a year of entertaining on the piano at Hilton's Turtle Bay Cove Room. DON'S tour of duty with Hawaiian Airlines finished in March, and both DON and ELLE enjoyed a spectacular inland passage cruise from Anchorage to Vancouver in June. (7410 Earldom Ave. Playa Del Rey, CA 90293)

DALE HAAS flies a B-727 out of Vancouver. Among his passengers have been hockey teams, and Seattle support people to Chicago for Games 1 and 2 of the NBA Championship Series.

ERNIE RISCHAR has taken up mountain climbing, and now he is making climbing gear.

TED DANIEL doesn't run 50 mile events any more, but he participated in the last Los Angeles Marathon, and he plays golf occasionally. Getting old, TED???

BOB STUNKARD wrote, *"Always enjoy reading the magazine.....I think I'm working harder after retirement from line flying than before. I'm still working full time as Sr. Dir. Of Operations for Champion Air here in LAX. We are all charter, with five B727's and one DC8. Doing quite well for a new operation, with 16 professional sport teams under full time contract. We have the Bulls, Nuggets, Lakers, etc. among the (basketball) teams, plus hockey and baseball, in season. Do a lot of international trips with the DC8. I still am current on the B727, and still get to fly a Part 91 ferry once in a while."*

RALPH MUSSER wrote, *"Every month I'm reminded of the foresight of leaders who set up, and managed our pension plans. Seems like, at least some honorable mention should be made in the Golden Contrails. Two names come to mind--CAPT. EV FERRIS, AND (CAPT.) CHUCK CHEELDS. With research there would be more."* EDITOR'S NOTE: JIM WALLACE should be added to the list of ALPA negotiators whose valuable services we hereby acknowledge!!

STAN ZIMMERMAN wrote, *"We've reconstructed or lives! We've sold, moved, will build, toured Alaska (in our boat), enjoyed new grandchild (Brandon), new permanent address and phone number: 2916 Commercial Ave. #149, Anacortes, WA 98221--(360)299-9013.....I love retirement!!!"*

JERRY SHOFIELD wrote, *"Peg and I are still working a total of about four months a*

year on a 727 VIP aircraft (flying for Briarmount Limited).

The layovers are long, great equipment, and it's still fun, so we are looking forward to another couple of years of



travel. The following remembrance is for the magazine if you are looking for a funny story:

The Salina Municipal Airport was closed for repaving and in order to accommodate the Salina passengers, permission was granted to use Shilling Air Force Base, then a very active SAC Base. As Captain Ken Alrick and I pulled into the terminal parking area, we were surprised to see the Color Guard, an Air Force Band playing, and numerous well decorated officers leading a large contingent of dignitaries awaiting the aircraft. What a welcoming committee for the first commercial flight into Shilling! The right engine was shut down in anticipation of a battery cart being plugged in and the Flight Attendant prepared to deplane the passengers. As we congratulated ourselves, looking back at the slick touchdown, rolling off the taxiway and up to the parking spot with no additional power, a great amount of confusion appeared to be developing. With a distraught General screaming, and waving his arms wildly at a poor Major who is probably still manning a guard post in Alaska, the well rehearsed sequence of events was coming apart at the seams! The red-faced Major was now standing within several feet of the spinning propeller of the idling left engine, shouting and gesticulating wildly. Fearing the worst, Captain Alrick

shut down the engine in order to find out what the problem was. From my Co-pilot seat I could hear a frantic voice screaming, "get out of here, move the airplane, you can't stay here". Five minutes before we were the honored guests, looking forward to shaking hands with the Commanding Officer, basking in the pomp and circumstance of an arrival exactly on schedule. Within minutes we had become a pariah, social outcasts, and an obvious pock on society. As Ken frantically prepared to start the engines, I proceeded to the rear of the cabin, out the door and onto the ramp, in an endeavor to round up the passengers, who by now were wandering aimlessly around the aircraft. Trying to convince a passenger to get back on an aircraft to go for a short ride when he is at his destination and off the aircraft, is no easy task. With everyone back on board, some standing, others sitting, and advising the Flight Attendant what their intentions were about future travel on Continental, we got underway with Ground Control's blessing, to a parking spot several hundred yards away. Making an easy right turn out we were still able to spread a considerable amount of Kansas dust across the ramp, forcing the band and dignitaries into a further state of dishevelment. At this point our popularity reached an all time low. As we made the turn to our assigned spot which required a very long wait before we were acknowledged again, and several HF calls to Denver explaining the problem, we noticed the reason for all the distress. At the end of the ramp was the shiniest aircraft I had ever seen. Waiting impatiently, with four beautifully polished propellers turning, spinners that you could use to shave, and one irate "General Powers, Commander of SAC, on board, was the prettiest DC-6 ever made. Talk about being in the wrong spot at the wrong time!! An hour later we had it explained to us what Commanding Generals don't like. Sitting for 20 minutes at the end

