



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.

MAY 1998



EX OFFICIO'S CORNER

April 10, 1998

Greetings :

I am sure you are all aware that our company continues to prosper. They are carrying record loads, recording record profits, ordering new aircraft, establishing new routes and on and on. Along with all this good news Mr. Bethune and his management people are continuing to improve benefits for the employee's, both active and retired, and to once more make Continental Airlines the great airline we all once knew and were proud to work for.

One new policy change has come about in the past few months. Current, ACTIVE employee's with 25 or more years of service can now ride First Class, seats available of course, at NO CHARGE. This is something we haven't seen in years. Of course we are working for a trickle down effect to one day include retirees.

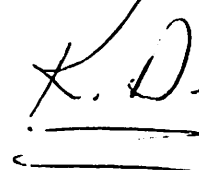
To bring you up to date on our SA-4R Travel Cards. Mary Conner, past Manager of Employee Service Center, has transferred to a different department and the new Manager is Lyn Griffith. I have talked with Lyn and she is doing all possible to get the cards out however, there have been some time consuming problems. The major one being, they are changing from an old manual record system to a new computerized system and with this all information has to be checked and double checked to be certain that all the data they have for each individual retiree is 100% correct and up to date. With our new Write Your Own Pass Card they can not afford an error and one of these cards ending in the hands of someone who is not qualified.

Once all the correct information is in the computer it will be a very easy matter to contact a vendor and have the cards printed up and distributed. Lyn advises that the many benefits for the retirees from this new computerized system will far off set the wait. Unfortunately Lyn advises this may not be until late summer. It is just one of those things they do not want to hurry and a take a chance of something going wrong. I assured Lyn that we all can understand that.

Lyn wanted me to assure all retirees that the company is determined to do everything possible to make our travel benefits easy and enjoyable. Along those lines they are updating the off-line travel policy and some other items which should be available for distribution later in the year.

Should anyone have problems you can contact the Employee Service Center at (713) 834-5366.

Regards:

A handwritten signature in dark ink, appearing to be "K. D.", written over a horizontal line.

CAPTAIN'S CORNER



Greetings:

Hopefully things have gone well for the majority of our members since the holiday season ended and the long winter is over.

Our company has been blessed with an outstanding 1997. Continental Airlines has once again shown itself to be one of the top carriers in the entire world. Our management and employees share a great sense of pride in their accomplishments. This year is starting out to be even more fantastic with additional destinations and new aircraft.

In 1996 I had the good fortune of meeting Greg Mantz, the grandson of the legendary aviator Paul Mantz. As most will recall, Paul was perhaps the greatest of the precision flyers from the 1930's through the mid 1960's. His exceptional flying skills were captured forever during the filming of virtually every Hollywood movie that featured aviation sequences. His career in aviation includes every milestone along the way and his life story is truly extraordinary.

Greg Mantz has captured his grandfather's aviation career on video and slides. He is an architect by trade, however, his fascination with his grandfather's life has motivated him to create this high quality presentation. I have asked and he has agreed to make this presentation as our featured event following the banquet dinner in Las Vegas at the Tropicana.

Our Tropicana dates are October 13th. and 14th. Paul Grover has been working on the golf itinerary which will be closer in to the city. It should be enjoyable as always.

Best Regards,

Gary Wilsey

RESERVE CAPTAINS CORNER

This fall we, the Eagles, will be back in Las Vegas. Captain Wilsey has arranged a program which will be interesting to all our aviation minded attendees. Gary and I along with our wives will be visiting Las Vegas in mid May to confirm arrangements for the fall get together.

Houston still remains on the list of possible future locations for our gatherings and a return to Phoenix is under discussion since we had very positive response from all who attended last years convention. Perhaps in 1999 or 2000.

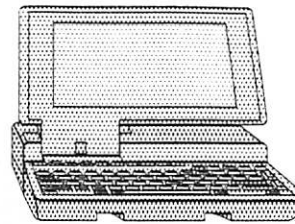
If you have been thinking about urging a member to rejoin who previously dropped out of our group or thought recently about someone who has been asking to join, NOW is the time. Encourage them to do so. There are many eligible CAL people who could be enjoying the warmth and friendship of our members while they are renewing fond memories of times passed at Continental. I remember a few years ago being invited back by members like the Alleys and the Canns and totally enjoying the return experience. I would hate to have anyone miss out on such good times, so lets get to work on increasing the membership.

Ken Alrick has continued tirelessly to keep the finances in order and is pleased with the response to requests for donations to the postage fund in support of mailing our excellent news letter. Dick Grigsby has certainly done a beautiful job of keeping a professional look to the "Golden Contrails" and he appreciates any and all inputs on items which are of interest to the membership.

Have a good summer, we'll see you in L.V. when fall rolls around.

A handwritten signature in black ink, appearing to read "Ed Gorman". The signature is fluid and cursive, with a large initial "E" and "G".

Ed Gorman



EDITORS' CORNER

FRONT COVER---- Hal Ross discusses features of Grumman Bearcat with Palm Springs Air Museum docent.

POET'S CORNER---- The idea for "THAT'S IMPOSSIBLE" is borrowed from an old skit of Bill Cosby and tailored to fit in with our life's work. "MORNING FLIGHT" is borrowed from an OX 5 Aviation Pioneers newsletter. It was submitted by Richard F. Cooke, #8437 and written by his wife, AnnaBelle. He taught her to fly in 1939. AnnaBelle soloed in ten hours after flying six different airplanes including a Gypsy Moth, SM-2 Stinson, D-33 Standard, Rearwin Sport, J-3 Cub. She also rode with her husband in a Travel Air 2000 (OX5).

CENTERFOLD---- Color pictures of some of the Palm Springs Air Museum warbirds were taken by Dick Grigsby on a recent trip to the low desert. Specifications of the aircraft listed on the previous page were gleaned from display standards and from docents in attendance.

