



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.

DECEMBER 1996



THE MELBERG BIPLANES



GOLDEN EAGLES

Continental



CAPTAIN'S CORNER

Greetings:

The 1996 annual get together in Las Vegas is past and from the comments received everyone had a good time. We came in right at 175 people present and had numerous first timers attending. How great it was to see Bob and Randy Bauer along with Ron and Pat Bennett, Gene and Phyllis Freeman and the many other faces we haven't seen in some time. Ken has a complete listing in his letter of our old comrades and friends attending for the first time. It was wonderful to see and talk with them once more. This is what the Golden Eagles is all about; bringing us all together for such good times.

Alice Gorman, George Hemminger and Sandy Ross are already busy setting up for the 1997 get together in The Valley del Sol. We have George's assurance that this will be an event to be remembered! Gary will cover more on this in his letter.

At the business meeting on Oct. 2nd it was unanimous that we return to Las Vegas in 1998. Also, Don Gentry has graciously accepted the position of Secretary for the next two years. Thanks Don, although I am told it is pretty hard to say no when you are on the links with Don Ballard on one side, Hal Ross on the other and Amos Cann bringing up the rear!!!!

In Phoenix we will be electing a President Elect and a Treasurer for the coming terms. Gary moves up to president. We would request that anyone interested in serving in these positions please notify one of the officers so we may have it on the agenda for the business meeting at that time. The Treasurer's job goes much easier if someone is familiar with a computer. I am told by Ken and Amos that the programs are all set up and can be transferred to another computer quite easily. Please bear in mind that we have to keep these positions full if we are to function and survive. Get involved and help so we may continue to have these enjoyable times.

On a note of sadness for those of you who may be unaware, Ernie Islava has been in the intensive care unit at the University Medical Center in Tucson for more than four months awaiting a heart transplant. Marilyn advises they are both holding tough; however, this is a long-long time to be confined in a hospital. Thoughts and prayers are appreciated and cards may be sent to: U.M.C., Ernie Islava, Room 4823, 1501 N. Campbell Ave., Tucson, AZ. 85724.

In closing we would like to thank Dick Hague for his wonderful story, "The Hat," which appeared in the last Golden Contrails. Everyone thought it was just GREAT!!! I would like to urge each of you who may have a personal story or perhaps a "flight to remember" to jot it down and send it in. Believe me, it brings back fond memories for all of us.

Regards,

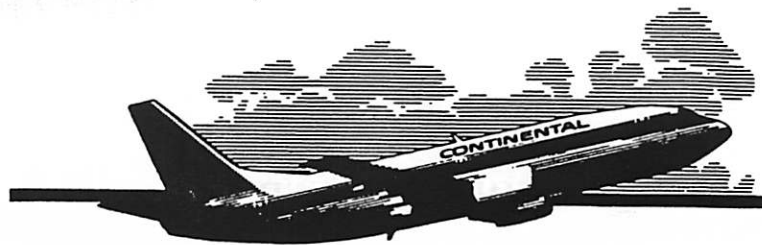


ENROUTE HNL

Someone: "United, come up on 123.45."

United: "Ah... say again the frequency?"

RESERVE CAPTAIN'S CORNER



Our 24th. annual reunion at the Tropicana in Las Vegas is now history. The membership decision to return to Las Vegas every other year is a popular one. The city and surrounding area has something for everyone, golfers included.

Dave Streit's Air Micronesia slide presentation was outstanding with just the right amount of Dave's humor. It was great to see some of the early Air Micronesia people attending the convention this year. An added bonus was having Don Beck, former President of Air Micronesia, and his lovely wife Esther with us.

Special thanks, as always, to our volunteers for making the hospitality room a warm inviting place during our entire stay. Also, once again, many thanks to Bob and Jan Kinsey for handling our raffle as only they can.

Hal Ross has finished his tenure as Secretary having done a fantastic job over the past three years. We are fortunate that Don Gentry accepted the nomination for Secretary and was elected to that position. He will be a valuable asset.

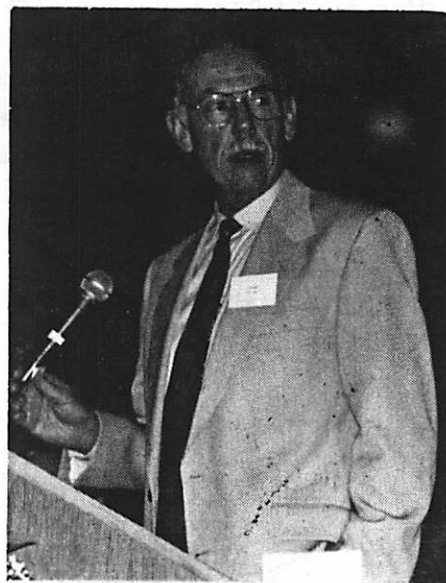
Next year we are headed to Phoenix at the Marriott Camelback Inn. This is a five star hotel offering a wide variety of services that all of us will enjoy. We will be holding our annual golf tournament at the Inn. This will be very convenient for our golfing members. The dates are October 7th. and 8th.

We had a great turnout this year and 1997 should be even better. Lots of exciting things to look forward to.

HAPPY HOLIDAYS!

Mary Wilsey

L.A. TIMES: "Nothing works like modest expectations."



EDITORS' CORNER



FRONT COVER--- A striking Photo of RAY MELBERG'S MG-2 illustrates the amazing story of its history which RAY supplied for inclusion in this issue.

POETS' CORNER--- "Tribute To My Bedside Clock" was supplied by BOB CAMPBELL. It's origin is unknown to us, but it certainly awakens some nostalgia!

CONVENTION PICTURES--- Color photos are selected from many supplied by JACK ALLEY, BOB CAMPBELL, and GAIL and PAUL GROVER. Our thanks to them for their trouble and expense. Those pictures not included in this issue will be available in our albums for viewing in PHX. Pictured, first color page and continuing to second color page, left to right and top to bottom are: DON and JOANNE GENTRY, ANDY and MARILYN CAMARATA, BETTY CAMPBELL, HAL WRIGHTSON, GEORGE HEMMINGER, JERRY DONEVANT, D.J. LEHMAN, BILL LIVELY, MIKE and DEBORAH LICHTENFELD, GENE FREEMAN, WALT JENNINGS, RON BENNETT, ROBBIE ROBBINS, JIM HLAVACEK, DICK and MARY PEKRUL, B.J. BELLERUE and ANN PARK, ANNE WILLIAMS and FRANK MILLS, ESTHER and DON BECK, HALDIS and KURT TOPPEL, "CHUCK" SULLIVAN, BERNIE HALLEE, TOM LONG, "RED" STUBBEN, JEAN HART, MOFFITT TINSLEY, BOB BAUER, MAX MEINEN, MONROE MATHIAS.

