



# 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.

September 98



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**Sport Flying**

SEPTEMBER 1975 VOL. 9, NO. 7 FALL 1975 PDC \$3.00

QUARTERLY

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THE ED HEATH STORY  
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N230

## CAPTAIN'S CORNER

Greetings:

Once again another year has slipped by and we are fast approaching our annual reunion. Las Végas and the the Tropicana should be a memorable occasion, as always.

Continental continues to be one of the best airlines in all the categories that are considered by the Department of Transportation. Our company has recorded record profits for the 13th consecutive period. They will take delivery of 64 new Boeing transports this year and 58 for 1999. The Northwest alliance should be very interesting.

Our business meeting will take place in the Hawaiian Room 1 & 2 at 10:00 A.M. on Wednesday, October 14th. Please submit any agenda items to me as soon as possible so they can be included on the agenda sheet.

We have some rooms blocked for early arrival on Monday, October 12th. The golf itenerary is somewhat different this year with more detail provided by Paul Grover elsewhere in this issue.

We are having some problems securing a facility for Houston in 1999. We still have a chance to return to the Camelback Inn in Phoenix, however, it would be in late August or early September. This will be an agenda item for our business meeting if we are not successful in obtaining something in Houston prior to that time.

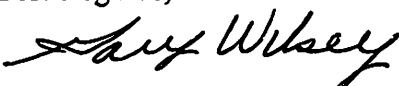
Our program for this year is the Paul Mantz presentation by his grandson, Greg Mantz, after our banquet dinner. This should be a high quality program. The Tall-Mantz museum at Orange County Airport featured some of Continentals aircraft, namely the Lockheed Vega and DC 7B.

Earlier this year Hal Ross and his friend, Jane, were severely injured when a pickup truck landed on their motorcycle. They have been going through extensive rehabilitation and are making good progress. We hope to see them in Las Vegas.

We have had problems locating Ed and Alice Gorman since they escaped to New England for the entire summer. I was able to locate Alice so she could include her letter in this issue. Ed was swinging in the hammock and could not be reached for comment.

See you all in Las Vegas.

Best Regards,

  
Gary Wilsey



**P.S. The collection of pictures and memorabilia which used to adorn the walls of the old crew reporting room at the LAX GO will be made available for your perusal and selection in the convention hospitality room.**



## SCRIBE'S CORNER



A warm hello to my fellow Golden Eagle's!

Well gang, where has the time gone? It is just two months from our 1998 annual meeting in Las Vegas. Everything seems to be set-up for another outstanding convention. Your committee, as usual, has done a nice job for the Las Vegas Convention. Paul and Gail Grover have a great outing planned for the golfers.

I hope you have made your plans and can get your reservations in shortly after you have received this issue of the Golden Contrails. Since my term will end with this meeting, I would like to thank all of my fellows officers for being such a help and a special thanks to Dick Grigsby and his staff for the work they put forth with every issue of the Golden Contrails. I am sure that each member looks forward to receiving every issue as I do.

Since our last meeting, I was sorry to hear of our fellow Eagle Hal Ross's motorcycle accident. He is in recovery now and I am happy to report that, as always, he is in good spirits. I am also pleased to report that his riding partner is making a slow, but steady recovery. They are both lucky to be with us. Our thoughts and prayers continue to be with them.

I just had a conversation with Ernie Islava and was told that he was going back to the hospital for a follow-up. Ernie and Hal both promised to be at the convention and plan to play in the golf tournament. In fact, Ernie told me to figure out who will come in second.

Just a quick update on the 1999 Convention, Bud Batley and I have made some arrangements as far as the facility, rooms and events are concerned here in Houston. However, we have nothing signed and sealed as yet. We will have something for Gary and the committee in the next few weeks.

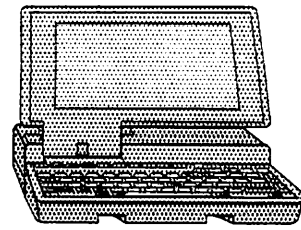
I will close by saying it has been a pleasure and an honor to serve as your Secretary for the past two years.

My best to you all!

A stylized, cursive handwritten signature that reads "Don Gentry".

Your Secretary  
Don Gentry

## **EDITORS' CORNER**



**THIS ISSUE----** This issue contains all the information needed to make plans to attend our reunion in Las Vegas October 13 and 14.

**FRONT AND BACK COVERS----** Featured on the front and back covers are "COVER GIRLS", airplanes built, restored or owned by Golden Eagles which have graced the covers of prominent Aviation Magazines. Dick Grigsby's 1943 D17S Staggerwing was chosen for the front cover, and Ray Melberg's MG2 for the back cover. Surely there are more "COVER GIRLS" out there, and we will be most happy to feature them in future issues if you will forward pictures and descriptions to your editors.

**POETS' CORNER----** "One Of the Trusted" was written by Captain Robert Strauss who, we recall, was MEC Chairman during the very difficult contract negotiations of the late 70s. It is a classic! Any dry eyes around?

**CENTERFOLD----** D17S Staggerwing N230, flown for this photo session by Dick Grigsby's son, Richard, with Dick as a backseat passenger. The retractable tailwheel was strengthened and welded down by the Navy, the aircraft having been used for carrier landing practice. The retracting mechanism was a maintenance bear anyhow!

**RENO STATION LOG----** This gem of a Post Office Department record was supplied by Captain Gene Oliver. It is long and perhaps a little boring to read through, but it is truly a keepsake for anyone interested in our real roots as aviators. Stan Boggs was a QB in the SMO Hangar. His QB number was #2768. Lindberg's was #1927, but this number was especially made available to Lindy to commemorate the year he soloed the Spirit of Saint Louis from New York to Paris. Boggs flew west in June, 1971. Gene advises that Ray Little later went to work for United. You may remember Mouton from Braniff. And you must recall Rickenbacker's exploits in the "Great War", and later with Eastern Airlines.

Call it coincidence if you like, but Gene Oliver sent Stan Boggs' Reno Log sans pictures. Today I found in my collection pictures of the Reno operation in 1920 with, as you can see, photographs of the very airplanes, pilots, and facilities contained in the log. There are many more, but sadly, no more room in this rather hefty issue.

We plan to feature in the next issue of Golden Contrails a 1929 Travelaire 4000 which was owned for awhile by Bob Six and has recently been restored in Pacific Air Transport (United) colors.

**PASS @ REDUCED RATE CHARTS----** Our thanks to the editors of ARECA's "The Golden Tale" for these current pass and reduced rate charts. If you want to join with another fine group of retirees, please consider membership in ARECA. Just call, write, fax or E-mail John Gunter, 2275 - 25<sup>th</sup> Street, #131, San Pedro, CA 90732, phone: (310) 514-1983; FAX: (310) 514-8721; email: [jkgunter@yahoo.com](mailto:jkgunter@yahoo.com)



**One of the Trusted**

**You are at cruising altitude. The westering sun is pink on the disk.  
Your eye flicks the gauges. The engines are contented.**

**You look down at your hands on the wheel. They are veined and hard and brown.  
Tonight you notice they look a little old... they *are* old.  
But how can this be? Only yesterday you were in flying school.  
Time is a thief. You have been robbed. And what do you show for it?  
A pilot--- twenty years a pilot--- a senior pilot. But what of it--- just a pilot.  
Then the voice of the Flight Attendant breaks in on your reverie.  
The trip is full--- can she begin to serve dinner to the passengers?**

**The passengers--- oh yes, the passengers.  
You noticed the line of them coming aboard--- the businessmen, the young mothers  
with the children in tow, the old couple, the two priests, vacationers.**

**A thousand times you have watched them file aboard and a thousand times  
disembark. They always seem a little more contented after the landing than  
before the takeoff. But why do they continuously come up here in the dark sky despite  
their apprehension? You have often wondered about that.  
You look down at your hands again and suddenly it comes to you.**

**They come because they trust you, the pilot. They turn over their lives  
and their loved ones and their hopes and their dreams to you for safekeeping.  
To be a pilot means to be one of the trusted.  
They pray in the storm that you are skillful and strong and wise.  
To be a pilot is to hold life in your hands--- to be worthy of faith.**

**No, you have not been robbed. You aren't *just a pilot*.  
There is no such thing as *just a pilot*.  
Your job is a trust. The years have been a trust.  
You have been one of the trusted. Who could be more?**

**Captain Robert H. Strauss  
1978**



*Dear New Newmans*

*I know, it really means a lot  
To tie what's called the "Second Knot"  
How great to join with much elation  
You for this wonderful occasion!*