"WE CARE"---- Your editors are finding that input from the field is increasing as more and more members take advantage of E-MAIL to provide us with information on their activities.

POSTAGE CONTRIBUTORS---- Our thanks, once again, to the postage contributors. Not only do you help in large part with the expense of publishing and mailing GOLDEN CONTRAILS, but your taking the time and trouble to participate is a good indication of your continued interest in the publication and in the group as a whole.

BACK COVER---- Spectacular views of the F-14 which graces the entrance of the Palm Springs Air Museum and the Grumman TIGERCAT, which any of us would have given our eyeteeth to fly. If any member was lucky enough to fly this aircraft would you please take time to send us your account of that experience.

NEXT ISSUE---- The next issue of Golden Contrails is planned for mailing in late August and will be dated September. It will contain specifics on our reunion in Las Vegas in October complete with reservations forms and information.



THAT'S IMPOSSIBLE!

That's impossible! I can't do all *that*! *Nobody* could do it. It would be a miracle if that ever got done. Well..... let's just see.

Do you remember the old television show, *That's Incredible*, with John Davidson, Kathy Lee Crosby, and Fran Tarkington? They brought to us incredible feats of daring, skill, animal training and the like, and they were, indeed, incredible, i.e. hard to believe.

Consider, though, the impossible, i.e. incapable of accomplishment. Consider, also, that you are asked to do the impossible by much higher authority. Would you try to do it? Many have! Military subordinates in wartime for example. Don Quijote for another. And then there was our old friend, Noah. You remember Noah, don't you? The Ark and all that?

Now Noah was getting old. He was a carpenter by trade, just like another good friend of ours! Well, one day Noah was out back in his little shop, working some furniture or something, when he thought he heard a voice.

MISTER BOFFO By Joe Martin



"Noah?"

"Somebody call?"

"NOAH!"

"Oh..... is that you, Lord?"

"Noah, there's never anyone else out here but the two of us. Of course it's me... I?"

"Well, Lord, it's good to hear your voice again. It's been a long time!"

"Noah, I want you to do something for me."

"Right. Anything. What's up?"

"Noah, things have come to a sorry pass. It seems as no one really trusts or believes in me anymore, does my bidding, keeps my commandments.... that is excepting you, Noah. You're the only one who is like, well...., like my own Son."

"Well, thank you, Lord. I *try*. What is it you want me to do?"

"Noah, make thou an Ark..... of gopher wood."

"Right. What's an Ark? And where do I find this here *gopher* wood?"

"Never mind that right now, Noah. Make it 300 cubits long and 50 cubits wide and about, say, 30 cubits high."

"Right. What's a cubit?"

"NOAH! Now let me think. Put in a couple of tall folding doors, so everything can get in and out. And you'd better put in a big skylight for illumination."

"What do you mean, *everything*, Lord?"

"Noah, I'm going to make a flood. I'm going to make it rain for forty days and for forty nights, and this flood.... you understand *devastate*?.... this flood is going to devastate every living thing on the earth that either can't live in water or that isn't on your Ark."

"MY ARK?..... Right!"

"Now Noah, you've got plenty of time to do this, but don't procrastinate. I want it done soon.... so I can get on with my flood."

"Right."

"That's not all, Noah. That's not all by a long shot! Then I want you and your family to go out into the world and gather up all the living things, two by two, male and female so that they can, you know....reproduce. Now that's all the insects, all the snakes, all the birds, and all the animals.... elephants, giraffes, hippos, rhinos, lions and tigers.... all of them."

"LIONS AND TIGERS?"

"Yes. And when you get them all together I want you to put them all on the Ark. Then you and your family get on. Now that's you, your wife, your children and your children's children.... and you can bring along a couple of friends if you want to. Now Noah, bring along plenty of food.... you're going to be at sea for a long time."

"AT SEA?"

"Yes, and you'd better give some thought about how you're going to handle the.... uh, the *disposable* materials. Then I'm going to make it rain. Now I want you to fear not, Noah, for I'm going to send my Angel to watch over you and to keep you from harm."

"Right!" But Noah thought to himself, "That's impossible. I can't do all that. Nobody could do it. It would be a miracle if that ever got done!"

"NOAH. Do it! If I have to do all this myself, Noah, I don't need you. You understand?"

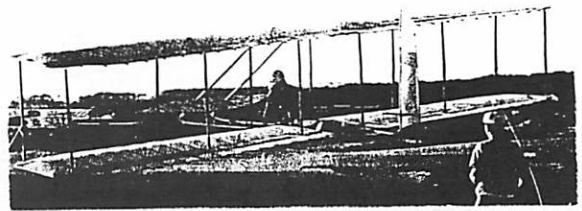
"Right." And, as it is written in your Bible, thus did Noah, according to all that God had commanded him, so did he! You believe *that*? WELL.....

Six thousand years later, give or take a couple of hundred..... Wilbur and Orville Wright.... Right? They come on the scene. Now these two brothers had a bicycle shop.... they made and repaired bicycles for a living. One day they were out in the shop working away when an Angel of the Lord appeared unto them and said, "Greetings! Thus saith the Lord God: 'Blessed art thou, Wilbur and Orville, for thou shalt cause to be fashioned a machine, which will fly through the air like a great bird, and with a great noise, but without any flapping of wings. And thou shalt call thy machine an *aeroplane*.'"

"Right."

"That's not all, boys. That's not all by a long shot! And during thy generation and that of thy children, thee and thy associates shall cause to be fashioned *thousands* of such machines, greater in cubits than the Ark of my servant Noah, which will transport my people to all places on the earth in peace and in *WAR*. And these machines shall have no visible means of suspension or propulsion, but shall fly at almost the speed of sound and out

of sight with their altitude.’”