POSTAGE CONTRIBUTORS--- WOW! What a List! Thank you so very much for your continued generosity--- and check those numbers on our latest roster!!!

BACK COVER--- Color pictures have been selected to recognize at least some of you who contributed your time and talent to the success of our 1996 Reunion in Las Vegas. We wish there could be space to include all of you who helped. Pictured are: K.D. THOMPSON, CASEY THOMPSON, LAVERN BATTLE, and LUYERNE ALRICK, DAVE STREIT, GAIL GROVER, PAUL GROVER, ALICE POWERS, BOB KINSEY and JAN KINSEY, BILL CHILDRESS, SANDY and HAL ROSS.

TO ALL--- A VERY MERRY CHRISTMAS and a HAPPY NEW YEAR from GENE and DICK!

Gene

Dick



TRIBUTE TO MY BEDSIDE CLOCK

POETS' CORNER



Just when dreams were going great
You'd always clang out, "Don't be late!"
And so for half my life each dawn
I'd rise and pull my clothing on
To face the world. Sure, I'd gripe. But
Dear old clock, do you know what?
Every single day would bring
Hours that made the angels sing.

Birthday candles. One to grow on.
Woven names for Mom to sew on.
Pompoms, touchdowns, cheers, home runs,
And Sunday breakfasts—sticky buns.
Mash notes, dates, exams, the prom—
Reassuring Dad and Mom.
Vacations, skiing, sailing boats,
Bike-and-hike trips, sowing oats,
And then...engaged. The parties! Showers!
"I do." Rice! Horns! Tin cans! Flowers!

Then came time to build a nest.
"For Rent" the sign read. Home is best.
"Love me?" "Yes—you know I do."
Lo, a baby! Pink? Or blue?

Hand-made Valentines. "Guess who?"
Mother's Day corsages, too.
On the Fourth the rockets burst.
Potato salad. Liverwurst.
Labor Day—the summer's done,
Hello school bells—fall's begun.
Hallowe'eners trick-or-treating,
Turkeys, stuffing, time for eating!
The holidays—ho-ho-ho cheer,
Then full circle—Happy New Year!

Office do's, promotions, raises,
Bonuses, awards, plaques, praises...
How quickly, clock, you've ticked away
The weeks, months, years, until today—
Retired at last! With now no need
To rise and shine, or even heed
Your call at all. But still I'll set
You for the morning, since I bet
You're hiding in your hands surprises
Worth ten thousand more sunrises!

Thanks, kind friend. God bless. Good night.
Sleep gently til tomorrow's light.



SCRIBE'S CORNER

November 10, 1996
Palm Desert, CA

Another great convention of the Golden Eagles in Las Vegas and I believe everyone enjoyed the occasion. We had a good attendance, but as usual would like to see more of the retired and active pilots and families. The Tropicana Hotel is always a fun place, and they take excellent care of the Golden Eagles.

The golf, arranged by the Canns, was a fun two days in Mesquite, Arizona. We had about eight foresomes. After golf Tuesday, all of us drove to Las Vegas, checked in the hotel and found ourselves in the hospitality room for a bit of libation and conversation.

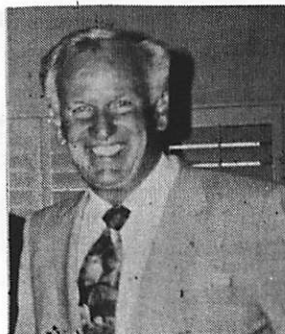
The weather has cooled off here in the desert and we will have a nice season for a few months. Our new Palm Springs air museum, of which I had a small part of it's progress and development, opened November 11, 1996. This should be interesting to all, especially those of us that flew the world war II aircraft. The museum is located at the municipal airport here in Palm Springs.

Next year our convention will meet in Scottsdale, Arizona possibly at the Camelback Marriott Hotel. Our committees, the Gormans, Hemmingers, President Thompsons and others, have volunteered to check out the details for next September. The golfers should enjoy this convention as they have two golf courses on property. More information will follow. The next year we will be back in Las Vegas.

We understand that Captain Don Gentry had a great final trip, and he will become a second officer. Don is also the new secretary for the Golden Eagles, and we wish him well in his new position and career. Don is presently very busy attending second officer school at Continental, and because of his tight schedule I am writing this brief for him.

All of us enjoyed the excellent briefing and entertainment given by Don Streit about the history of Air Micronesia, it's trial and experiences to make the airline what it became and is today. Dave forgot to mention the ships bell on one of sunken Japanese vessels at Truk Lagoon.

We all wish Jack Murray a quick recovery and good health. Jack wasn't feeling too well in Las Vegas. Take care Jack, we care.



Good luck, Good health
to all,

Sincerely,

Ol Secretary

Hal Ross



THE MELBERG MG2 FLIES AGAIN

By Ray Melberg

This is the story of the Melberg MG2 biplane designed and built for A. Putnam Humphries of Denver, Colorado. It started out as a partnership formed by Putt Humphries and Ray Melberg. Mr. Humphries would finance the project and Melberg would furnish the design and construction. Mr. Humphries had requested Melberg to build for him an airplane just like the one he and Dutch Greenemeier had together built, flown for a year, and then sold to Winthrop Gardiner Jr. of Long Island, New York. Putt Humphries had possibly informed Winthrop, a friend of his, that the Melberg-Greenemeier biplane was available. That airplane was a very small single-seater with a sixteen and one half foot upper wing span and a 90 horsepower radial engine and was quite fast and agile for those days.