\*

*Of course, there was this troubling thought  
About a gift that should be brought.  
Two perfect households, that converged,  
Are now combined, have just been merged.  
There is no need - that's a reminder  
For any meat- or coffee grinder.  
No garlic presses, bowls or toasters,  
Naphin holders, steak knives, coasters.  
Microwaves or kitchen gadgets,  
Crystal vases, safety matches...  
Ev'rything that one could think of  
You have it all, or maybe two of!*

\*

*No clothing items as surprise  
One might not know the proper size.  
Your furniture, and that is true,  
Has just arrived brand-spanking new.*

\*

*For goodness sake, the folks are miffed  
Can't think of nothing for a gift.  
But wait, they do like picnics, fishing,  
Perhaps deep down they might be wishing  
To have a cooler? That sounds valid  
For soft drinks, beer, potato salad,  
And of course, an afterthought  
To store the live bait they had brought...*

\*

*With that in mind we have been stopping  
At Fedco's for some proper shopping.  
We hope you like what was selected.  
When opened, it might be detected,  
There are some bottles which won't spoil  
With some expensive lemon oil  
To polish, when you feel inspired  
That furniture you have acquired!*

\*

*O.K., That's it, congratulations,  
Thanks for your ear, your time, your patience.  
We wish you luck, and fun, and health,  
And, if you care, enormous wealth!!*

*Sincerely Yours,*

*Kurt and Haldie Toppel  
Pacific Palisades, August 8, 1998*

## EAGIRLS' CORNER

Dear Friends,

My favorite time of year -- and one of my favorite activities of autumn is the Golden Eagles Reunion. This year, we are back to the familiar surroundings of the Tropicana.

After you check in with the hotel, please come by the Hospitality Suite to pick up your name tag and a complete list of events and times. The Hospitality Suite hours are:

October 13, Tuesday	1:00PM - 5:30PM	Snacks & Drinks
	5:30PM -	Hospitality Reception

October 14, Wednesday	7:00AM - 9:00AM	Juice, Rolls, Coffee
	1:00PM - 5:30PM	Snacks & Drinks
	10:00PM -	Night Cap

October 15, Thursday	7:00AM - 9:30AM	Juice, Rolls, Coffee
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The Ladies Business Meeting will be Wednesday at 10:00AM in the Hawaiian Meeting Room 4. We celebrate our fifteenth anniversary this year so come prepared to reminisce. Lunch will follow in the Hawaiian meeting Room 3. The menu is Soup de Jour, Tropicana Salad Twins, a medley of chicken and tuna salads with an array of fresh fruit, croissants, a Fresh Fruit Tart and Coffee & Tea Service. The cost is \$15.00, tax and tip included.

The best part of our reunion is the time spent with friends. Come share past, present and future with these special people.