of a taxiway, waiting for some impostor to get out of the way, ranks pretty high on the list!! Jerry." EDITOR'S NOTE: KEN ALRICK wrote, "Great story, but it wasn't me—I've never been on Shilling AFB".

D. J. LEHMAN wrote KEN ALRICK, "It's been a long time since I've pulled up the gear and unlocked the tailwheel for you, but it seems like just yesterday. Sure had a good time flying with you as you not only could really handle the airplane but you were a pleasure to fly with. Im still putting on the Continental uniform but I now lack the Eagle droppings on the cap brim. I made it to #1 B-747 Capt. and #2 on the entire pilots list prior to having to go back to Flt. Eng. There are quite a bunch of us doing that now, all hoping to get a bit extra in retirement, but now that they signed a contract, it didn't amount to much. We are pressing now for a pass classification of no less than that we had as active pilots, with full longevity for all retired pilots. They are now in the process of changing the pass policy, so it is a good time for all pilots, retired or active, to send a letter to Gordon! I came to Hawaii in 1954 as a Naval Aviator, and can't get the sand out from between my toes, so will retire here. I have 3 pilots that were then my roommates that all established their homes here so I have more friends here than in the mainland. I do have a small Motor home I keep in Denver, so I can cure the seasonal urge to hunt and fish. Also have an interest in a salmon boat near Sitka, Alaska, which I use in the summer, so I don't get too bored—life is good! Duane J. Lehman". (1717 Ala Wai Blvd, #2306, Honolulu, HI 96815) EDITOR'S NOTE: This might be a good time to write Gordon Bethune, President, Continental Airlines, 2929 Allen Parkway, Houston, TX 77019, to express your opinion regarding pass policy improvements....

PAUL GROVER wrote, "It's been a hectic time with a base move from HNL to LAX, and a resident change to Las Vegas.... Look

forward to the Vegas gathering in Oct.—my new home town. Paul and Gail Grover.” (5236 Island Chain Rd. Las Vegas, NV 89118)

VIRG HEMPHILL wrote, *“I think KEN MORGAN’S latest saying: “Rube, forsure, we ain’t going to die young!” saz a lot, out of Blanco, TX!! I’m flying S/O out of LAX now, and the halls of the old “G.O.” are cold and sterile, with a lot of “warm memories of the past” for many of us!! “G.O. will be closed in Jan. ‘96 for crews, and LAX Training Bldg. will be utilized zero. Another chapter!”*

JIM JAMES wrote, *“I have recently married and moved to northern California. I am still flying with UAL and based in LAX on the 747-400. Jim and Pam James, 18960 West Ridge Dr., Penn Valley, CA 95946 (916)432-2805.”*

ANDY CAMARATA wrote, *“It has been twelve years since Marilyn and I left Continental Airlines and El Paso, Texas. We are finally settled back in the Southwest, our choice for retirement. It has been a long and arduous, yet never dull journey back home. We enjoyed California, endured Kansas, marveled in Michigan, adopted Chicago, and enjoyed a year long stay in Hawaii. We had the opportunity to visit several countries around the world, from Korea to Greece. I had the opportunity to crew a G-11 on a four month, around the world trip (the hard way). I flew my last commercial flight as DC-10 captain in April of ‘93, then decided to retire my wings. I was employed as a consultant in operations and logistics for two years and eventually I was offered a permanent position as a Senior Operations Manager with Office Depot in Phoenix, Arizona. We are now settled in Scottsdale, Arizona. Our kids are in Tucson with our two grandsons, Tyler and Tanner. We invested in a New York Bagel and Deli franchise in Tucson and we are into our second year. If you’re in the area, please give us a call and drop in to visit. Andy and*

Marilyn Camarata, 9148 E. Paradise Dr., Scottsdale, AZ 85260 (602)314-9348.”