Melberg recommended to Humphries that they come out with a slightly larger airplane with a slightly larger engine. Humphries agreed so the MG2 emerged-- Nineteen foot upper wing span, single seat biplane with a 145 horsepower engine. Really the only resemblance between the MGW-1 and the MG2 is that they are both small single seat biplanes. It was built by Melberg with the help of a few dedicated sport airplane volunteers.

After about fourteen months concentrated spare-time labor the airplane was completed and ready to fly. Melberg flew the initial flight test on May 5, 1939. After about four hours of flight test work Humphries had been checked out in an airplane with similar landing characteristics. He left with the MG2 to join Tex Rankin's air show saying nothing to Melberg.

After about two years Melberg received a phone call from a friend in Billings, Montana. Dick Logan, manager of the Billings airport said he had a dismantled aircraft on a trailer which Melberg might know something about. As he described it, sure enough, it was the MG2. Dick said some air show people had borrowed seventy-five dollars from him and left the trailer with the airplane on it for collateral. He said if Melberg paid him the seventy-five dollars he could have the aircraft and trailer. The money was paid and a friend of Melberg's who was going to Billings on business hooked it on his station wagon and brought it back to Denver. The tired old engine was sold and the money distributed among the principal helpers. An aircraft radio man by the name of Max Pierce bought the airframe intending to restore it. He moved to Kansas City and later to Coffeyville, Kansas. All but seventy-five dollars of that money was divided among the helpers also.

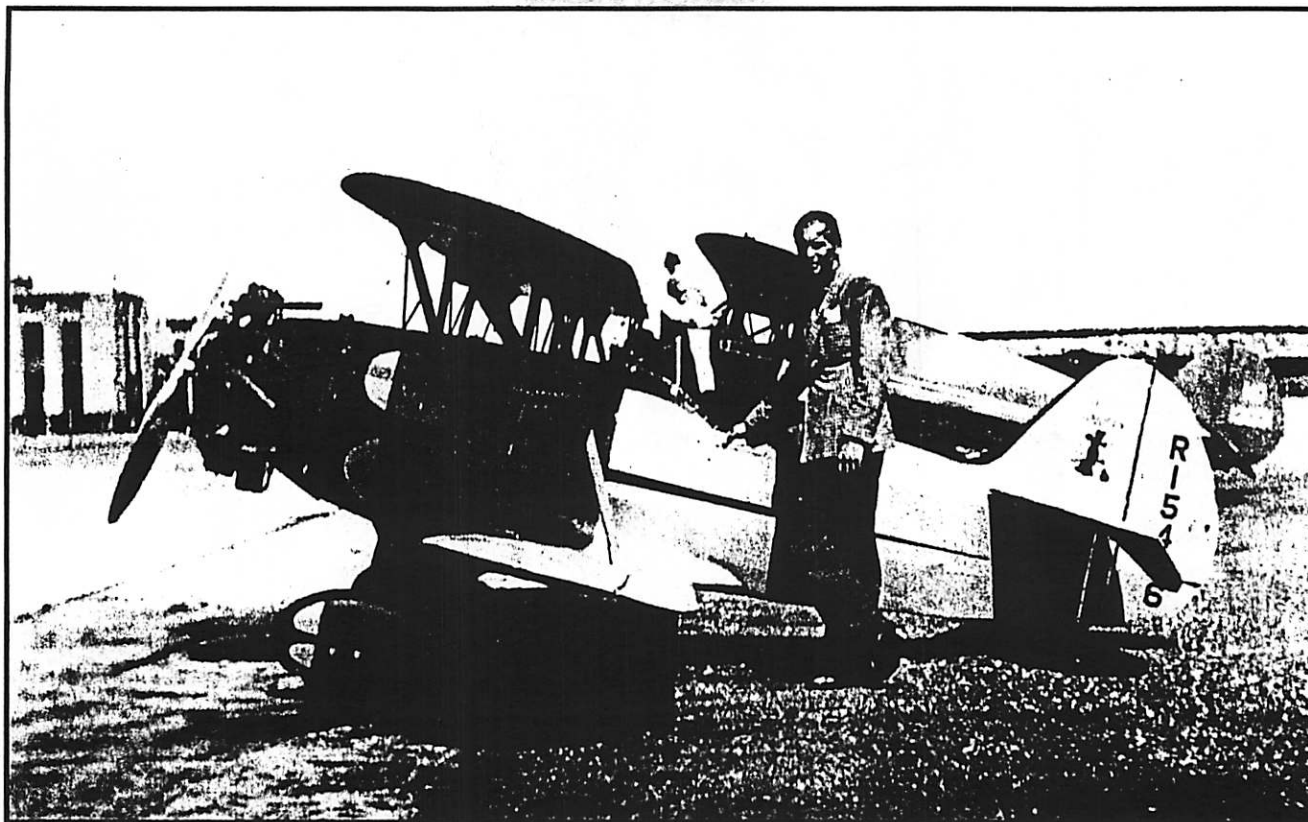
The next that Melberg heard of the MG2 was from a man in Lubbock, Texas who had the MG2 and was restoring it. Melberg, at that time a Captain for Continental Air Lines was based in El Paso, Texas and also selling Cessna air-planes part time, was too busy to visit Lubbock.

The MG2 apparently was being flown in the West Texas area and was in a hangar that was damaged in a windstorm. Since the wings were damaged a new set was built or being built when the shop burned down and the wings were destroyed.