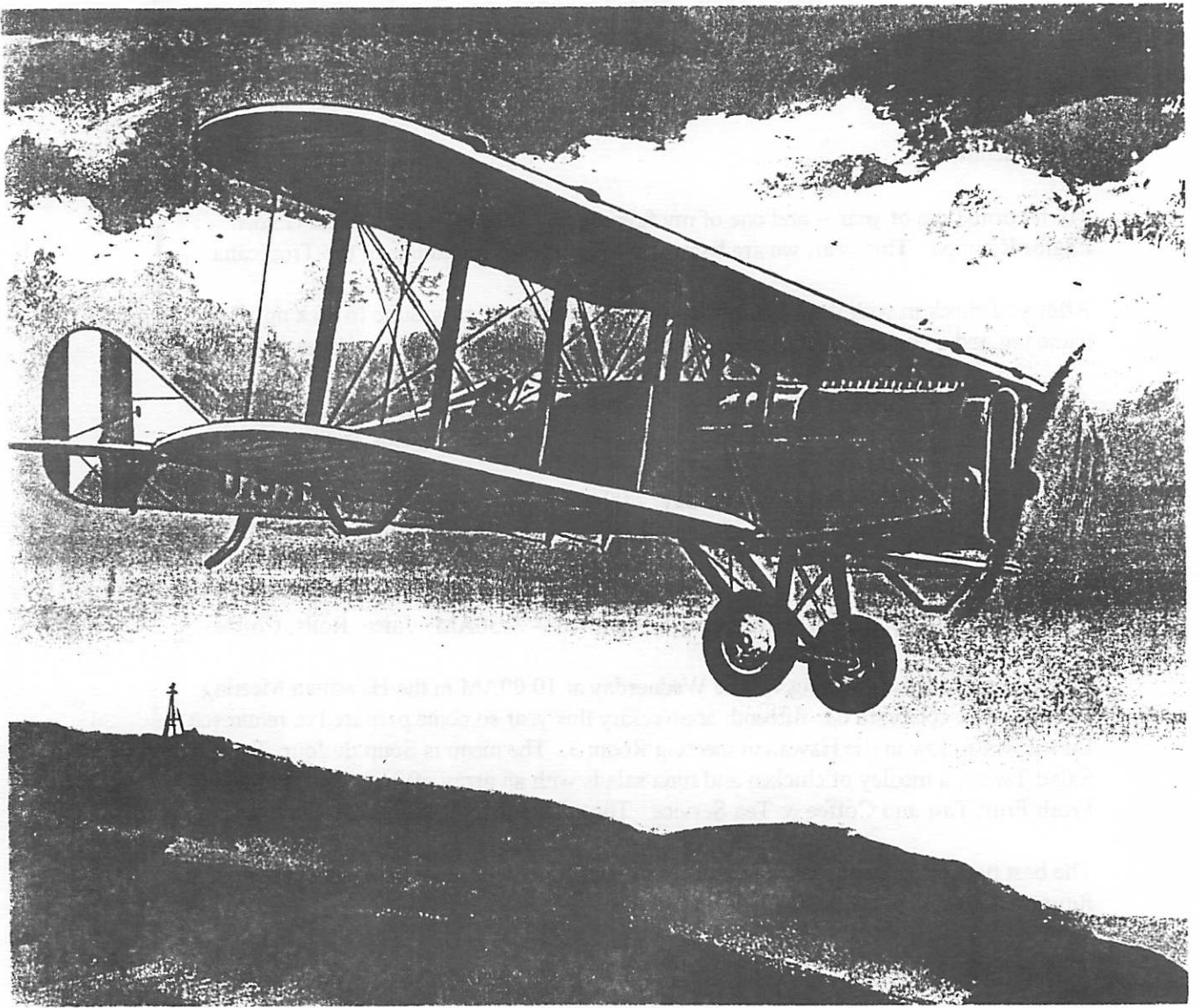
With warmest regards,



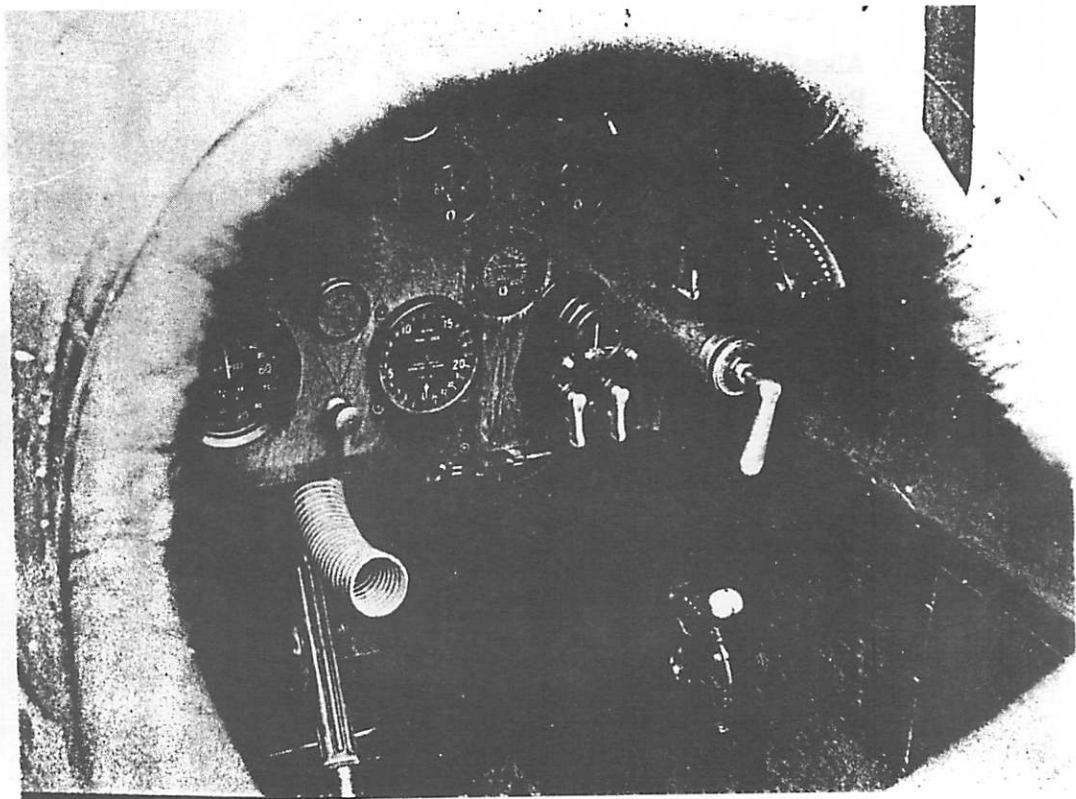
Alice Gorman  
President

**Have you heard Continental's new  
advertising campaign?:  
"WORK HARD. FLY RIGHT."**





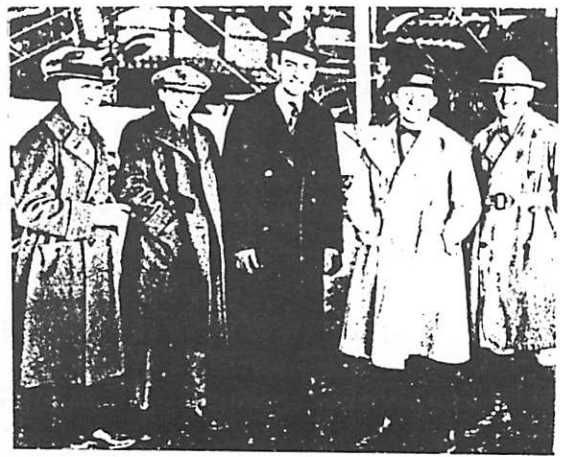
*"Well  
Done"*





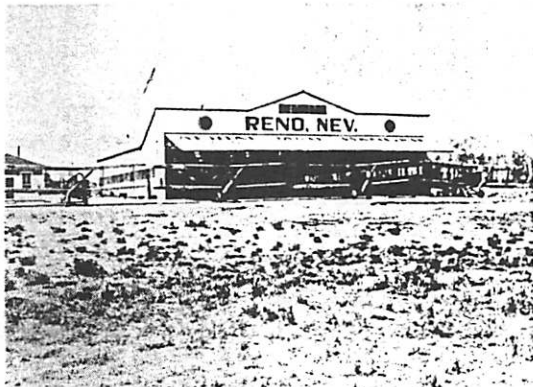


RENO, NEVADA



333—Left to right, Pilots Jack Eaton, Clare Vance, Eddie Rickenbacker, Gene Johnson, Monte Mouton; Reno, 1923.

## POST OFFICE DEPARTMENT



## AIR MAIL SERVICE STATION

## RECORD OF EVENTS

OR

## LOG BOOK



321—First Reno, Nevada, Air Mail Field and planes.

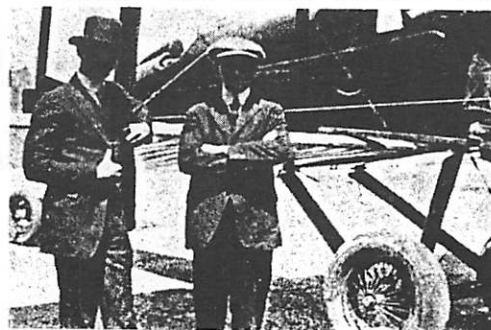
322—Pilot Edison E. Mouton; note heavy crash pad around cockpit.

AUGUST 17, 1920 TO OCTOBER 31, 1920



337—Pilot Stanhope S. Boggs, who has just landed on Marina Field, San Francisco, the first air mail from Salt Lake City (September 9, 1920), is describing his route to Pilot Raymond C. Little, who next morning took out the first eastbound air mail.

FROM THE STAN BOGGS COLLECTION



367—left, Bill Morgan; right, Ray Little

## OFFICIAL LOG - RENO, NEVADA

Aug. 17, 1920      Postal Aviation Field, Reno, Nevada  
Contract for construction of office, storeroom and radio room let to Gus E. Holesworth to be completed Sept. 1, 1920. Contract let for engine testing jack to same contractor.

Aug. 18, 1920      Arrangements made for installation of telephone. Bids secured on lining board for office.

Aug. 24, 1920      Ground was broken for Hangar.

Aug. 28, 1920      Ships #71 and #67 left Salt Lake 1:45 PM Pacific Time; arrived Elko 5:15 PM.

Aug. 29, 1920      Ships #71 and #67 left Elko at 9:05 AM, arrived in Reno 12:10 and 12:20 PM, respectively. Log records in ships have not been kept up. Pilots' names Lenhardt and Dean C. Smith, Bellefonte and Cleveland. Two mechanics and one helper assigned to ships immediately to gas and oil and to make necessary overhauling.

Aug. 30, 1920      Ship #71 in air at 10:25 AM. Ship #67 crashed 10:30 PM Reno, Smith. Taken apart and sent to Mather Field, Sacramento. Pilot Dean C. Smith. Weather clear, no wind.

Aug. 31, 1920      Weather clear, no wind.

Sept. 1, 1920      do do do do. Manager O. A. Tomlinson reported today.

Sept. 2, 1920      Weather clear, no wind.

Sept. 3, 1920      Partly cloudy.

Sept. 4, 1920      Party cloudy and rain squalls. Part of radio equipment arrived and was taken to field. Conduit for telephone for office laid.

Sept. 5, 1920      Ship #101, Woodward pilot crashed at Ogden, Utah. Weather clear all day.

Sept. 6, 1920      Light clouds in AM. Clear PM.

Sept. 7, 1920      Clear AM. Clouded up at 2:45 PM. Rain squalls and wind.

Sept. 8, 1920      Pilots Mouton and Sharpnack reported AM office of Field Manager, Field Clerk, Division Clerk removed from P. O. Reno to Reno Aviation Field in new office building. Telephone installed in office by Telephone Co. Rain squalls and some wind beginning at 3:00 PM.

Sept. 9, 1920 First mail in and out of Reno. First mail into S.F. Weather fair and clear. Pilot S. S. Boggs with Ship #102 arrived from Salt Lake and Elko at 12:47 PM. One pouch of mail for Reno left 2:30 PM for San Francisco, taking one pouch of mail from Reno. 103 gals. gasoline, 8½ gals. of oil, water. Cleaned distributors. Radiator leaking slightly but Pilot said it was OK and not necessary to repair. Gasoline tank placed and filled by S.O. Co.

Sept. 10, 1920 Fair and clear. Pilot Little with Ship #71 arrived 8:20 AM from San Francisco, no mail for Reno. Pilot Sharpnack left for Elko and Salt Lake with Ship #71 at 9:25 AM. Two pouches of mail from Reno for Salt Lake and Eastern points. Seventy-five gals. gasoline, 2½ gals. oil supplied and distributors cleaned. C.M. Rotermund reported that motor on Ship #71 "Vertical shaft to cam shaft has grind, probably due to too much play in gears. Motor should be torn down for overhauling". Wayne pump installed on gasoline tank in AM and PM. Elko wired that Woodward with Ship #151 left there for Reno at 4:15 PM. Prepared and lighted flares to indicate field and landing at 7:15 PM. Kept them burning until 8:15 PM when on inquiry by telephone operator at Lovelock that Woodward landed there safely at 6:30 PM on account of darkness.

Sept. 11, 1920 Fair and clear. Ship #102, Pilot Morgan arrived from San Francisco at 8:30 AM. Pilot reported no mail for Reno. Pilot Stein left with Ship #102 for Elko and Salt Lake at 9:30 AM. Two pouches mail for Salt Lake and Eastern points. 83 gals. gasoline, 2½ gals. oil. Ship #151 Pilot Woodward arrived from Elko (actually from Lovelock where he landed last night on account of darkness) at 10:30 AM. One pouch of mail for Reno. Pilot Mouton left with Ship #151 for San Francisco at 12:20 PM. One pouch mail. 60 gals gasoline, 8 gals. oil. Oil pressure pump repaired. Salt Lake Field wired that Stein, Ship #102 forced landing at Mammoth Springs, Utah. Propellor, radiator and landing gear damaged.

Sept. 12, 1920 Cloudy all day, stiff West wind and cooler. Pilot J. W. Benton made several short flights from field carrying passengers in Mr. Al Frank's Standard plane.

Sept. 13, 1920 Clear. Wind PM. San Francisco office reported Ship #151, Williams, Pilot, failed to leave at 6:30 AM as planned. Two Indian motorcycles received from Newark Warehouse and assembled. Side cars also received with cycles. Weather clear all day, windy in PM. Elko office reported Ship #74, Sharpnack, Pilot, arrived 4:15, will leave tomorrow.