“Right. That’s impossible! We can’t do that. Nobody could do it. It would be a miracle if that ever got done.” But..... thus did Wilbur and Orville and their associates according to all that God had commanded them, so did they. You believe *that?*..... *WELL*.....

Thirty years later, give or take a couple, Richard..... age eighteen!

And an angel of the Lord appeared to him in a dream saying, “Blessed art thou, Richard, for thou shalt become a pilot of those machines which God’s servants, Wilbur and Orville, have caused to be fashioned after His commandments. And thou shalt train thyself in the art of flying all manner of *aeroplanes*.”

“Right!”

“That’s not all, Richard, that’s not all by a long shot! And thou shalt submit thyself to be tested by thy fellow pilots in each of them; and thou shalt suffer to be given a physical examination at least once every six months, during which blood shall be taken from thy veins and samples of thy urine given for analysis. And a machine shall be connected to thy body to determine the workings of thy heart. And all manner of tests shall be administered to determine thy continued fitness to fly His *aeroplanes*. And thou shalt take no harmful drugs into thy body, neither intoxicate thyself with too much wine, but rather keep thyself ever ready to fly wherever He wouldst have thee to fly.

And during thy time as a pilot thou shalt accomplish more than thirty thousands of hours of piloting, and transport His people more than ten millions of miles. Beware, though, that through thine own negligence thou injure not any of His people nor damage any of the machines, but be ever diligent in the performance of thy duties as pilot.

And thus saith the Lord: ‘If thou doest my bidding and keepest my commandments, then great shall be thy reward in heaven, for I will make thee pilot of such machines as thou hast not even *dreamed*! And as a token have I sent this, my Angel, to watch over thee and to keep thee from harm.’”

“Right! That’s impossible. I can’t do all that. *Nobody* could do it. It’d be a miracle if that ever got done.”

But..... thus did Richard, according to all that God had commanded him, so did he.

And so..... did..... YOU!

AMEN

R. S. Grigsby



MORNING FLIGHT

Sometimes looking up at a hazy blue sky,
up at a jet trail, wispy and thin earth-white,
up at a shattering sound, I hear
an echo, echoing the cry of men
that once flew in the sight of the warm earth,
following a river's flow, a curved track,
over the snow-swept mountains
and the cities aglow in the dark night.

Daring the silence of the gray mist and fog,
Knowing the smell of grass and rain,
Knowing the throb-whir of engines,
and the sound of wind,
knowing a life broken and crumpled,
with a fallen wing, they flew the tiny machines
through a clockless hallway of sky, and together,
under that early star, chose an uncharted dream.

-AnnaBelle Cooke

BAD COMMUNICATION

Transcript of a radio conversation between a US Navy ship
and Canadian authorities off the coast of Newfoundland in Oct. '95:

Americans: "Please divert your course 15 degrees to the north
to avoid collision."

Canadians: "Recommend you divert *your* course 15 degrees to the
south to avoid collision."

Americans: "This is the Captain of a US Navy ship. I say again,
divert **YOUR COURSE!**"

Canadians: "No. I say again, you divert *your* course."

Americans: "THIS IS THE AIRCRAFT CARRIER USS
MISSOURI. WE ARE A LARGE WARSHIP OF THE US NAVY.
DIVERT YOUR COURSE NOW!!!"

Canadians: "This is a lighthouse. Your call....."

THE PALM SPRINGS AIR MUSEUM

The concept of the Palm Springs Air Museum sprang from a group of aviation-minded Palm Springs residents, of which I was one.

It was decided that the main thrust of the concept would be the featuring of WW11 warbirds, mostly renowned Naval Aviation aircraft, since Mr. Bob Pond, the principal financial benefactor of the project, had already collected and restored many of this type, he having trained as a Naval Aviator.