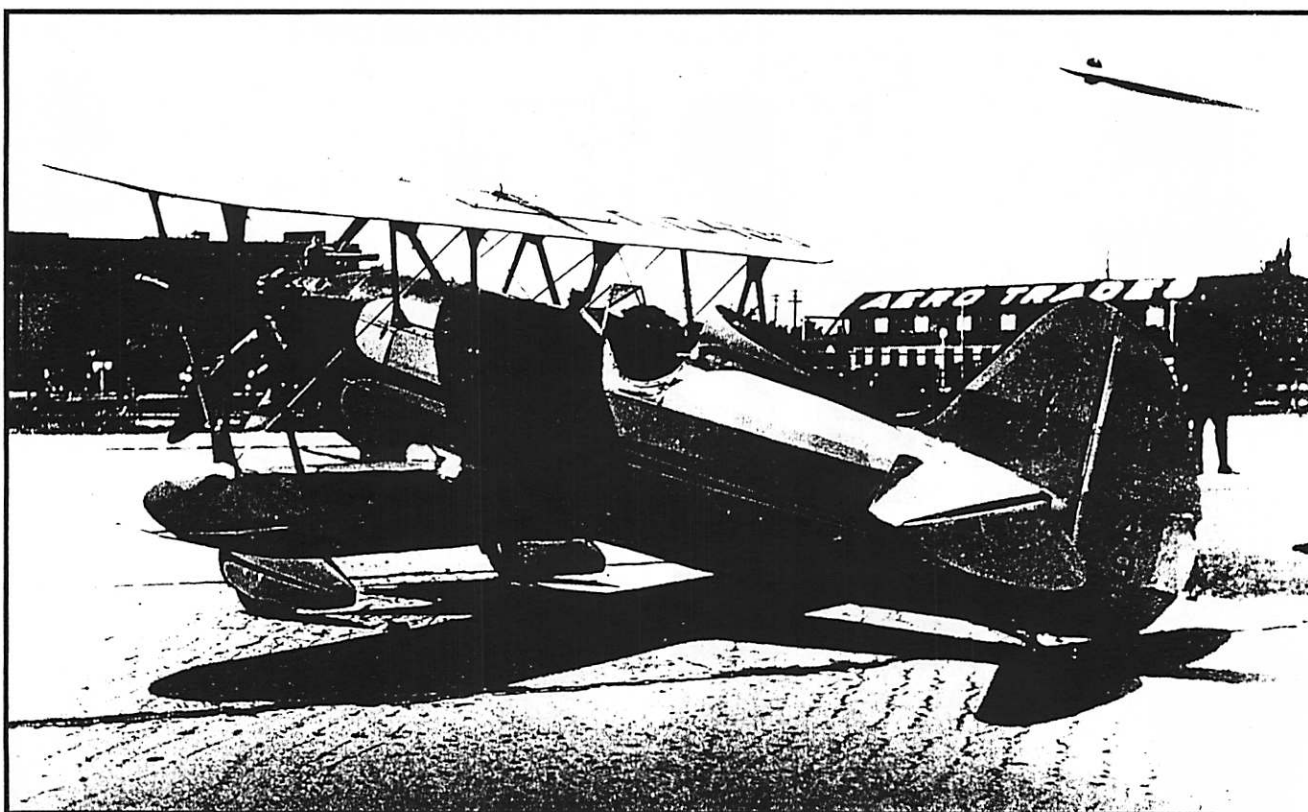
The next surfacing was a call from a man in Buffalo, NY who had what was left of the MG2. Melberg mailed him a set of plans for the wings. This was now about 1988. Melberg went up to Buffalo to visit the man and the airplane. A couple of months later a call was received from Syracuse, NY by another new owner who thought he might restore the aircraft. The next call came from Jim Moss of Puyallup, WA. Jim had a yearning for this airplane ever since he had seen it evidently performing in Rankin's air show. Jim is a retired air line pilot from Northwest Airlines. Over the years he has performed as an aerobatic pilot in numerous air-shows all over the Northwest. He is also an artist, doing sculptures of polo horses and riders. Jim is a polo player and has a number of polo ponies in Spokane WA. He told Melberg that the MG2 was for sale in Cleveland and he wanted to know all about it--specifications, performance, handling etc. He was relayed all this information. He then sent a man with a truck over to Cleveland to pick it up.

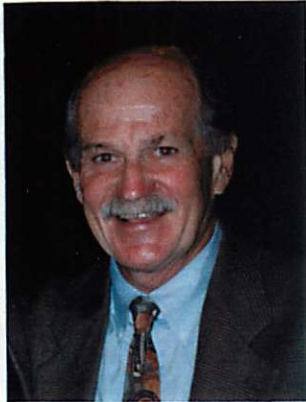
After it arrived in Puyallup Melberg went up from Thousand Oaks CA to visit Jim Moss and go over the air frame and offer whatever help he could. Jim bought a set of wings that were part of the MG3, a later Melberg biplane, and had flown extensively in Sammy Mason's Hollywood Hawks air show fleet. The MG3 was stored in Melberg's shops in Thousand Oaks at that time.

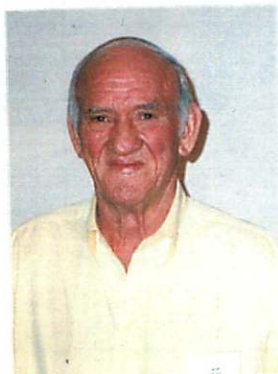
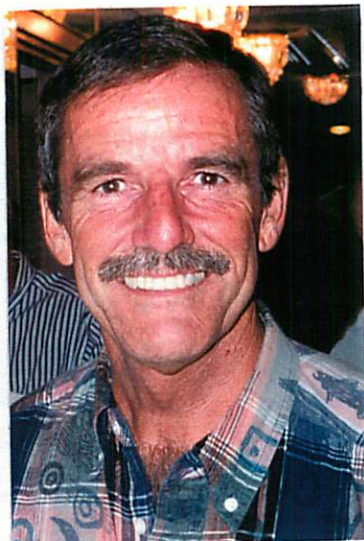
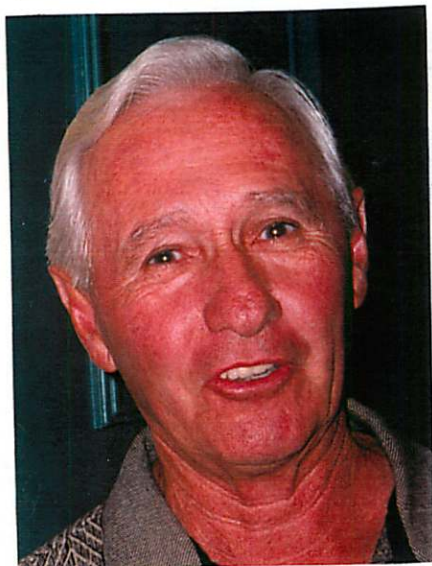
Jim Moss' restoration of the MG2 is really a work of art. He has done an exceptional job of creating a very beautiful example of a sport biplane. Of course the airplane has undergone numerous upgrades. It has a 165 horsepower engine, the original was 145, also an engine starter, alternator, inverted flying equipment, battery, landing and navigation lights, radio, fully aluminum lined and leather upholstered cockpit, enlarged horizontal and vertical tail group, wheel pants and an Aeromatic propeller. It also has the artist's inspired red and white paint scheme. It is so beautiful that it won "Grand Champion" in its class--Custom Classic--at the Arlington WA Fly-in, the third largest Fly-In in the United States. The MG2 is now registered as the Moss-Melberg MG2.