Sept. 14, 1920

Clear. Ship A.S. 63814 (reported by S.F. as A.1.) Boggs, Pilot, arrived from San Francisco at 8:15 AM. with 40 lbs. of mail for Reno. One pouch 44 lbs. for Salt Lake. Ship A.S. 63814 (or A.1.) Pilot Eaton left for Elko at 9:00 AM. 61 gals. gasoline, 6 qts. oil. AS 63814 has no log book. Ship #74 arrived from Elko 10:20 AM. Sharpnack, Pilot. Two pouches for Reno (28 lbs. 7 ozs.). Elevators and elevator wires damaged in landing. Repaired. Ship #74 Pilot Morgan left for San Francisco 12:05 PM. One pouch 5 lbs. 6 ozs. from Reno for S.F. Wire from Elko reported that Ship AS 63814, Eaton, Pilot, had not arrived there at 3:00 PM. Telephoned to all towns which we could reach but no news of ship. Chief Dispatcher at S.P. Co. at Sparks was requested at 4:30 PM to make inquiries of his operators. At 5:20 PM, Chief Dispatcher S.P. Co. at Sparks reported that a large plane was seen going East from Fallon at about 10:00 AM. Arranged with owner Al Frank of Reno, for his pilot J. W. Benton to take Standard plane (commercial plane) and scout for AS 63814. As Benton went to take off, tire burst and before repairs could be made it became too dark. 30 gals. gas, 4 qts. oil furnished Pilot Benton.

Sept. 15, 1920

Clear. No news of Pilot Eaton and Ship AS 63814 at 9 AM. Telephoned Colonel Arnold at 8:00 AM at Presidio S. F. re an Army plane to scout for Eaton. Arnold said it probably could be arranged and that he would inform this field. Pilot J. W. Benton, in a commercial Standard plane, accompanied by Mechanic Rotermund AMS with tool kit and first aid kit left at 9:05 AM to scout Fallon country for Eaton. Message received by phone from Fallon that a plane fell near there at about 10:30 AM. Auto party left immediately to assist. Adjutant at Mather Field phoned that two Army planes left at 11:05 AM for Reno to scout for Eaton and Ship AS 63814. U. S. Army Ships AS 63492 and AS 63478 piloted by Lieut. Kelly and Cadet Carlson respectively, arrived at 12:20 PM under orders from Hdqtrs. Western Dept. U. S. Army to scout for AMS Ship AS 63814, Pilot Eaton, lost since yesterday. Gasoline 79 gals., oil 16 qts., four  $1\frac{1}{2}$  gal. canteens water, four bottles malted milk tablets furnished. Captain Carter of Reno police reported that he saw a plane flying Eastward over Eureka, Nevada, yesterday about noon. Said that plane turned Northward over Eureka Courthouse and was flying low. Pilot Benton with Standard commercial plane who has been scouting for Eaton since 9:00 AM today reported from Winnemucca at 5:00 PM that people of that place state they saw a ship pass near Winnemucca Eastbound at about 11:00 AM yesterday. Elko reported that Ship #154, Black, Pilot, left at 2:05 PM for Reno. At 6:00 PM, Mr. Goodman of Lovelock stated



that a ship passed that city about 5:00 PM flying Westward at high altitude. Had not arrived at 7:20 PM. Searching party went to R.R. camp near Clark Station and was told that a plane turned South over the camp just before dark. Searching party continued South toward Carson City. At Washoe it was learned that Pilot Black landed Ship #154 safely at Hazen at about 5:30 PM.

Sept. 16, 1920

Clear all day. Army Ships AS 63492 Lieut. Kelly Pilot and AS 63478, Cadet Carlson, Pilot, took off at 7:27 and 7:29 respectively for Elko on scouting cruise looking for AMS Ship AS 63814 Pilot Eaton. Pilot Benton and Mechanic N. E. Rotermund, AMS, came in with Mr. Frank's Standard plane from scouting trip to Fallon and Winnemucca searching for Pilot Eaton and Ship AS 63814. Telegram received at 7:48 from Pilot Eaton (wire sent at 6:40 AM today) reporting his forced landing at 11:05 AM Sept. 14th at Butte Valley 50 miles South of Elko, 30 miles West of Ely, 4 miles West of McGill Smelters. Engine trouble cause of forced landing. Pilot G. C. Black reported by telephone from Hazen, Nevada at 5:30 PM that motor on 154 would not develop more than 1100 revolutions on the ground; that engine was missing fire; that prop was split about five inches- needed new prop and 5 gals. oil. Mechanic Rotermund sent on S.P. Train #24 with prop and oil by R.P.O. Wire from Elko informed that Pilot Eaton with Ship AS 63814 arrived there at 5:30 PM, also the two Army planes arrived at same time.

Sept. 17, 1920

Clear and windy. Army Ships AS 63492 and AS 63478 arrived from Elko 4:00 PM. Gas and oiled and took off 4:40 PM. Tomlinson, Caldwell and Steinheimer left for Hazen, Nevada.

Sept. 18, 1920

Clear.

Sept. 20, 1920

Clear. Strong West wind PM. Tomlinson, Shaw, Steinheimer and Caldwell returned from Hazen, bringing Ship #154 by freight via S.P. Ship #101, Pilot Eaton, arrived 4:00 PM gas, oil. Trouble in starting motor delayed until 4:55 PM. Due to strong head winds, Pilot Boggs stated he could not make San Francisco before dark. Ship held over. Mail removed and dispatched on Train #5 S.P.R.R. Sparkplugs cleaned and right wing skid taken from #154 and placed on #101.

Sept. 21, 1920

Clear, West wind in PM. Colder. Boggs with Ship #101, one pouch mail for S.F. left at 8:17 AM. Colonel Jordan, Div. Supt. visited and inspected field. Left for Elko at 8:00 PM.

- Sept. 22, 1920 Cloudy AM. Clear PM. Windy all day. West wind. Mt. Rose and other of the higher peaks covered lightly with snow in AM. Ship #101, Mouton, Pilot, arrived from San Francisco 2:55 PM. One pouch mail 9 lbs. for Reno. Gas - oil. Ship #101, Eaton, Pilot, left for Elko at 3:32 PM. 211 lbs., 9 pouches (2 from Reno). Telegram received from Eaton saying he was forced to land at 5:36 PM at Battle Mtn. on account of storm and darkness.
- Sept. 23, 1920 Cloudy, strong West wind AM. Raining and West wind PM, cold. Motor installed (new one) in Ship #154.
- Sept. 24, 1920 Strong gusts of wind all day. Cold and cloudy until 3:00 PM. Rain, snow and hail in AM. New motor in Ship #154 started and run for an hour. A sudden gust of wind overturned ship, breaking propellor, stabilizer and elevator, which were replaced. New prop from stock, and stabilizer and one elevator from #153. Ship #153 received from S. P. Co. at 10:00 AM and brought to field. Survey of parts needed for repairs started. G.M.C. Mail Truck received from S.P. Co. 3:00 PM. Very bad condition. Sparkplugs, top, tools, headlights, feed pipe, curtains missing.
- Sept. 25, 1920 Clear all day. West wind. Cold AM. Ship' #67, Little, Pilot, crashed on rocks at road at extreme Southeast corner of field at 8:40 AM. In from San Francisco. Propellor, landing gear, wheels, lower right longeron, lower right aileron broken. 10 pouches, 200 lbs. mail removed and dispatched by train. Ship #67 had no log book. Ship A.1. received from S.P. Co. and hauled to field at 6:00 PM.
- Sept. 26, 1920 Clear all day. No wind. Worked all day on Ship #154. Ready too late - 4:45 PM - to start for San Francisco. Mouton took her up at 5:00 PM. for test flight, landed at 5:10 PM, bending axle. New landing gear placed at 8:30 PM.
- Sept. 27, 1920 Clear all day. No wind. Mouton, Ship #154 left 8:24 AM for San Francisco. One pouch, five pounds. Had difficulty in starting motor 7:15 to 8:15. Changed sparkplug on left bank. Boggs, Pilot, Ship #154 in at 3:35 with mail for Eastern points. Gas, Oil. Mail taken off and delivered to P.M. Reno for dispatch by train. Same pilot with #154 left for San Francisco at 4:20 PM. 1 pouch, 8 lbs.
- Sept. 28, 1920 Clear all day. No wind. Ship #154, Pilot Morgan in at 8:52 AM. One pouch mail for Reno. From San Francisco. Ship #154, Pilot Stein left at 9:55 AM for Elko and

Salt Lake City. Two pouches for Salt Lake and Eastern points. Pilot Black, Ship #171, reported at 6:30 PM that he was forced to land at Hazen, Nevada at 6:15 PM on account of darkness; that he was also forced to land at Lovelock, Nevada, on account of trouble with water pump. Same trouble caused forced landing - due to delay - at Hazen. Mechanic Rotermund with Liberty Kit sent to Hazen on train #24.