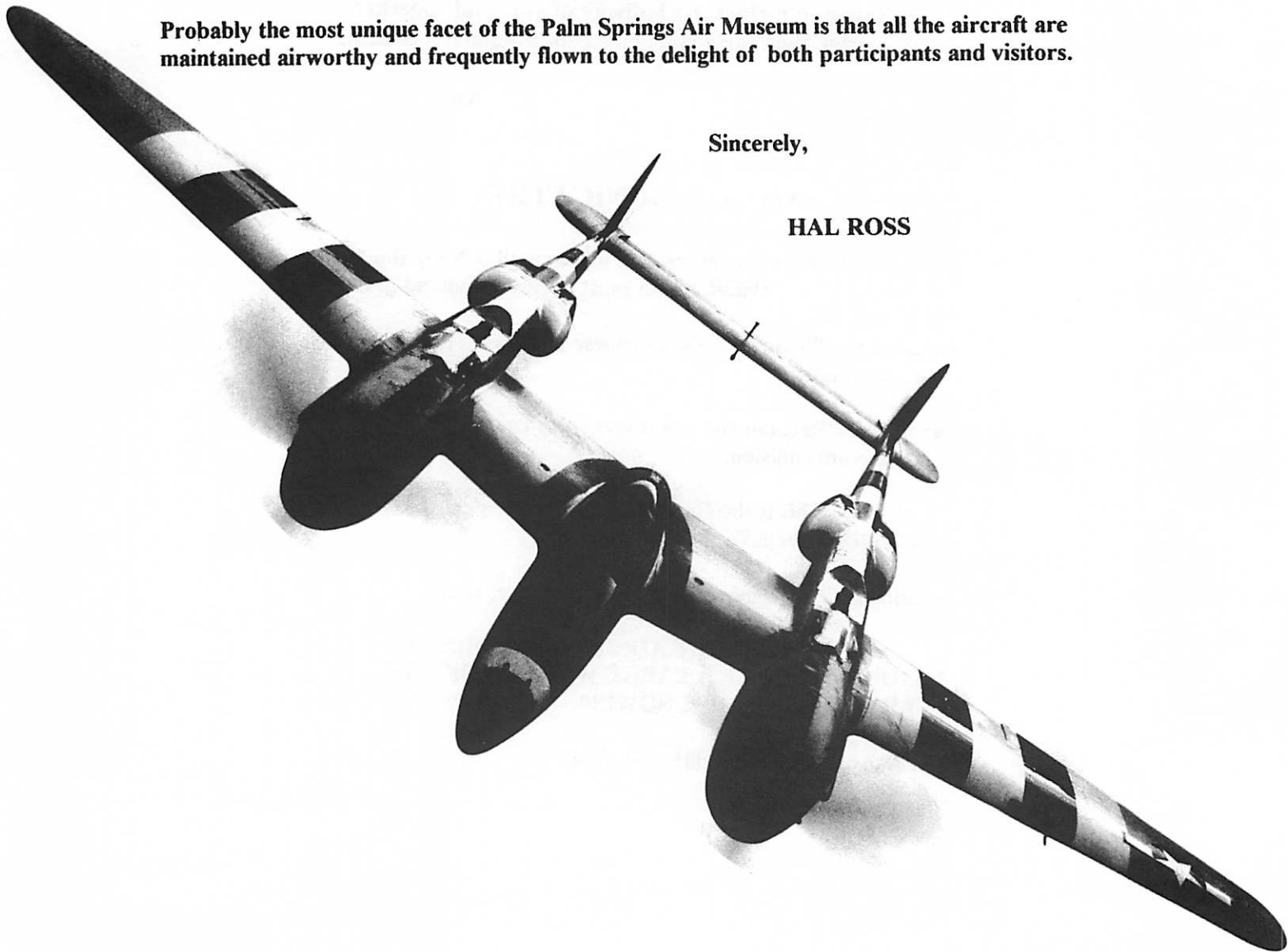
From the time of the original concept in late 1993 to the opening of the 50,000 square foot facility was just a little over three years, which must be something of a record, considering all of the areas of negotiation, planning and finance involved. The Palm Springs Air Museum opened for business on Veterans Day, 1996.

The Museum is dedicated to the education of people, young and old, to the true facts and history of WW11 as it related to aviation. It is intended to honor those veterans who served so selflessly on the ground and in the air protecting the United States of America and its people from the designs of an aggressive and dangerous enemy.

Probably the most unique facet of the Palm Springs Air Museum is that all the aircraft are maintained airworthy and frequently flown to the delight of both participants and visitors.

Sincerely,

HAL ROSS



#1 General Dynamics F16N
"FALCON" Aircraft used in
Top Gun School at Miramar.
Mach 2+ In Soviet style camouflage.

#2 Front Entrance Display.
Grumman F14 "TOMCAT".
Mach 2 Interceptor.
This one from VF41, "The Black ACES".
First to drop a boomb "in anger" during
Bosnian deployment. Note rear view, as
the enemy might view it in a dogfight.

3 and #4 "Mitch the Witch"
B25 Mitchell. Wt. 41,800#
Span 67' Max. Speed 285 @ 15,000'
Range 1350 miles. Service ceiling 24,200'
One of 16 to bomb Tokyo 4-18-42

#5 Hal Ross listed on plaque of Charter Members

#6 Unusual head-on view of Ryan PT-22
Note amazingly clean lines. 160 hp Kinner
5cyl. R540-1. Wt. 1860# Speed 120 mph.

#7 Douglas SBD "Dauntless" Began as the
Northrup BT-1. Wright 1200 hp. Speed 252
weight 10,000#

#8 Douglas Attack A-26 "INVADER" 1945-46
Two R2800 engines 2000 hp each. Wt. 26,000#
Speed 355 mph @ 15,000'. Span 70'. Range of
1400 miles with 4000 lbs of bombs. Considered
the best ground attack and tactical bomber of WWII.

#9 F7F "TIGERCAT" by Grumman ("The Iron Works").
Two Pratt @ Whitney 18 cyl. WASP engines of 2400 hp each.
Span 51'. Speed 367 mph at SL, 435 mph at 20,000'. No
action in WWII. Operative in Korea as a night fighter.

#10 Gruman F4F "WILDCAT" Wright Cyclone R1820
9 cyl. engine. WT 7500# Speed 332 @ 28,000' Range
900 miles. Service ceiling 35,000'. GM Eastern Division
produced 4467 FM-2S in 13 months!

#11 Vought-Sikorsky "KINGFISHER" observation scout
P@W 450 Wasp. Wt. 6000#. Speed 160. Range 1300
miles @ 100 mph. Service ceiling 13,000'. Saw WWII
service aboard USS INDIANA in New Georgia, Marcus.
Gilbert, Marshall, Marianas Islands.

#12 Douglas "Dauntless" taxiing out for takeoff and
fly-bys from the ramp of the Palm Springs Desert Air Museum.





EAGIRLS' CORNER

Dear Friends,

In less than six months, we shall have the opportunity to be together again at the Tropicana in Las Vegas. Sometime in May, the Wilseys and the Gormans will be in Las Vegas to make the necessary arrangements for our twenty-sixth reunion. Anytime before October, any wishes, ideas and suggestions you have to make this another wonderful gathering are welcomed and appreciated.

The election of officers is held each year. You are encouraged to recommend to the nominating committee a candidate of your choice or to submit your own name if you are interested.