Above — Winthrop Gardiner poses with the Little Snuffy Biplane at Roosevelt Field in 1937. Gardiner was a descendant of Lord Lyon Gardiner, one of the original land owners of Long Island. The Little Snuffy Biplane had a 15-foot wing span and was 15 feet long. Despite its high wing loading, Gardiner reported the airplane flew well, though it was very sensitive to control inputs. Stall speed was in the 60-65 mph range.







LIGHT PLANE HERITAGE

Little Snuffy Biplane

by Jack McRae
EAA 93
34 Westcliff Drive
Huntington Station, NY 11746

This attractive little biplane, resembling a miniature Boeing Pursuit of the 1930s, appeared in 1936 and was known as Little Snuffy. Officially, it was registered as the Greenemeier-Melberg-Ward MCW-1, Serial No. 101, and was built by the Falcon Aircraft Company of Denver, Colorado. It was powered with a Lambert engine which gave it a top speed of 145 mph and a cruising speed of 130 mph. The wing span and length were both 15 feet and the empty weight was 510 pounds. Construction was conventional steel tube fuselage and wood wings, all fabric covered. Two gasoline tanks were installed, one in the fuselage and the other in the upper wing, giving a total capacity of 24 gallons. The ship was originally equipped with a ring cowl on the engine but because of cooling troubles, the ring had to be removed, at the expense of some performance.

In 1937 Little Snuffy was purchased by Mr. Winthrop Gardiner of East Hampton, New York and flown by him as a personal sport plane for a number of years. It was eventually cracked up in a forced landing near the East Hampton Airport and apparently never rebuilt.

In a 1956 letter, Mr. Gardiner described the airplane as follows:

"Little Snuffy was built by Ray Melberg and Harry Greenemeier in Denver in 1936. I purchased it from them in the spring of 1937. The engine was a 90 hp Lambert souped up to 130 hp. The propeller was a Hamilton Standard originally built for a Monocoupe, but we cut the diameter 9 inches so that it would clear the ground. The little ship flew beautifully and I never had any problems with it once I got used to its very, very sensitive controls. All stunts could

be accomplished with only 1/2 inch of movement of the stick and as amazing as it may seem, it landed like a powder puff at 60-65 mph.

"The only bad thing about the plane was its brakes which were so sensitive that I flew it with my shoes off. Full throw on the brake pedal was only 1/4 inch so you can easily understand the problem of proper application.

"The indicated air speed at sea level was 130-135 mph, depending on how it was flown, and the engine burned about 4-1/2 gallons per hour as I remember it."

Two other small biplanes were designed and built by Melberg and Greenemeier. One of these, called the Turbulent Turkey and powered with a 125 hp Menasco engine, was featured on the cover of the EXPERIMENTER magazine in December 1956.



photos by Danny Pflug

EAGIRLS' CORNER

Dear Friends,

We are still glowing over our wonderful Golden Eagles gathering in October, the biggest yet ! It takes so much work on the part of so many. Our thanks to everyone who helped. It was wonderful. Thank you all.

Our ladies auxiliary has elected new officers.

Alice Gorman, President

Laverne Battley, and Lanetta Wilsey, co-Vice Presidents.

Gail Grover, Secretary

All of these ladies worked very hard this time. We all look forward to seeing you in Phoenix. in '97.



Cheers,

Luverne Alrick

Postage Fund

The following are among those who have generously contributed to our postage fund

Jack Thompson	Tommy Thompson	Tom Redmond	Paul Conroy
Bill Himmelreich	Dick Schumcher	Jim Wallace	Tom Long(Disp)
Ted McClard	LaVerne Thornberry	Haldis Toppel	Max Meinen
Bert Lynn	Frank Sawin	Paul Shelton	Bob Wenholz
Dick Grigsby	Robbie Robbins	Alice Powers	Walt Green
Mary Esther Simmons	Bob Curtis	Frank Rhodes	John Bender
Don Straight	Bill Childress	Dick Dahse	Gene Newman
Walt Bybee	Doris McCoy	Norm Meyer	Walt Honan
Walt Jennengs	John Zetzman	Gary Wilsey	George Seifert
Pete Linzmaier	Hank Schneider	Jerry Donevant	Don Beck
Lee Lipsky	John Wall	Jim Higby	Joe Aldendifer
Lem Bell	John Blackis	Dick Pekarul	Moffitt Tinsley
Bernie Hallee	Cliff Pleggenkuhle	Monte Doyel	Bob Campbell
A.J Cann	Ken Alrick	Don Ballard	Jack Alley
K.D. Thompson	Ben McKenzie	Ted Herbert	Gene Oliver
Ev Ferris	Bob Kinsey	Billy Carpenter	Bud Walter
Larry Marinelli	Red Stubben	Joe Mullins	Don Gentry
Ron Bennett	Paul Grover	Jim Bryant	Dave Clough
Dee Grover	Bob Weikart	Ray Melberg	Bill Arcamuzi
Sandy Field(Hostess)	Ken Bellerue	Bill Smith, Jr.	B.D. Whitaker
Ed O'Quinn	Ray Jehlik	Frank Tullo	Jim James
Pat Stewart	Sam Smith	Dick Hague	Les Baker
Dottie Hughes	Gene Freeman	Tom Russell	Geo. Cramp
Brooks Johnston(RAPA)			

KITTY CORNER

Another year has almost come to an end. That's the bad news, but the good news is that our Golden Eagles is getting bigger and stronger each year. In spite of the rising costs of almost everything, we are still holding the line on our dues, and maintaining a respectable balance in our treasury. One thing that I, as treasurer, am very pleased with, is your generous response to the postage fund. I feel very strongly that the primary goal of the Golden Eagles is communication, and keeping in touch with our past, and keeping alive the memories of the career we all shared. The Golden Contrails is the means to that end. The postage fund is the means by which we can continue to publish this quality news letter without an increase in our dues.