Sept. 29, 1920

Clear all day. No wind. Ship #171, Black, Pilot, arrived at 9:40 AM from Hazen where a forced landing was made yesterday. Gas main tank leaking at filler cap, axle of landing gear bent, elastic of tail skid damaged, motor vibrating, motor tie down wires loose. Black says ship sent out of Elko in this condition. Landing gear changed, tank filler leak repaired, motor tie wires tightened. Ship #171, Morgan, Pilot, left 3:35 PM for San Francisco. One pouch, 13 lbs. mail.

Sept. 30, 1920

Clear AM. Cloudy, strong wind, W. and S. PM. Ship #171 Mouton, Pilot, arrived from San Francisco 3:25 PM 66 lbs, 7 pouches mail. 46 lbs for Reno. 20 lbs, 4 pouches Eastern mail dispatched by train as Ship #151 could not make Elko and was held over. Ship #154 Stein, Pilot arrived from Elko and Salt Lake at 5:05 PM. 3 pouches of mail. 1 pouch for Reno, 2 pouches for San Francisco. San Francisco mail dispatched by train as Ship #154 arrived too late to continue.

Oct. 1, 1920

Ship #154, Mouton, Pilot left for San Francisco 9:13 AM. 1 pouch, 3 lbs. 4 ozs. for S.F. Ship #154, Boggs, Pilot, arrived from San Francisco at 4:36 PM. 1 pouch, 32 lbs. for Reno, 7 pouches, 164 lbs. for Eastern points.

Oct. 2, 1920

Clear and still all day. Ship #154, Black, Pilot left at 10:45 AM for Elko and Salt Lake. 1 pouch 3 lbs. 4 ozs. for Salt Lake. Telegram from Manager at Elko stated that #154 was (12:58 PM) crashed landing. "Rudder dropped, caught on vertical fin. Black used rudder to correct for side-slip caused by bumpy weather".

Oct. 3, 1920

Clear and still, AM and PM. No work today; all hands off for a rest.

Oct. 4, 1920

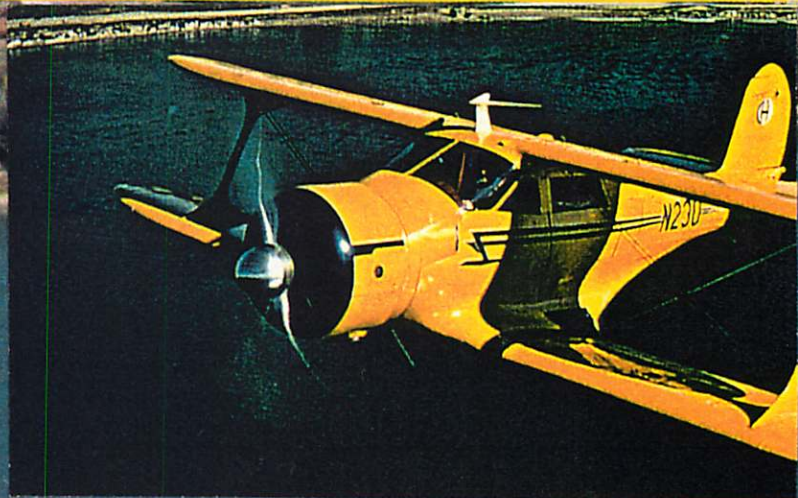
Clear and still all day. Ship #151 Pilot Morgan arrived 9:30 AM, 6 pouches, 81 lbs. 1 pouch 4 lbs. for Reno. Sprung axle landing. Ship #171 Pilot Sharpnack left for Elko and Salt Lake at 9:55 AM. Two pouches mail from Reno P.O. Ship #151 axle bent in landing at Reno. Distributor contact points not synchronized, very oily, tail skid spool broken, shock absorber broken, lower left wing



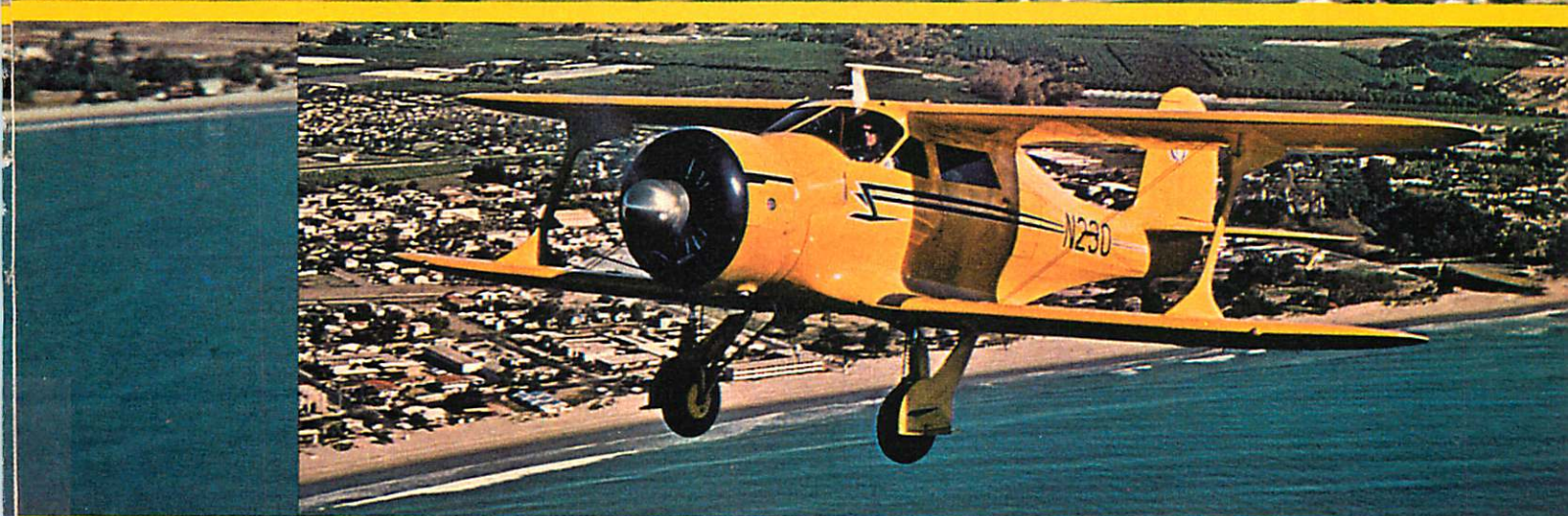
## STAGGERWING



N230, c/n4835, was operated as a GB-1 by the U.S. Navy. The machine has been completely restored and is now operated by Chartair of Los Angeles. The Staggerwing still works for its supper as a charter aircraft, being popular with company presidents who wish to travel in a unique style. Chartair operates out of Los Angeles International Airport and is an unusual sight to the passengers of today's jumbo jets.









Oct. 4, 1920  
(cont.) vibrating, three ribs near fuselage, propellor cracked 3/10", motor section tie down wires loose, rudder lacked clearance space over vertical fin. Axle changed, tail skid assembly changed, new shock absorber cord. Distributors cleaned and contact points synchronized. Left wing repaired. Motor section tie wires tightened. Rudder raised with washers. New shock absorbers landing gear put on. When all repairs made it was too late to send ship to San Francisco today.

Oct. 5, 1920 Clear AM. Cloudy PM. Wind from 10:00 AM on. Ship #151 Morgan, Pilot, left for San Francisco at 3:10 PM. One pouch 8 lbs. 12 ozs. Strong SW wind.

Oct. 6, 1920 Heavy South wind all day. Ship #171 Eaton, Pilot, arrived from Elko at 11:15 AM. One pouch through mail dispatched by train.

Oct. 7, 1920 Clear, still all day. Ship #102 Sharpnack, Pilot, arrived from Elko and Salt Lake 11:25 AM. Two pouches, 12 lbs. mail (Note - 1 pouch addressed to Elko from Salt Lake City) Ship #102 arrived with lower left wing cloth vibrating, axle spreader bent, both shock absorbers sagging, no streamline for landing gear, no droop to ailerons, no screws in angle iron bindings lower longerons from nose to landing gear. About 8 to 10 hours work for repairs. Ship #151 Mouton, Pilot, arrived from San Francisco at 12:12 PM. Seven pouches mail for Eastern points transferred to Train #24. One pouch for Reno. Ship #151, Boggs, Pilot, left 2:48 for San Francisco, 1 pouch, 7 lbs.

Oct. 8, 1920 Ship #151, Morgan, Pilot, 8:25 AM. One pouch, 9 lbs. 5 ozs. for Reno. Ship #171, Stein, Pilot, left 10:03 AM for Elko and Salt Lake. Nine pouches Eastbound mail transferred from Ship #151 to Ship #171. Still clear. Ship #67 completed, tested 5:08 - 5:18 PM by Pilot Eaton who reported her in fine condition. Cloudy PM.