Nominating Committee

La Vern Battley - Chairman	Dena Bryant
6302 Meadowtrace	P O Box 309
Spring, TX 77389	Melissa, TX 75454
281 376-9254	972 838-2212

On a personal note, Ed and I will be spending the summer - July 4 -Sept 10 - on Cape Cod. Our mail shall be forwarded but to reach us directly our address will be:

119 Alcott Road
East Falmouth, MA 02536
508 540-9311

Let us hear from you on any reunion ideas or concerns. Give us a call if you are living or traveling in 'our neck of the woods' this summer.

With warmest regards,



Alice Gorman
President

"Everybody has their ups and downs so I decided to have mine between good and great."
David Hoogterp

SCRIBE'S CORNER



My fellow Golden Eagles,

Well it is that time of the year when we start looking forward to our fall convention. This year we are back at the Tropicana in Las Vegas, NV, so start putting away your money for the tables.

Paul Grover has set up a great outing for the golfers. It is at the Primm Valley Golf Club, which is about 35 miles south of Las Vegas. Golfers should plan to arrive on October 11th as the tournament will be held October 12 & 13. The entry information can be found in another part of this issue.

The convention starts on October 13th in Las Vegas. It will be difficult to beat the Scottsdale Convention, but your committee is doing their very best to show you a great time. We will look forward to seeing as many of you as possible and please remember to bring a new member.

Membership application forms can be found in the crew rooms at Newark and Houston. We are hoping to see many new faces in Las Vegas. See you there!

Your Secretary,

Don Gentry



Golden Eagles Treasurers Report 4/30/98

Balance 1-1-98	\$12,788.71
Income 1-1-98 to 4/30/98	
Dues	\$2,290.00
Postage Fund	\$421.00
Total	\$15,499.71
Disbursements	
Plaques/Art Work	(\$73.08)
Total	(\$73.08)
Balance 11-30-97	\$15,426.63

New Members

Jim Abney	Dave Wood
Bob Shelton	Frank Anderson
Chuck McKay	Kent Estabrook
Chuck Hammer	Art Swanson
Mike Burke	Ken Hultgren
Larry Hall	Tom McGar

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 1996 only.) are subject to removal from the mailing list after Jan. 1st of 1999

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

As you can see our bank account doesn't show much activity this time of year. That is a little misleading, because I have been busy recording dues payments. Our balance is up, but I must point out that we still have some obligations, which will come due this year. We have not completed our plans for the 1999 convention. This will call for a payment to hold our block of time. The cost of publishing will be another item. All in all, our balance looks good. We are a bit ahead of previous years, but with the increase in our membership, we need a bit more to meet all our obligations as they come up.

Again, I want to thank those of you who contribute to the postage fund. This enables us to continue with this high quality news letter. This medium of communication fills a need which is the very basic reason for the existence of the Golden Eagles..

Ken Alrick,

Contributors To Postage Fund

Max Reinig, Joe Aldendifer, Bob Wilson, Jack Daniel, George Seifert, Don Leseberg, Ray Durden, Herb Persing, Lem Bell, Eddie Miller, Frank Vincent, Gene Hersche, Ruth Gehr (Hammonds) Harold Hall, Jim McNulty, John Carl, Walt Honan, Rube Cage, Wally Leo, Tom Frazier, John Hodge, A.A Rippey, Dick Hague, Henri Rogers, Ray Jehlik, Al Timms, Ernie Islava, Jordan Jones, Bill Lively, Jim James, Art Sparks, S.Lee Smith, Bob Current, Virg Hemphill, Steve Hane, Guy Casey, Rick Shoemaker, Bob Warner, Jerry Navarro, Paul Sanwick, George Didlake, Joe Dentz, Walt Jennings, Tom Holder, Mike Bender, Bob Sykes, Darryl Christian, Ken Lakes, Bernie Hallee, Bill Laughlin, Tom Long, Pleggie Jr. George Cramp, Gene Oliver, Frank Sawin, Laverne Thornberry, Kay Johnson, Shaun Ryan, Tom W. Green, Hal Spores. Carl Domschke.

*****E-Mail*****

As many of you know, I am compiling a list of E-Mail addresses. I have put them on a distribution list, which permits sending mail to the entire list at one time. This is great for getting out important news. If you are not on the list, send me a note, and you will be added.

My E-Mail
alrickfk@pc.net

E-Mail Addresses

Alrick, Ken	alrickfk@pe.net
Anderson, Frank	jfajr@worldnet.att.net
Baker, Les	72012.531@compuserve.com
Ballard, Don	richardb@diac.com
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Childress, Bill	mycl@idt.net
Lou Colombo	lou11@prodigy.net
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Coss, Wes	wescoss@juno.com
Dennis, Pete	pdennis@n-link.com
DeShurley, John	jrde@juno.com
Didlake, George	gh_didlake@msn.com
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Paul Grover	71142.2047@compuserve.com
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Killough, Lori	ldkillough@aol.com
Leeper, Bill	BillLeeper@aol.com (note caps)
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McGowan, Norm	normret@flash.net
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Murphy, George	geor3ge@aol.com
Nakagawa, Wayne	wabren@aol.com
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Weikert, Bob	rrobor@juno.com
Wilsey, Gary	wwwine@aol.com

If you wish to be on this list send an E-Mail to Ken Alrick

GONE WEST:

PAUL CONROY: Died Oct. 20, 1997 of congestive heart failure.

WAYNE CASE: Died early in 1998.

BILLIE D. CARPENTER: Died Feb. 3, 1998, after a cerebral hemorrhage.

WALLY LEO: Died Feb. 8, 1998, following a heart attack.

VAN ELKINS: Died late in Feb. 1998.

JANET MORAN (WIFE of DAVE): Died Oct 10, 1997.

JUDY PHELAN (WIFE of BILL): Died Oct 13, 1997 of a cancer related illness.

PATRICIA HENRY (WIFE of JOE): Died Dec. 27, 1997 of Lou Gehrig's Disease.

ANNE DANIEL (WIFE of JACK): Died Feb. 24, 1998.