I must comment on the great convention in Las Vegas this year. Due to the efforts of Jan and Bob Kinsey, our raffle netted over \$700. That and our kitty, put our hospitality room in the black. The program by Dave Stright was excellent, and enjoyed by all. It was a big success, and the plans for next year sound real exciting. My only regret was that I was so busy that I didn't get to talk to as many as I would like. I'm sure you all join Luverne and me in wishing Jack Murray a speedy recovery from his little setback. See you in Phoenix, Jack.

For those of you who feel inclined to put a note about your activities in with your dues check, be advised that I send items of interest to our editors.

Hang in there, and keep in touch.

Treasurer/Golden Eagles,

Ken Alrick
Ken Alrick



Golden Eagles Treasurers Report 11/30/96

Balance 1-1-96	\$9,411.36
Income 1-1-96 to 1-30-96	
Dues	\$4,485.00
Postage Fund	\$1,775.00
Banquet/Luncheon	\$6,442.00
Raffle	\$710.00
Hosp. Room Kitty	\$462.00
Total	\$13,874.00
Disbursements	
Golden Contrails	(\$2,073.22)
Memorial	(\$100.00)
RAPA Dues	(\$187.50)
Banquet Refunds	(\$488.50)
Plaques/Art Work	(\$224.75)
Name Tags	(\$43.36)
Stamps	(\$16.00)
Tropicana/Banquet 199	(\$6,234.56)
Hospitality Room	(\$1109.17)
Tropicana/Deposit 1996	(\$500.00)
Marriott/Deposit 1997	(\$500.00)
Bank Fee	(\$3.00)
Total	(\$11,480.06)
Balance 11-30-96	\$11,805.30

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

I have been advised that some members are not aware of the dues structure.

Please note the above

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

New Members

Jim Athos	Keith Jaeger
Jim Keltner	Ben McKenzie
Bill Berkley	Andy Camarata
Tom Schuchat	John Minniece
John Underwood	Jack Roth
Mike Lichtenfeld	Gary Morehouse
Bud Thayer	Kent Johnson
Ted McClard	Bob Bauer
Tom Redmond	Harry Cameron
Roger Paskell	Neil Smith
Jim Farrow	Kay Johnson
Bernie Hallee	Tom Holder
R reviskey	

Some of the new, old faces present: (As observed and sent to me by K.D. Thompson)

Bob And Randy Bauer, Ron and Pat Bennett, Les and Mary Baker, Chris McKenzie (wife of Ben McKenzie), Bernie Hallee, Stan and Leone Zimmerman, Gary and Linda Morehouse, Walt Greene, Gene and Phyllis Freeman, Robbie and May Robbins, Mike and Deborah Lichtenfeld, D.J. Lehman, Andy and Marilyn Camarata, Harry Cameron, Bud Thayer, Bob Wampler, and Ed Melone. From the old Los Angeles General Office, Mr. Don Beck and his wife Esther.

From the old Los Angeles Flt. Control, Mr. Tom Long and lovely wife Dee.



GONE WEST:

AL SHELLY: Died Aug. 17, 1996, after a hospital stay that was mentioned in our last issue.

ILLNESS/SURGERY:

JACK DANIEL: JACK drove to the local hospital, with his head out of the side window, (he was gasping for air), and he was put in the intensive care unit. He was released some days later with a diagnosis of a heart attack and congestive heart failure.

Medication has improved his condition, and he is able to care for his wife, ANN.

ROLAND OLSON: ROL has bladder cancer. His letter follows the "Annual Meeting" items in this column.....

ANN DANIEL: ANN has had some strokes, which have seriously affected her balance, and she falls frequently, with bruises often resulting.

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

THIS'N THAT:

A notice of **RANDAL THORNBERRY'S** demise, and a summary of his years with Continental, was printed in our last issue. His obituary follows: "**RANDALL J. (RIP) THORNBERRY** was born July 10, 1921 in



Senath, Missouri and passed away July 25, 1996, in Dallas, Texas at the age of 75. RANDALL was a distinguished veteran. He served as a paratrooper in WWII, and survived being wounded. He also served in the Korean conflict as a fighter pilot, (and) after being shot down twice he

survived with only wounds. As a veteran he received decorations of honor; one being the Silver Star. There were 14 more honors he received in the Service. RANDALL is a retired captain for Continental Airlines, and had twenty-eight years of dedicated service with them." Editor's Note: On September 25th, RANDALL'S son-in-law, LYNDY SANTERRE (in accord with RIP'S instructions), scattered RANDALL'S ashes

out over the Pacific Ocean, from a Cessna 172 that took off from Santa Monica Airport. LAVERNE THORNBERRY stayed behind in the JUSTICE AVIATION offices for the forty-five minutes required for the flight.

AL SHELLY'S OBITUARY (written by **MARVIN DAVIS**, and relayed to us by **JIM HIGBY** and **JOHN BENDER**). "**ALLEN PARKER SHELLY**, Born in Atchison, Kansas, Sept 12, 1908. Reared by Lillian and Edwin Shelly, MD., a prominent local physician who made house calls via horse and buggy at any time of the day or night. Horse named Midnight knew way home so Doctor could get much needed sleep on way back from visiting a patient. At about eleven years of age, AL took Midnight's place by driving Doctor/Dad to and from patients' homes in bright, shiny new Maxwell automobile.

Attended local public schools; participated in basketball and football, and joked about getting more bench time than playing time in both sports. Graduated from high-school at 17. Episcopal church altar boy as a youth. Father died when AL was 17, so he took job with Atchison, Topeka and Santa Fe Railroad doing surveying and miscellaneous mechanical work to help support Mom and continue education. Graduated from Kansas State University with degree in

mechanical engineering in 1929, then joined the Army Air Corps shortly thereafter.

AL got his wings and became a Second Lieutenant at Kelly Field, San Antonio, Texas, later in 1929. Was assigned to a bomb squadron at March Field, California, and flew practice and surveillance missions for several years during which he was closely associated with numerous pilot/officers who later became top leaders of the USAAF in World War II. Left the Air Corps to join fledgling United Airlines in 1935 and was based in Portland, Seattle, Salt Lake City, Chicago, and New York for United during its formative years.