Oct. 9, 1920 Rainy, cloudy AM. Ship #67, Sharpnack, Pilot, left 10:37 AM for Elko and Salt Lake. Two pouches 6 lbs. 8 ozs. mail from Reno for Salt Lake and Eastern points. Clear 1:30 to 3:00 PM. Ship #171, Stein, Pilot, forced to land Golconda, Nevada account storm. Report from operator at Golconda to Chief Dispatcher S.P. Co. at Sparks who phoned us. Elko notified by Div. Clerk Mein to send man to help start tomorrow. Cloudy, windy, 3:00 PM - Dark.

Oct. 10, 1920 Sunday. Clear, still AM also PM.

Oct. 11, 1920 Clear AM and until 3:00 PM. Ship #151, Little, Pilot, arrived 8:10 AM. One pouch 8 lbs. for Reno. Ship #102, Little, Pilot, left for Elko at 9:27 AM. Two pouches, 8 lbs. mail for Salt Lake and Eastern points. Seven pouches 110 lbs. mail for East transferred from Ship #151 to Ship #102. Ship #171 Stein, Pilot, arrived 10:42 AM from Golconda, Nev. where he was forced to land Oct. 9th

Oct. 11, 1920  
(cont.) account storm. Ship #151 Eaton, Pilot, left for San Francisco 3:16 PM 1 pouch, 13 lbs. mail. Some wind West and clouds after 3:00 PM. Ship #67 Sharpnack, Pilot, arrived at 3:52 PM. Three pouches, 32 lbs. mail (2 pouches 12 lbs. for Reno) 1 for San Francisco sent by train. Ship #154 wrecked at Elko received from R.R. Co. at 2:00 PM.

Oct. 12, 1920 Cloudy AM. Ship #171, Sharpnack, Pilot, left 9:21 AM. Two pouches 15 lbs. mail. 1 pouch Elko, 1 pouch Ogden and Salt Lake. Clear PM. Cold, snow, strong West wind. Snow flurries at 5:30 PM. 6:00 PM to 7:00 PM about 2 inches snowfall.

Oct. 13, 1920 Ship #151, Morgan, Pilot, arrived from S.F. 9:23 AM. Eight pouches 150 lbs. mail. 1 pouch for Reno, 7 pouches transferred to Ship #67. Ship #67, Mouton, Pilot, left 10:10 AM for Elko and Salt Lake. One pouch mail 12 lbs. for Salt Lake and Eastern points. Weather clear and still. Ship #151 Morgan, Pilot, left 3:05 PM for San Francisco. One pouch 15 lbs. mail from Reno. Ship #102 Pilot, Springer, forced landing Lovelock, Nev. 5:40 PM. Crashed, darkness.

Oct. 14, 1920 Army plane from Mather Field D.H.4. AS 63492 Pilot 1st Lieut. Russell L. Maugham and mechanic land here about 8:15 AM for gas and oil. 35 gals. gas, 3-3/4 gals. oil. Bound for Elko and Salt Lake. Left OK and arrived in Salt Lake OK. Clear, still AM. Windy PM. Boggs #151 landed OK from San Francisco, same ship flown by Stein to Salt Lake. Good flying time, landed OK. Mouton #171 landed from Elko OK. Plane held for one hour on account of loose linen on lower wings, which were fixed before being sent to San Francisco. Boggs flew same ship to S. F. but seen to have trouble taking off and hit the sand on the West irrigation ditch and damaged landing gear some but landed OK in S.F. Chairs were secured this day from the Internal Revenue and a request made on the Postmaster for a steel desk in the Surveyor General's office was made.

Oct. 15, 1920 Clear, still. Anchor bolts to hangar arrived - work begun on concrete so as to begin on steel work. Sharpnack 67 arrived 1:35 - Mouton left for S.F. 2:58. Installed new battery. Pay checks at field this day.

Oct. 16, 1920 Clear, still, all day. Little #171 arrived 8:35 AM from S.F. Sharpnack #171 left 10:55 for Salt Lake. Mail from Reno and S.F. Ship #67 Mouton, Pilot, accompanied by Mr. Durham of S.F. as passenger in mail pit arrived 12:57 PM. Ship #67, Little, Pilot, left 2:25 for S.F. Mail from Reno for S.F. and one pouch from Salt Lake transferred from #171.

Oct. 17, 1920 Sunday. Cloudy all day. West wind.

Oct. 18, 1920 Rain and snow 6:00 AM to 8:00 AM. Wind from North to 11:00 AM. Pilot Unger reported by telephone that Ship #67 which left S.F. at 7:30 AM Morgan, Pilot, Unger dead-heading with mail could not cross storm center over Sierras, returned and landed at Mather Field about 10:30 AM. Cleared up about noon. Colder and strong West wind. Stormy to West. Elko reported that Ship #171, Sharpnack, Pilot, left there at 11:00 AM and returned at 12:30 PM. because could not pass through storm.

Oct. 19, 1920 Ship #67, Boggs, Pilot, arrived 9:00 AM from S.F. - 8 pouches mail. One pouch for Reno. Eastern mail transferred to Ship #151. Ship #151, Mouton, Pilot, left for Elko and Salt Lake 9:45 AM. Two pouches mail from Reno. Cloudy. Snow 6:45 to 8:45 AM. Clear 2 - 4 PM. Cloudy 4-6:30 PM. Ship #171, Sharpnack, Pilot, arrived from Elko 1:03 PM. Mail for Reno. Ship #67, Boggs, Pilot, left 1:46 PM for San Francisco. Mail on from Reno.

Oct. 20, 1920 Cloudy, still. 6:00 AM - 9:15 AM. Clear. Ship #67, Eaton, Pilot, arrived from S.F. 8:54 AM. With mail Ship #171 Unger, Pilot, left 9:22 AM for Elko and Salt Lake. Eight pouches 200 lbs. mail for Salt Lake from S. F. At 9:26 AM a Western Union telegram received from Barber filed at Elko 8:35 AM today informing of heavy snow storm raging there and to send no plane. This message received four minutes after Unger had taken off. Ship #171, Unger, Pilot, forced landing at Palisade, Nevada 12:37 PM account storm and lack of fuel. Plane OK. Ship #67, Eaton, Pilot, left for S.F. at 3:24 PM. Mail.

Oct. 21, 1920 Cloudy 7 - 9:15 AM. Snow, rain 10 - 11:30 AM. Snow, rain 12:00 M - 2:00 PM. Ship #67, Eaton, Pilot, from San Francisco at 6:42 PM. Mail. Forced landing at Mather Field 9:10 AM account of snow storm over Sierras. Wired to dispatch mail via Sacramento P.O. Ship #153 completed, tested by Sharpnack 4:58 - 5:05 PM OK.

Oct. 22, 1920 Clear 6:00 AM - 7:30. Cloudy and fog 7:30 AM. Cleared up some at 10:00 AM. Cloudy noon better at 1:30 PM. Ship #67, Little, Pilot, arrived from San Francisco 10:27 AM. Mail. Ship #67, Sharpnack, Pilot, left for Elko - Salt Lake 11:20 AM. Mail. Ship #151, Mouton, Pilot, arrived from Elko 11:37 AM. No mail. Ship #151, Little, Pilot, left for San Francisco 1:25 PM. Mail.

Oct. 23, 1920 Clear all day. Ship #153, Pilot, Eaton, tested 8:55 AM to 9:05 AM. OK. Ship #151, Pilot, Morgan, arrived from San Francisco 10:03. Mail. Ship #153, Pilot, Eaton, left for Elko, Salt Lake 10:20 AM. Mail. Ship #151,



# Golden Eagles Treasurers Report 8/15/98

Balance 1-1-98	\$12,788.71
Income 1-1-98 to 8-15-98	
Dues	\$3,926.00
Postage Fund	\$786.00
Convention/98	\$66.00
Total	\$17,566.71
Disbursements	
Golden Contrails	(\$2,206.80)
RAPA Dues	(\$312.50)
Plaques/Art Work	(\$73.08)
Hotel Expense	(\$64.31)
Total	(\$2,656.69)
Balance 8-15-98	\$14,910.02

## New Members

Carl Minkner	George Hartigan
Roland Brown	Larry Beam

Guy Casey	Norm McGowan
Bill Smith, Jr.	John Campbell
Andy Whittlesey	Bert Lynn
Monte Doyel	Riv Reviskey
Phil Nash	Ed Halliday
Charlie Becker	Spike Duncan
Dan Dowling	Dick Pekrul
Joe Aldendifer	Blake Lamar
Ruth Bickford	Ed O'Quinn
Wally Jolivette	Monty Doyel
Jim Farrow	Russ Coonley
Russ Kincaid	Frank Mills

**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

**Please send dues payments and/or corrections to:**

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

Our bank balance is in good shape. This is not an active period for the Golden Eagles, however the dues continue to come in. We show a good balance, and our financial condition is healthy. We are in excellent shape to meet the obligations facing us for the balance of the year.