ILLNESSES/SURGERY:

GENE OLIVER spent some time in the hospital in December, 1997, but he is back home and is feeling very well as he approaches his 90th birthday

DICK GRIGSBY recently had surgery to clear an obstruction in his carotid artery, discovered during an annual physical. An endarterectomy opened the artery, but an angiogram indicated angioplasty was necessary. **DICK** had the two hour operation, and a month later his stress cardiogram was normal. Now he is waiting six months for the FAA to renew his medical certificate, in order to join **NORM MEYER** as a member of the UFO (United Flying Octogenarians).

TOM FRAZIER had hand surgery on Jan. 15th in Seattle. He made several trips to the mainland for medical checkups, with the result that he is far behind on the many projects that he had planned to accomplish during the winter months. **TOM** was unable to write, so his wife, **ELLIE** sent this information.

BEN WILLIAMS had a heart attack on Nov. 29, 1997. **BEN** had a quadruple by-pass and was home for a few weeks, but then had a stroke and was back in the hospital. He is a home now, and is in good spirits and is looking forward to recovery. His new phone number is (903)451-3915.

ELLIE FRAZIER had a heart attack on Jan. 2, 1998, and when the local doctors could not stabilize her, a chopper flew her to Bellingham, WA. During the flight her heart stopped three times, with a defibrillator reviving her each time. In Bellingham, after CPR, she had an angiogram, followed by angioplasty. She is well on the way to recovery, and expects expects "*to be completely out of the woods in six months.*"

DORIS McCOY had a stroke in November of 1997, but romance has improved her life! (See more in **THIS'N THAT**).

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

THIS'N THAT:

PAUL F. CONROY left the University of Rhode Island as a Junior to become a flying cadet. **PAUL** flew transports out of Burma, over and through the Himilaya passes to China, to supply the famous Flying Tigers. Because of the heavy cargo

he carried, and because of the weight of the necessary fuel, **PAUL's** plane often couldn't get high enough to go over the towering peaks, and **PAUL** had to weave his way around them, contending with treacherous winds and fog. **PAUL** also helped to evacuate soldiers and refugees from sites



about to be overrun by the enemy, and he was in command of the aircraft that flew General Jimmy Dolittle out of dangerous territory after Jimmy's

daring air raid on Tokyo. After leaving the service with a Silver Star and the Distinguished Flying Cross, Major PAUL CONROY joined Continental Airlines, had another distinguished career as a pilot, and retired as a Captain. TOM FRAZIER reported that PAUL had visited him last August and seemed in good spirits with a good appetite, but that after visiting his brother in Santa Barbara, PAUL had forty ounces of fluid removed from his right lung, apparently the onset of his demise in October.

WAYNE CASE graduated from USC with a degree in geology, and after graduation he became an Air Force pilot and flew B-52's in the Strategic Air Command. WAYNE joined Continental in 1959 and he married PAULE in 1960. During his career with Continental he flew DC-3's, Viscounts, Boeing 767's and DC-10's. He was promoted to Captain in 1964, and enjoyed golf, hunting, and discussing current events and the stock market. In the immediate past WAYNE had been troubled with heart problems (bad aortic valve). WAYNE is survived by his wife, PAULE, three children, and three grandchildren.

BILLIE CARPENTER took his first airplane ride in an OX-5 Longwing

Eaglerock biplane in 1926. He soloed on Nov. 17, 1931, and in 1933 he had a Transport Pilot's License and an Airplane and Engine Mechanic's License. In May, 1942 he joined Continental Airlines as a copilot, and was promoted to Captain in 1944. He retired from Continental as a senior Captain, after having flown over 30,000 hours of logged flying time, spread out over every type and size plane that Continental had in their varied fleet.



BILLIE D. CARPENTER

He was well liked by all his fellow pilots, and he will be sorely missed. BILLIE is survived by his wife, PEGGY, and daughter KARON, and son, BILLIE D.

WALLY LEO came to Continental in Oct. 1966, after a career as a Marine Pilot, flying A-4's. After 1985, WALLY flew for Air California, and American Airlines. About two years ago he was hurt in an auto accident with a badly injured ankle. Prior to his death he had no indication of any heart problems. JAN LEO wrote, "Continental was most cooperative in arranging the insurance annuity payments, and a new pass card for travel. WALLY was a golfer (his first love), so I am setting up a scholarship for a golf student in Laguna Beach and on Bainbridge Island. The information is, "Fidelity Federal Bank, 310 Glenneyre St., Laguna Beach, CA 92651. (Credit: Wally Leo Memorial Fund)."

ANN DANIEL died in her home in Fallbrook, after a lengthy illness. She had

been employed as a fashion model at Neiman Marcus in Dallas in the 1950's. But when she and her husband JACK DANIEL, moved to Fallbrook, she excelled in a new role as a leader in charitable organizations, including founding a chapter of the National Charity League, and becoming a charter member of the Angel Society of Fallbrook and Rally for Children. ANNE is survived by her husband, JACK, a son and a daughter, and two grandchildren.

GARY WILSEY received a note from LIGEA McCRAKEN PAINTER saying, "I'm sending you my family's heartfelt thanks for the gift from Golden Eagles in JACK'S memory....Continental Airlines was Jack's life for so many years. He missed it very much after he retired".

KEN ALRICK wrote, "BOYD CARPENTER wrote that even though his sight was failing, his corneas were healthy, and he (BILLIE CARPENTER) donated them to bring sight to someone else. It is wonderful to think that those eyes which have seen so much will go on to see again. KEN "

GARY WILSEY advised that he has, "not retired to the vineyard—he has another three years yet!"