Joined Continental at Denver in 1939 as Captain, and served the airline in such varied capacities as Chief Pilot, Engineering Test Pilot, Director Of Engineering and Maintenance, and as Chief Pilot at the company's B-17 and B-29 Modification Center in Denver during WW II. Returned to the work that he loved the most—that of a line pilot, in 1949. Helped open Continental's new base in Los Angeles in 1957, and flew its first flight into Los Angeles (from Denver Stapleton) in May of that year. Also flew its first Boeing 707 flight from Chicago to Los Angeles in June 1959. Continued to



serve as a senior line pilot until he retired from flying in 1968, then as Director of Operations Standards until he retired from active employment in 1969. Was a resident of Palos Verdes Estates since moving to

California with his family in 1958.

Accumulated a host of friends from throughout the country in aviation, business,

entertainment, and government. AL was not a name dropper, but he was acquainted with more notable people than most of us. Member of the Quiet Birdmen, retired pilot's associations of both United and Continental, Palos Verdes Breakfast Club, and the Palos Verdes Estates Golf and Country Club. He was an expert amateur gunsmith and hunter, a terrific golfer, and a precision metal and wood-worker.

Died August 17, 1996, from complications of several ailments which had hampered his active lifestyle in recent years, but about which he rarely complained. A true friend of us all, and a wonderful storyteller about the early days of aviation, he will be greatly missed by all of us who knew him, and held him in such high esteem." Marvin L. Davis (former CAL Vice-President)

According to our calculations 175 Golden Eagles, wives, and guests attended the banquet at our 24th Annual Convention in Las Vegas on October 1st and 2nd. They included JOE and CYNTHIA ALDEN-DIFER, JOE ALLEN, JACK and JEAN ALLEY, KEN and LUVERNE ALRICK, JUDY AMBROSE, LES and MARY BAKER, DON BALLARD, BARNEY and JOAN BARNWELL, BUD and LAVERNE BATTLE, BOB and RANDY BAUER, DON and ESTHER BECK, KEN and B.J. BELLERUE, JOHN BENDER, RON and PAT BENNETT, JOHN and LEVA BLACKIS, RAY and MARY BOOTH, JIM and DENA BRYANT, ANDY and MARILYN CAMARATA, HARRY CAMERON, BOB and BETTY CAMPBELL, A.J. and LAVERNE CANN, BILL CHILDRESS, ED and KAREN COX, LOU and OVEDA CUTHBERTSON, DICK DAHSE, JOHN DESHURLEY, GEORGE and MAE DIDLAKE, JERRY DONEVANT, KEN and LYNN DUNCAN, IKE and DORIS EIKMEIER, GENE and PHYLLIS

FREEMAN, DAVE and JACQUELYN FURULI, DON and JOANNE GENTRY, ED and ALICE GORMAN, WALT GREEN and DAUGHTER, DICK and SUSAN GRIGSBY, PAUL and GAIL GROVER, BERNIE HALLEE, JEAN HART, GEORGE HEMMINGER, BOB and KATHY HIEMSTRA, JIM and LOU HIGBY, JIM and RHODA HLAVACEK, WALT and FLORA HONAN, DOTTIE HUGHES, WALT and JAN JENNINGS, JACK JOHNSON, BOB and JAN KINSEY, JOE and MARIE KUNZ, BLAKE LAMAR, D.J. LEHMAN, MIKE and DEBORAH LICHTENFELD, PETE LINSMAIER and SPOUSE, LEE LIPSKY, BILL and JUDY LIVELY, TOM and DEE LONG, JIM and LILA MAGEE, LARRY and JOAN MARINELLI, JOE and CHARLOTTE MASINI, MONROE and RUTH MATHIAS, DORIS McCOY, CHRIS McKENZIE, MAX and NONA MEINEN, RAY MELBERG, ED MELONE, NORM MEYER, FRANK MILLS and ANNE WILLIAMS, GARY and LINDA MOREHOUSE, JACK and MARGARET MURRAY, GENE NEWMAN, AL and BURT O'NEAL, ANN (PLEGGENKUHLE) PARK, DICK and MARY PEKRUL, HERB and ALLINE PERSING, CLIFF and FLORA PLEGGENKUHLE, ALICE POWERS, ROBERT and JENNY RAWLS, FRANK and ARLENE RHODES, BIM RICHARDS, ROBBIE and MAY ROBBINS, HAL and SANDY ROSS, HANK and EILEEN SCHNIEDER, TOM and PENNY SCHUCHAT, GEORGE and STORMY SEIFERT, PAUL SHELTON, HAROLD SIMPSON, DON and ELLE STRAIGHT, DAVE and HELENE STREIT, RED and LUDDY STUBBEN, CHUCK and CAROL SULLIVAN, BUD THAYER, K.D. and CASEY THOMPSON, MOFFITT TINSLEY, KURT and HALDIS TOPPEL, JOHN and SHIRLEY

WALL, JIM WALLACE, BUD WALTER and CHLOE WYATT, BOB WAMPLER, BOB and MARY WEN HOLZ, GARY and LANETTA WILSEY, HAL WRIGHTSON, JOHN ZETSMAN, and STAN and LEONE ZIMMERMAN....

MEMORIES OF THE CONVENTION

1. Outstanding food provided by LUVERNE ALRICK, and her "Ladies Auxiliary" helpers.
2. Recognition of ALICE POWERS (at the Business Meeting) for providing the favors at each Banquet Table for many years.
3. The Banquet Speech (with slides) given by DAVE STREIT about his years of flying with Air Micronesia. It was a sentimental, humorous description of jet barnstorming into short, unpaved runways, demanding courage, and skill. WHAT AN ADVENTURE!!!! WHAT A GREAT SPEECH!!!!
4. The happy bartenders: HAL ROSS and BILL CHILDRESS.
5. Raffle ticket super sales persons: BOB and JAN KINSEY.
6. Seeing many stewardesses, including B.J. (DAVIES) BELLERUE, ESTHER (MARTINEZ) BECK, GAIL GROVER, ANN (PLEGGENKUHLE) PARK, PENNY (SPICER) SCHUCHAT, and HALDIS (RAUCHFUS) TOPPEL.
7. Seeing DR. LARRY MARINELLI and his wife JOAN, enjoying another Convention.
8. Having a chat with HAL WRIGHTSON for the first time in many years.
9. Observing JOE ALDENDFER and PAUL GROVER share football experiences. (They were both great quarterbacks, playing twenty years apart).
10. Listening to DON GENTRY as he described how two days of good golf helped him win \$12.00 from DON BALLARD.
11. Congratulating TOM SCHUCHAT on winning the Boeing 747 Model. (Were you

A little wistful, too?)