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.

## **BANQUET and LUNCHEON RESERVATIONS**

**Meal Prices include Tax and Tip**

Name _____	Price	Number	
Ladies Luncheon	\$15.00	_____	\$ _____
Banquet Menu			
Roast Prime Rib of Beef	\$35.00	_____	\$ _____
Broiled Filet of Salmon	\$31.00	_____	\$ _____
Meal Total		_____	_____
<b><u>Dues may be paid at this time</u></b>			
Dues \$20 per year		_____	\$ _____
Postage Fund(Optional)		_____	\$ _____
Total Remitted		_____	\$ _____

**Please have banquet reservations in by Oct.1st**

**No cancellations after Oct.8th 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 Tropicana 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.

Advise them that you are with the Golden Eagles

HELLO EAGLE GOLFERS:

To start, I would like to express my personal thanks to Amos Cann for putting together our past gatherings that provided us with challenging courses and comfortable accommodations. He's a tough act to follow and appreciate the time he gave to me consulting on this years gathering.

I am really looking forward to this years event and hope to see some new faces tee off with us. It's a terrific package so please respond quickly.

**WHERE:** PRIMMVALLEY- At the California/Nevada State line: 40 minute drive from the Tropicana Hotel in Las Vegas. Golf course is 5 minutes drive into California off I-15 South. Take YATES WELL RD. Turn off to the course.

**DATES:** October 11th Hotel check - in  
October 12th Golf [tee-time 10:00]  
October 13th Golf [tee-time 10:00]

**HOTEL:** WHISKEY PETE'S, at Primm Valley rooms can be single or double occupancy - no extra charge. No need to call the hotel with your reservation. I will handle that for you based on your response on the returned entry form.

**PACKAGE INCLUDES:** \*2 days golf on the Vic Fassio designed course  
\*range balls and carts  
\*2 days hotel accommodations  
\*4 buffet chits per golfer

**COST:** \*Single Golfer \$226.00  
\*Double Golfers \$210.00 ea.

**RESORT AMENITIES:** \*Monorail Transportation from Whiskey Pete's to Primm Valley and Buffalo Bill's Hotel  
\*Buffet Chits can be used at all resort buffets  
\*Use of all facilities at other hotels  
\*World famous roller coaster ride DESPERADO  
\*For shoppers: the New Gigantic Primm Valley Discount Mall

**R.S.V.P. DEADLINE:** September 8th make checks payable to Paul F. Grover

**REMEMBER!!!!!!! SOFT SPIKES [NO STEEL]**

To: Paul F. Grover  
5236 Island Chain Road  
Las Vegas, Nevada 89118  
702-253-5236

Deadline: Sept. 8th

\_\_\_\_\_ SINGLE GOLFER @ \$226.00 [4 Buffet Chits]

Name \_\_\_\_\_

\_\_\_\_\_ DOUBLE GOLFERS @ \$210.00 ea. [8 Buffet Chits]

Names \_\_\_\_\_

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



This Pass Chart contains carriers that have signed agreements with Continental Airlines. Interline travel is available only to ACTIVE employees, retirees and their eligible dependents. The listings below reflect the most current information available at press time. Employees are urged to keep a copy of this chart and update it as changes are printed in the Continental Times. If you need additional information, please refer to the specific agreement in Sonic under GGPASS and the carrier's two letter code or contact the Employee Service Center (713) 834-5366/67/68.

### UNLIMITED REDUCED RATES AND SERVICE CHARGE PASSES

### LIMITED REDUCED RATES AND SERVICE CHARGE PASSES

UNLIMITED REDUCED RATES AND SERVICE CHARGE PACKAGES													
PERSONS		SERVICE	SELF-		FOOTNOTES	SERVICE		YEARLY	METHOD OF		PROCESSING	FOOTNOTES	
CARRIER	ELIGIBLE	REQUIREMENT	CHARGE	TICKETING		ELIGIBLE	REQUIREMENT	ALLOTTMENT	CHARGE	PAYMENT	TIME		
EI	AER LINGUS	E,S,C1,P,R	1 Year	25%	YES	A,C5,F	E,S,C1,R	1 Year	One	10%	F	Immediately	A,C5,I
AM	AERO MEXICO	E,S,C1,P	1 Year	25%	YES	A,F	E,S,C1	1 Year	One	10%	F	Immediately	A
PL	AERO PERU	E,S,C1,P	6 Months	25%	YES	F							
AC	AIR CANADA	E,E1,E2,S,C2,R	6 Months	10%	YES	F	P of E,E1	6 Months	Two	Svc Chrg	F1	Immediately	T
		E,E1,S,C2,R	6 Months	Svc Chrg	YES	F1,K,T	P of E,E1,E2	6 Months	Two	25%	F	Immediately	1
AF	AIR FRANCE	E,S,C1,R	1 Year	Zonal	YES	A,F							
AI	AIR INDIA	E,S,C1,P	6 Months	25%	YES	A,F							
IF	AIR INTER SEE AF	E,S,C1,P	6 Months	25%	YES	F	E,S,C1,R	1 Year	One	10%	F	Immediately	
JM	AIR JAMAICA	E,S,C1	6 Months	25%	YES	A,F							
LW	AIR NEVADA	E,S,C1,R	6 Months	25%	YES	F							
FJ	AIR PACIFIC	E,S,C1,R	6 Months	25%	YES	F							
WN	AIR WISCONSIN	E,S,C1,P,R	6 Months	25%	YES	F							
AS	ALASKA	E,E1,E2,S,C1,P,R	6 Months	25%	YES	B,F	E,E1,E2,S,C1,R	6 Months	Six	Svc Chrg	G	3 Weeks	B,T
AZ	ALITALIA	E,S,C3,P,R	1 Year	Zonal	YES	A,F	E,S,C3,R	1 Year	One	10%	F	Immediately	A
AQ	ALOHA	E,S,C1,R,P	6 Months	25%	YES	B,F	E,S,C1,R	6 Months	One	10%	F	Immediately	
WP	ALOHA ISLAND AIR	E,S,C1,R,P	6 Months	25%	YES	B,F	E,S,C1	1 Year	One	10%	F	Immediately	
NH	ALL NIPPON	E,S,C1	1 Year	25%	YES	A,F							
LM	ALM ANTILLEAN	E,S,C1	1 Year	25%	YES	F	E,S,C1	1 Year	One	10%	F	Immediately	
							R	One	25%	F	Immediately		
HP	AMERICA WEST	E,E1,E2	6 Months	10%	YES	B,F,J							
		S,C2,R	6 Months	10%	YES	B,F,J							
		E,E1,E2,S,C2,R,P	6 Months	\$500	YES	B,F1,J							
		P	6 Months	25%	YES	B,F,J							
AA	AMERICAN	E,S,C1,R	1 yr	10%	YES	A,F	E,S,C1,R	1 Year	One	10%	F	Immediately	A
AN	ANSETT AUSTRALIA	E,S,C1,P,R	6 Months	25%	YES	B,C5,F							
ZD	ANSETT NEW ZEALAND	E,S,C1,R	1 Year	10%	YES	A,B,C5,F							
EV	ATLANTIC SOUTHEAST	E,S,C1,P,R	6 Months	25%	YES	F	E,S,C1,R	1 Year	One	10%	F	Immediately	
TN	AUSTRALIAN	E,S,C1,R	1 Year	25%	YES	F							
AV	AVIANCA	E,S,C1,R	6 Months	25%	YES	A,F							
UP	BAHAMAS	E,S,C1,P,R	6 Months	25%	YES	F							
BA	BRITISH AIRWAYS	E,S,C3,P1,R	1 Year	25%	YES	A,B,C5,F							
		E,S,C3,P1,R	1 Year	10%	YES	B,F,I,L	Speedbird Fare (PS) and Concorde Fare (SA) available						I
BW	BWIA	E,S,C1,P,R	6 Months	25%	YES	F							
CP	CANADIAN AIR	E,S,C1,R	6 Months	10%	YES	A,B,F							
KI	CANADIAN REGIONAL	E,S,C1,P,R	6 Months	25%	YES	B,F	E,S,C1,R	1 Year	One	10%	F	Immediately	
KV	CARNIVAL AIRLINES	E,S,C1,P,R	6 Months	25%	YES	F	E,S,C1,R	1 Year	One	10%	F	Immediately	
CX	CATHAY PACIFIC	E,S,C1	6 Months	25%	YES	A,F							
KX	CAYMAN AIRWAYS	E,S,C1,P,R	6 Months	25%	YES	A,F	E,S,C1	6 Months	One	Svc Chrg	G	3 Weeks	M,T,RT only
OK	CZECH AIRWAYS	E,S,C2,R	6 Months	10%	YES	F							
		P	6 Months	25%	YES	F							
CI	CHINA AIRWAYS	E,S,C1,P	1 yr	10%	YES	F							
DL	DELTA AIRLINES	E,S,C1,P,R	6 Months	25%	YES	B,F,M	E,S,C1	6 Months	One	Svc Chrg	G	3 Weeks	B,T
DL	DHL	See Sonic GG PASS ER for shipping discount info											
44	EL AL ISRAEL	E,S,C1,P,R	6 Months	25%	YES	F,T,I	Shalom Fare available (SA)					G	I
ER	EMIRATES	E,S,C1,R	6 Months	10%	YES	F							
		P	6 Months	25%	YES	F							