DAVE MORAN wrote, *I may not have been specific in my note to DICK, so let me clear up any misunderstanding. The event CAL Flt. Ops. sponsored in December was to honor those pilots who attained age 60 during the fourth quarter of 1997. Additionally, they chose that event to recognize DAVE CLOUGH, CHARLIE STARR, and myself for having completed 40 years with the Company. We three had all passed age 60 some time before, but remained on the payroll as second officers.*

DORIS McCOY wrote, "I had two small strokes on Nov. 3&4. This was quite a shock to everyone including me, but I'm working hard to rehab and expect a full recovery in time—it takes a long time, I understand.

The very special man in life now—"TRAM" and I are moving to Dallas. Beginning on Jan. 14th our new address will temporarily be "c/o Al T. Watson, 7017 Joyce Way, Dallas, TX 77215-1724"

GENE NEWMAN and ERMA JANCZAREK are engaged to be married. They plan to answer "I do" before the end of this summer.

CHRISTMAS LETTERS TO R. GRIGSBY

"We took a trip to Alaska this summer, so MARYLEA could see the place once. She liked everything and I was happy with all except the airline travel up and back. I do not like rear seats stuffed in the corners. Have been spending spare time building a 1929 Travel Air 5000 for HARRY HANSEN. We go someplace not too far for a couple of weekends a month in the R.V. The Golden Eagle shows you spend much time taking care of work. MARK and MARYLEA (SCHELLENBERG)."

"All of the Golden Eagles appreciate what you do for all of us, and it's proving that by the interest and attendance at our Reunions. You and GENE keep up the good work. FLORA and PLEGGIE."

"Greetings from this 82 and nearly 91 year old couple.....We still belong to our clubs and enjoy dinners out with various friends to keep us in touch. We attended the Hollywood Bowl twice this year with friends and, as last year, we splurged on box seat tickets and dinner. Wonderful programs. We really enjoyed seeing the B-2 float over while the Marine Band was playing Stars and Stripes just prior to the July 4th concert. Makes you proud. We saw the stage musical, 'Show Boat' in February and have tickets to see 'Ragtime' in January. This is the year of doctors. JOHN goes with me, and I with him. I did have both eyes operated on for cataract surgery. Both doing well.....JOHN and MICKEY (BENDER).

"Another great Contrails" JACK and JEAN (ALLEY).

"FREDIANNE (Gray) is ill with virus, plus exhausted with repairs to the old house she purchased with loans—to live in and rent a part of....She's not attending school now. I hope she can visit me at Christmas time. (She got stung by inspectors)....thank you for Golden Contrails....for me—diagnosed with early Alzheimers. DARLENE (GRAY).

DO YOU REMEMBER THAT WE PROMISED TO PRINT CAPTAIN SHAUN RYAN'S TALE OF FLYING TO SOUTH AMERICA??? It follows: *"We now have enough aircraft to provide service to each city daily. The Sao Paulo flight still leaves at 9:50 at night and gets in at 9:20 in the morning. The crew then sleeps during the day and leaves at 10:35 that night and arrives Newark at 6:05 AM. Not a senior trip!*

The Rio trip now leaves at 9:45AM and arrives Rio at 8:20PM. This is much nicer as the layover is almost 26 hours. It is also much easier on the body since most of the trip is during the day and the route of flight takes you out of Newark to a point 180 miles west of Bermuda and then south over Antigua (the volcano at Monserrat is just off your right wing), down to Guyana on the northern coast of South America. From there you are only halfway to your destination!

The rest of the flight takes you across the Amazon Basin which on a clear day is mind boggling. As far as you can see are nothing but trees, with the Amazon River in the middle. The Amazon at places is more than a mile wide and is awe inspiring.

This part of the flight is definitely non radar controlled, so we are making position reports to different controlling centers, but also making position reports in the blind on a discreet frequency to let everyone know where we are. The South American carriers don't bother with flying assigned altitudes or even the correct hemispherical separation (after all, it is their airspace!) They even

turn off their transponders so we can't see them on TCAS. I won't say all of them do this, but the only aircraft you hear on the frequency are Continental, American, United, and British Air.

Also, during this portion of the flight, the position reports we give to the various centers are not forwarded to dispatch, so the second officer has to use HF and usually contacts Cedar Rapids Radio to maintain contact with the company.

The approach into Sao Paulo is like any we have made at any other airport but Rio is a little different. You come into Rio and are cleared to a VOR that is about 20 miles from the field. The only problem is that you have to be at 12,000 feet at the VOR! You are then cleared for the VOR Charlie approach to runway 15. This requires a little pre-planning as you have to leave the VOR with a maximum of 220 kts. And 2250 fpm rate of decent. If this is accomplished, you will make it down in time to intercept the glide slope. If you have not descended to 12,000 feet and slowed to 220 with 15 flaps, you will never make it.

I have spent the last three months giving line checks to Rio and have seen some rather amazing maneuvers trying to accomplish this! Approach control has obviously seen this before, because if you are not slowed down by the VOR, they will not descend you and will turn you on a long downwind until they can fit you in with the rest of the traffic.

The layover hotel is right on the beach and you can easily walk to Ipenema Beach and Copacabana Beach. The weather has been beautiful but summer is coming and it promises to be extremely hot and lots of afternoon and evening thunderstorms.

Our next South America expansion has been announced and it is to Santiago, Chile, starting on the 18th of December. This will be stretching the range of the DC-10 and I will be reporting on how that operation is going after the first of the year. SHAUN"

NORM MEYER wrote, *"GEORGE (SEIFERT) gave me my Biennial Flight Review yesterday, so I just made some notes as we were visiting".*

NORM MEYER'S NOTES

"GEORGE (SEIFERT) got his medical back many many months ago and may now instruct in the Cessna 182 that he co-owns with GENE FREEMAN, as well as instructing in the Jeppeson ground school classes that he conducts in Anchorage. GEORGE, who just got a new state of the art high technology pacemaker, will be joined by STORMY in Anchorage around May 1. GEORGE says that there are between 300 and 400 pilots now legally flying with pacemakers.