WALT GREEN wrote, *“I’m flying cargo for Connie Kalitta (American International Airways) in a DC-8. I’m enjoying it!.... I usually work the first half of the month, so if the Las Vegas Reunion comes after the 18th of the month, I’ll be there!”*

GEORGE MURPHY wrote, *“Sorry to have missed San Antonio, as we’ll miss Las Vegas also. MARIE and I are going to be visiting family in England and Germany in September and October. Oh well, there’s always ‘97. I appreciate BUD BATTLETT sending on the plaque presented to me by the Golden Eagles, commemorating my years of service with Continental...please express my appreciation to our organization for the recognition. How did a nice California lad from Venice end up in South Carolina, you say? Well, it’s a long story—suffice it to say my forbears arrived in South Carolina in the 1680’s—my great-grandfather left here in 1860 and went west to seek his fortune. MARIE found this place while searching for a retirement home in 1993. Keowee is a beautiful, sparsely populated lake located about 12 miles NW of Clemson University, in the NW tip of South Carolina....this is also known as the “upstate” or foothills of the Blue Ridge Mountains. After we completed building our home in 1994, we took sailing lessons and joined the local sailing club. We purchased our present boat, the “Snoop Sloop” from a private investigator, who was also a medically retired U.S. Air pilot. We now spend most of our time at home, or on the boat. We do however, travel quite a bit, visiting family and friends. MARIE and I, both having been widowed, have a large family...8 children and 15 grandchildren, including three sets of twins! (Keowee Key Community, on Lake Keowee, S.C. no zip)*

ROBBIE ROBBINS wrote, "As for myself, it's been a full year since the big '60", and retirement. I attempted the S.O route, but gave it up--once a Captain, always a Captain. I never go backwards. I own my own F.B.O., R and M Aircraft Specialties, Inc., still fly about 20 hours per week, in the capacity

of CFII; MEL, SEL; and hold both D.P.E (Designated Pilot Examiner), and D.M.E. (Designated Maintenance Examiner) Certificates. I'm current in just about every G.A. airplane, plus Stearmans and AT-6's. In a nutshell, I'm happy as a bug in a rug, and finally have time for my true love-- General Aviation!

PHIL OWENS flies as a reserve captain in B-767's for American Airlines.

TOM RUSSELL wrote, "I'm with American, in my third year of flying Capt. on the Fokker F100, out of Chicago. Unless things start changing soon, that will be my retirement position next year."

Honorary member **DICK SCHUMACHER** advised that he is not sick. DICK sold his home in Torrance, CA in ten days, and moved to his own apartment in Lakewood, Colorado. His niece lives nearby and provides transportation to his doctor, barber, etc. when necessary. (1805 So. Balsam St. #121, Lakewood, CO 80232 (303)984-0124).

DON and **MARIAN LESEBERG** missed the San Antonio Convention because they were on a vacation trip in France and Belgium--touring all the WWII battlefields, including the Battle of the Bulge, Normandy coast from Dunkirk to Sword and Omaha Gold Beaches. They plan to be in Las Vegas this fall. (DON will reluctantly

retire this September with 38 years of service, and 13 type ratings).

NORM'S NEWS NOTES

GLEN FOX will have his summer livened up with visits from five grandchildren, with whom he plans fishing, hiking and flying. He and **MARJORIE** also plan a boat trip on Lac La Croix on the Canadian/Minnesota border.

WALLY JOLIVETTE is spending part of his summer recovering from his fourth back operation. He is also planning a trip in his Cessna 180 up the Oregon coast and to Ketchikan, Alaska.

WALT LOFLIN is commuting this summer from Ft. Collins to Houston to fly as Second Officer on the DC-10. WALT also has his own company, New Energy, which sells air purification machines and makes and sells energy capsules.

The **JOHN GAYLORDS** are busy with selling their home in Boulder and moving to Paisley, Oregon, for the summer months. Their winters will be spent either in Corvallis, Oregon or in Hemet, California.

JOHN and **LEVA BLAKIS** are taking two grandchildren, ages nine and twelve, on an Inside Passage of Alaska cruise. JOHN is also building an addition on their garage to accommodate their motor home, another car and storage.

FRED ROTH is coaching a soccer team of nine year old girls, and catching up on projects from the last 15 years. He is also running from 10 to 15 miles per day as training for running a marathon.

MIKE ROACH lives in Greely and has a 15 year old swimmer son with whom he attends local and regional meets. Mike also works in Denver where he is trying to put together a new hotel project on the 16th Street Mall.

MERRILL MOORE is golfing and fishing, the latter usually from his boat on Lake Dillon.