End of Convention matters—

LETTERS TO KEN ALRICK

ROL OLSON wrote, "This letter is to really inform you that I will be unable to attend this years convention. During the middle part of April, I was diagnosed as having bladder cancer. Then on May 16, I had surgery for this growth. After this surgery, the surgeons told me that they thought that they had removed all of the cancer cells, but the studies of the lymph nodes showed that one of the nodes had cancer cells, so the best procedure would be chemotherapy. I am on the last chemo procedure at this time and by the end of October I should be fully recovered. But in the mean time, my Oncologist said that I may not travel, or be indoors with large crowds, due to my immune system being depleted from the chemo.

During the last convention, Lois and I were traveling from California to Iowa and back again. We traveled with our bicycles, kayaks, and trailer house. We did a lot of kayaking along the way and did a lot of biking. Usually, we would drop off our bikes, drive upstream on a river for 10 miles, put our kayaks in the river, paddle to our bikes, ride our bikes to our van, and go back to pick up our kayaks. A marvelous way to see the country. On the way back we followed the Oregon Trail. Lois even rode her bike on part of the Oregon Trail where the ruts were prevalent in the sand. A very interesting journey.

When we returned from this venture, we took on a volunteer job of being park hosts at Casitas Lake, near Ojai, CA. This is a three month contract ; however, we are still campground hosts after a year. We are enjoying the serenity of living by the lake in our second home.

Lois and I are looking forward to going to the convention in 1997, and talking with everyone at that time. Sincerely.

ROLAND"

STEVE HANE wrote, "I see in the Newsletter that many members are into computers. I've been developing and marketing share ware programs for the past 10 years. My flagship program is a Portfolio Manager to record all investments to help prepare tax returns. Hope all is well. Thanks, **STEVE"**

ANN (PLEGGENKUHLE) PARK wrote, "Every time I talk to Daddy he says--Have you written Ken? Finally, I can say, YES! Enclosed is some money for postage for your great newsletter. The Golden Eagles are such a great group of people. You all are special. Best regards, and Love, **ANN"**

DICK CAPP wrote, "Have been out of the country teaching Russians to fly the DC-10. They love it! Am working under various contracts for McDonnell Douglas, providing various DC-10 services to all their foreign customers. Am gone a lot, but it's a great way to keep flying the big one. Cheers, **DICK CAPP"**

AL TIMMS wrote, Really enjoy the Golden Contrails—outstanding work. **AL"**

BOB LETSON wrote, "Just a note to let you know that there are a few of us "real" Continental pilots flying for Champion Air—a 121 carrier, flying charters with B-727 equipment: **WES CHRISTENSEN, ED WARNOCK, DEAN ANTHONY, DENNIS KANE, KARL NEWTON, JIMMY JETER.** Thanks, **BOB LETSON"**

End of letters to **KEN ALRICK**

CLIFF PLEGGENKUHLE, SR. has been elected National President of the OX5 Fraternity.

BOB and **KATHY HIEMSTRA** have moved to Nipomo, California. Now they can be closer to other family members. Address is: 545 Via Mira Valle, Nipomo, CA 93444 Phone (805)929-1007.

DICK SCHUMACHER has moved again. His new address is: 1805 So Balsam St #121, Lakewood, CO 80232. Phone

(303)984-0124.

Three Golden Eagles have written books. They are JACK DANIELS, BILL CHILDRESS, and BILL HIMMELREICH. JACK states that his book is for family members, BILL CHILDRESS is in the process of "fine-tuning" his work, and BILL HIMMELREICH'S book, entitled, "What's Next, Bill?" has been printed. Forty-one books were sold at our Convention in Las Vegas, with no more available at this time. BILL tells about his youth, and early interest in flying, about his WWII flying in combat in B-26's (he



flew 40 missions) and in the Ferry Command, about his return to civilian life, and about his employment with Continental, terminating with his forced resignation because of a drinking problem. It is a

very interesting book!

In early October BILL wrote, "When we moved to Santa Maria we thought it was our last move.... (But) when our little granddaughter was born—that did it. PHYLL could hear that baby calling her all the way to California. We found a little house in the Spokane Valley close to FLIP (But not too close), and now call Spokane home.

Twenty-two years ago I was told that I had both cirrhosis and emphysema, and advised that I had only a couple years to live, if I didn't mend my ways..... Yesterday I turned 77 years old; 22 years without alcohol or cigarettes.... Now my liver is OK. And I had cataracts removed from both eyes,

and lens implanted, so I have my 20/20 vision back. That's on the plus side. Now I have no driver's license, I've lost my pilot's sense of balance and coordination, and I have degenerative disease of the spine.

On Feb 2nd, PHYLL and I celebrated our 50th wedding anniversary. (Bless her heart). The children and Grandkids all came in April and gave us a big party.....



We enjoy activities at the Senior Center and at our Church. One Sunday, Pastor Roberts asked me if I would like to attend the sprint car races...(Soon after) we became members of his Church, as I figure a preacher who likes auto races can't be all bad.

There must be some pilots around who were in the Service, and, if so, please print this letter from Gene Autry. It's one plus on my side. Sincerely, BILL"

GENE AUTRY'S LETTER, "Dear Bill, Thank you for sending me A copy of your book...It brought back many memories for me and I appreciated the paragraphs about our adventure that you included. I met a lot of wonderful men, such as yourself, when I was in the Service. I am still close to many of these fine people.

It sounds as though you have weathered some tough times, but they certainly haven't outweighed the good times. You and your family have my best wishes always.

Warmest personal regards,

(Signed)

Gene Autry."

BILL HIMMELREICH, after two months of only right-seat time: "It's hard to make instrument approaches on the fuel pressure gauges."