GEORGE reports also that GEORGE CHILDRESS is no longer with the FAA in Alaska, but is Chief Pilot for Northern Air Cargo, which operates ten DC-6s in Alaska only, and three 727s. The company has the only operable DC-6 simulator in the world. Any CAL retired pilots who hanker to ride through DC-6 landings on gravel strips can get jump seat on northern Air Cargo flights".

HUMOR (from NORM MEYER)

"An airline pilot died and found himself at the gates of judgment facing three doors. Gingerly he peeked behind the first door, and was horrified to see other pilots endlessly going through check rides. He looked behind the second door and witnessed pilots constantly struggling to resolve emergency situations. But behind the third door he was surprised to see pilots being waited on hand and foot by attractive stewardesses catering to every whim. A hooded guard stepped up and said "Choose between door one and door two." "Gee," said the Captain, "I want door three." "Sorry", replied the guard, "That's the Flight Attendant Hell".

FROM LA VERNE THORNBERRY

"BILL EATON has a big veggie garden; when working in the summer heat he says next year it will not be as big as this one. NEE NEE says he is planting again and yes it will probably be the same as last year. But maybe he can get some help from his grandson, Clint, and his friend. The daughter of NEENE and BILL lives next door. Clint wanted to live at home, bring his friend, and they would commute to college. Mom said, you can move in but I'm not doing dinner for you two guys. Guess what, Grandmother is a great cook and just lives next door -- so she and BILL have dinner guests quite often. Maybe Granddad can entice them to help grow what they eat."

"LIN WRIGHT stars in the cast of "The Promise" at Easter and during its run in Glen Rose, Texas.-- June to October. Several churches are participating in this Easter celebration and will be in Grandbury, Texas. The past two years LIN and others in the cast have come to Dallas and joined a cast here: we will miss having them with our group this year. MARTHA is having back pain due to a fall she took when rushing to answer the phone. LIN has a pacemaker and is doing well with it."

"DOUG KRICKEN had his birthday of decision; he changed from Captain to Second Officer and stayed in the cockpit. He has finished training and is flying the same trips as before; he is adjusting well to the change. He and MARGIE are taking her mother to Cancun to celebrate her birthday and all will be staying in Mom's condo while there."

"Captain JIM MINOR had his special day in March and will stay with CO as DC-3 Program Manager. JIM said former president Bush and former first lady Barbara were on the DC-3 for a trip to the Presidential Library in College Station,

Texas. The former president, a WWII fighter pilot, enjoyed the plane so much he asked if he could fly it in the future. The former first lady said "the ride brought back wonderful memories of her past flights from the West to the East in other DC-3s."

"ROSE & RUSS HURLBUTT had a nice visit with Mark BLUM and his wife in their home on Canyon Lake, Texas. RUSS & MARK were with CO in Okinawa; MARK went with Boeing as field representative in 1985 and recently returned from a work tour in China. RUSS and MARK worked with J. J. Johnson in Okinawa but have lost track of him. If anyone knows where J.J. is located, please let RUSS know."

"BEN WILLIAMS had emergency four-bypass surgery at Baylor Hospital, Dallas, in November. BEN was recovering well after surgery and was in a therapeutic program at Landry Rehab Center when a stroke followed. BEN is doing great and he and SANDRA are back in their home on the lake. BEN is getting treatment at Gun Barrel City near their home, This is much easier for both of them than driving to Dallas two days a week for treatment."

"LEM BELL is doing well after carotid surgery. His three little yorkies keep him busy; each has a problem. One has cancer, one gets daily eye medication, and the third requires special care due to arthritis, which causes other problems."

"MARTHA LUSK'S publishers say her latest Book will be on the shelves in early summer; it is entitled "Sanball." In addition to her books MARTHA (Mrs. DAVE LUSK), also writes articles for publication; some are syndications."

MATT JONES, the youngest son of JOAN & HERB JONES' four sons, has been accepted by Continental and is in training. Congratulations MATT! We look forward to a future Captain Jones in the cockpit."

VAN ELKINS passed away in late

February; memorial service was scheduled for March 5. VAN retired from Continental in August 1978 after 32 years of service. Prior to March 5, MARY LOUISE was hospitalized and spent several days in ICU due to an aneurysm. The memorial is pending. VAN and JENNY RAWLS were brother and sister."

"MRS. JOE (PATRICIA) HENRY passed away on December 27 from Lou Gehrig Disease. PAT was from Sydney, Australia, and internment was in her homeland."

FROM R.V. HEMPHILL

"(I) will write a short item on the mixup I found myself in and send it one of these days—we really had a grand party here in ELP last night and was like one of those old time CAL parties! TED McCLOUD flew his last Capt. Flt...Mar 7, and brought in around 35 plus? people for the party. Must have been around 100 or so at the downtown CAMINO REAL HOTEL for his party and a large number of family & CAL persons were at the gate to offer congratulations! The party was great and many faces appeared that have been somewhere else for many years. A great guy TED, finishing a great career & doing a great job!!! VIRG."

"(I) will give you a short reply on the sidtuation I found myself in with EAA (Sport Aviation Magazine) Dec. '97 issue. A good friend of mine here in ELP (Bill McCracken) went WEST last fall and I passed info to EAA by sending the obituary with a cover letter...hoping he would be remembered by those who knew him....Anyway my letter was not read by EAA and they picked up on my name and EAA# as being deceased, cancelled my complete membership, and I' still trying to get it straightened out?? The good part is I'm still around to tell the story & thanks to all of you that made the inquiries....Everything standard in ELP!!! VIRG."