Managing his 100 hangars at Erie Air Park keeps JERRY SCHOFIELD occupied. He is also leaving for Saudi Arabia for some more one-month-on and one-month-off flying of the Royal Family's 727. Wife PEGGY runs the cabin, so they manage to have a good working vacation while leisurely flying the Royal Family around the world for six months or so. (end.....)

BOB WEIKART has been training Federal Express crewmembers on the MD-11 during the past few months. His wife, PATSY HAMRICK WEIKART, was



recently installed as a two-star Quarter Master General in the Society of the Descendants of Washington's Army at Valley Forge. This is an elective national office, an honor never before held by a woman!! (Photo taken when PATSY was installed at

Valley Forge, PA. on May 19, 1996.)

PENNY SPICER SCHUCHAT wrote that she is flying out of Houston to London or Paris. She married TOM SCHUCHAT last September and a photo of the happy couple was printed in our Nov. 1995 issue. PENNY would love that issue if you have no further use for yours. TOM is currently flying as S/O in B-727's out of Houston. (3708 Crest

Park Dr., Farmers Branch, TX 75244 (214) 488-0159)

MARGUERITE GRIGSBY (widow of JIM GRIGSBY) wrote, *"I never thought I'd have to learn a new technology at age 65! What I was doing in petroleum regulatory compliance, I'm now doing in the medical field—whole new language & terminology—fascinating..Glad to be back in Colorado and involved in a new life. I feel very "needed" in all that I do....It's good."*

CHARLIE BROOKS wrote, *Except for MARGE still being quite uncomfortable with the shingles—19 months now—we are doing fine. We spend our time puttering around our home, the yard, and the gardens—vegetable and flower. DICK (GRIGSBY), we really enjoy the "Golden Contrails". You do such outstanding work—as usual."*

SHARON BOHAN wrote, *"It is great to be able to keep up to date on the great group of people that I worked with, and TOM flew with. You are all very dear to my heart."*

SANDI FIELD, formerly a F/A with Continental and now one with Northwest, wrote KEN ALRICK, stating that her heart is with the "old" Continental, and that she would like information on our Contrails and on our next reunion. KEN'S reply resulted in another subscriber to our magazine, another attendee at our October meeting, and this comment, *"You know, the airline business hasn't changed much. NWA has the same joys and problems that good old CAL had. It's amazing how closely all of the carriers are the same."* (3628 Pleasant Hollow Dr #24, Memphis, TN 38115 (91) 365-1885.)

DARLENE GRAY wrote that she enjoyed reading the Golden Contrails, and that her daughter, FREDIANNE, as of March, 1996, was still in Alaska.

FREDIANNE GRAY wrote from Bethel, Alaska, on June 30th, that she was leaving the far North in three weeks. She had

wonderful experiences, including visiting quaint villages, seeing many species of wildlife from an airplane, joining a "fish camp" where everyone wades into the stream to catch salmon; then cutting them into strips and slabs, and then hanging them out to dry and smoke. Less enjoyable was the slow progress in improving native sanitation. FREDIANNE will be studying for an M.D. at the University of Washington. (205 NW Anthony # 5, Pullman, WA 99163).

LA VERNE THORNBERRY'S NEWS

LIN WRIGHT refurbished a 1946 Harley Davidson Motorcycle, with side car, that had been considered useless and was abandoned in the Phillippines. After the restored Harley's next owner, Judson, found out from LIN that he had no objection to its sale, Judson sold the Harley for \$40,000.00!!!

BEN and SANDRA WILLIAMS hosted another fish fry for the D-FW group. They enjoy endless energy; a trip to Dallas for entertainment and the Fourth celebration followed; then back to the lake to pack for a few days in Vegas.

There were some newcomers at the fish fry--AL & ELANIA ZAMBRANO. AL flies out of IAH and will retire in a few years. RUBE & SHIRLEY CAGE drove in from Blanco, Texas.

VAN ELKINS was a Texas Torchbearer for the 1996 Olympics. VAN, his sister, JENNY RAWLS, BOB RAWLS, and CHARLEY HAYS grew up together near Corsicana, and they were in the cheering crowd for VAN as he took the flaming torch and began his journey. VAN is in excellent health--jogs daily and keeps busy in volunteer work.

BOB RAWLS sold some of his livestock recently, joining many Texas farmers and ranchers in sales, due to water and grazing feed shortages.

LEON GREEN will remain director of D-FW ARECA Chapter, and JEAN HICKEY entertainment chair.

DONNA DARNELL YOUNG'S father GORDON S. DARNELL, celebrated his 90th birthday in his Braniff uniform. Eleven Airline uniformed relatives, son, daughter, brothers, nephews, and nieces-in-law, joined Captain Darnell for the celebration. Namely GORDON J. DARNELL, Continental; DONNA DARNELL YOUNG, Continental, CECIL DARNELL, Braniff, GLEN DARNELL, America West; DON R. DARNELL, Northwest; Dwayne's wife, TI Stewardess, and Don W.'s wife, FAA Controller. We wish Captain Darnell many more happy birthdays.

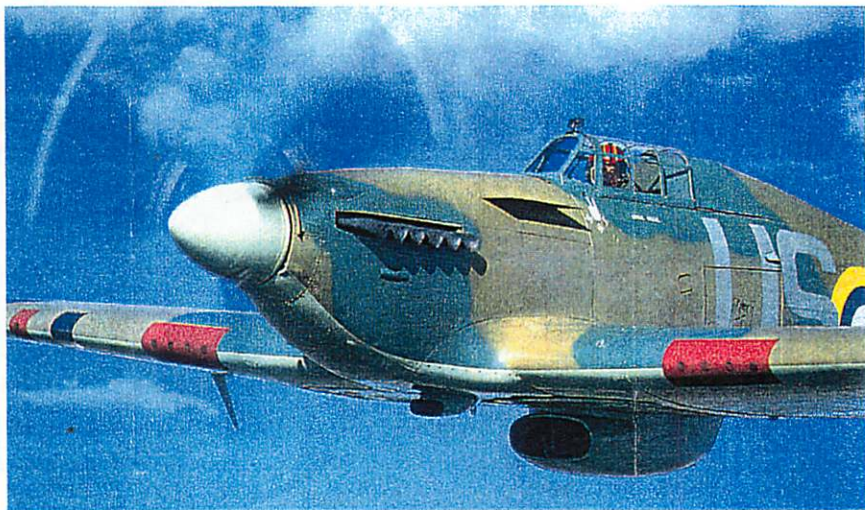
JIM HOOPER has changed residence--he is now in TREMONT CONVALESCENT, Dallas. This makes the drive so much better for VENETIA, and so much closer. JIM'S physical health is very good and he is content in his new home. VENETIA is planning a trip to Cincinnati for the wedding of their oldest grandchild. She is looking forward to this visit. end....

Just in from Fredianne Gray:

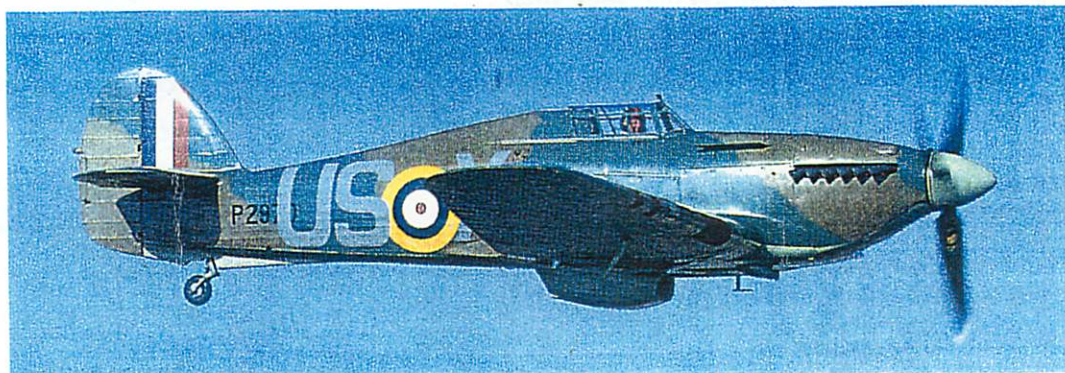
I'm on my way back from Bethel to Washington for the start of medical school. I'm enjoying the trip aboard the Alaska State Ferry, Matanuska. I saw 40 whales yesterday, humpbacks and orcas. Before I left Bethel I saw three groups of over 100 walrus (with tusks!) hauled out on the shore. I was so in awe I almost forgot to keep flying the airplane! I hope your summer has been enjoyable so far!

Love,

Fredianne



CREDIT FOR PHOTO: NEVILLE DAWSON of 'FLY PAST'



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