AV	FINNAIR	E,S,C1	6 Months	10%	YES	F						
		P	6 Months	25% <td>YES</td> <td>F</td> <td colspan="6"></td>	YES	F						
FR	FRONTIER	E,E1,E2	Immed	\$40rt	YES	F1						
		S,C2,P,R	Immed	\$40rt	YES	F1						
PG	<del>GP EXPRESS</del>	<del>E,E1,E2,E3</del>	<del>Immed</del>	<del>\$20rt</del>	<del>YES</del>	<del>F1</del>						
		<del>S,C2,P,R</del>	<del>Immed</del>	<del>\$20rt</del>	<del>YES</del>	<del>F1</del>						
ZK	GREAT LAKES	E,S,C1,P,R	3 Months	25%	YES	F	E,S,C1,P,R	3 Months	One	10%	F	Immediately
HA	HAWAIIAN AIRLINES	E,S,C1,P,R	3 Months	<i>Svc Chg + 10%</i>	YES	A,F1	<del>E,S,C1,R</del>	<del>1 Year</del>	<del>One</del>	<del>\$20rt</del>	<del>G</del>	<del>4 Weeks</del> w/rt HA Islands
OK	HORIZON	E,E1,E2,S,C1,P,R	6 Months	25%	YES	A,B,F	E,E1,E2,S,C1,R	6 Months	Six	Svc Chrg	G	3 Weeks T
IB	IBERIA	E,S,C1,P,R	6 Months	25%	YES	A,F	FanFare available (SA)					I
FI	KELANDAIR	E,S,C1,P,R	6 Months	25%	YES	A,F						
JL	JAPAN AIRLINES	E,S,C1	6 Months	25%	YES	A,B,F						
KL	KLM AIRLINES	E,S,C1,R	6 Months	10%	YES	A,B,F	Amsterdam Fare available (SA)					I
		P	6 Months	25%	YES	A,B,F						
KE	KOREAN	E,S,C1,P	6 Months	25%	YES	F	Morning Calm Fare available (SA)			G	3 Weeks	I
LS	LAN CHILE	E,S,C1,P	6 Months	25%	YES	A,F						
LO	LOT POLISH	E,E2,S,C1,P	6 Months	25%	YES	F						
IH	LUFTHANSA	E,S,C3	1 Year	10%	YES	F	Retirees		One	10%	F	Immediately
		P,R	1 Year	25%	YES	F	Friendship Fare available (PS)					
MI	MALAYSIA	E,S,C1	6 Months	25%	YES	A,F						
MP	MARTINAIR HOLLAND	E,S,C1	3 Months	25%	YES	F	Retirees		One	25%	F	Immediately
YV	MESA	E,S,E2,P,R	3 Months	10%	YES	F						
MX	MEXICANA	E,S,C1,P	6 Months	25%	YES	A,B,F	Fiesta Fare available (SA)					I
ME	MIDDLE EAST	E,S,C1,R	6 Months	25%	YES	A,F						
NM	MOUNT COOK	E,S,C1,P,R	6 Months	25%	YES	F						
HD	NY HELICOPTER	E,S,C1,P,R	6 Months	\$23ow	HDATO	A.T.Cash only						
NW	NORTHWEST	E,S,C1,R	6 Months	10%	YES	B,F						
OA	OLYMPIC	E,S,C1	1 yr	10%	YES	A,B,F	Yassou Fare available (PS)					I
PK	PAKISTAN	E,S,C2,R	6 Months	10%	YES	A,F						
		P	6 Months	25%	YES	A,F						
PR	PHILIPPINE	E,S,C1	6 Months	25%	YES	A,F						
PH	POLYNESIAN	E,S,C1,R	6 Months	25%	YES	F						
QF	QANTAS	E,S,C1	6 Months	25%	YES	A,B,F						
RV	REEVE ALEUTIAN	E,C1,S,P	6 Months	25%	YES	F	E,S,C1	1 Year	One	Svc Chrg	G	3 Weeks
OD	RENO AIR	E,S,C1,P,R	6 Months	25%	YES	F	E,S,C1,R	1 Year	One	10%	F	Immediately
SN	SABENA	E,S,C1,P,R	6 Months	25%	YES	A,B,F	E,S,C1,R	1 Year	Five	10%	F	Immediately A,B
SK	SCANDINAVIAN	E,E1,E2,S,C2,R,P	6 Months	Zonal	YES	A,C5,F						
YR	SCENIC	E,S,C1,R	6 Months	25%	YES	F						
SG	SINGAPORE	E,S,C1	6 Months	25%	YES	A,F						
QD	SKYWEST	E,S,C2,P,R	3 Months	\$30rt	YES	A,F						
WN	SOUTHWEST	E,S,C1,P,R	3 Months	\$50rt	YES	F1						
SR	SWISSAIR	E,S,C1,R	1 Year	10%	YES	F						
JA	TACA						E,S,C1	1 Year	One	Svc Chrg	G	3 Weeks A.T
IP	TAP PORTUGUESE	E,S,C1	6 Months	25%	YES	A,F						
IJ	TAT EUROPEAN	E,S,C1,R	6 Months	25%	YES	F	E,S,C1,R	1 Year	One	10%	F	Immediately
IG	THAI	E,S,C1	6 Months	25%	YES	A,F						
IW	TWA	E,S,C1,R	1 Year	10%	YES	A,F	EuroFare available (SA)					I
		E,S,C1,P,R	6 Months	25%	YES	A,F						
UA	UNITED	E,S,C1,R	3 Months	10%	YES	B,F						
		P	3 Months	25%	YES	B,F						
US	USAIR	E,S,C1,R	6 Months	10%	YES	A,K,F						
		P	6 Months	25%	YES	A,K,F						
VI	VARIG	E,S,C1,R	6 Months	25%	YES	A,B,C5,F	Amigo Fare available (SA)					I
VA	VIASA	E,S,C1,P	6 Months	25%	YES	A,C5,F	Retirees		One	25%	F	Immediately Orchid Fare(SA)
WF	WESTAIR	E,S,C1,R	6 Months	25%	YES	F						

## FOOTNOTES

A - Check Sonic or the other airline reservations center for possible non-revenue and reduced rate embargo periods.	C5 - Children's reduced rate charges: age 2-11 pay 50% of adult international or domestic discounted fare. Infants 0-1 pay 10% of adult discounted fare for Intl travel. No charge for domestic infant travel.	I - Special fare available. Check Sonic or ASU guide for most accurate and complete information. J - Valid jet service only	RT - Roundtrip RI - Valid for Retiree and spouse only. Dependent children are not included.
B - Carrier code shares and/or uses commuters which are not included in agreement. Check Sonic or OAG to verify route.	E - Continental and Chelsea employees EI - Continental Express employees	J1 - One of which may be on a commuter carrier. J2 - Valid on CO code-shared flights only. K - Agreement includes most connecting carriers. Check agreement in Sonic for specific carriers.	OW - One way SVC CHRG - Check agreement in Sonic for applicable service charge and taxes.
C1 - Dependent, unmarried children through age 20. C2 - Dependent, unmarried children through age 20 or through age 25 if a full-time student.	E2 - Continental Micronesia employees E3 - System One employees F1 - Purchase at any CO ATO with cash or check only.	L - Valid solely within Europe/UK Domestic travel. M - Valid U.S. Mainland, Alaska, Canada and San Juan. P - Parents of employee	S - Spouse SA - Space Available T - Additional taxes apply. Check agreement in Sonic for exact amount to be included.
C3 - Dependent, unmarried children through age 20 or through age 23 if a full-time student. C4 - Dependent, unmarried children through age 17.	F - Purchase at the Continental ticket counter with cash, check, or credit card. No prior authorization required. G - Submit cashier's check or money order payable to requested airline w/ pass request form and a self-addressed, stamped envelope to the Employee Service Center (AGCPB.)	P1 - Parents of single employees only PS - Positive Space R - Retired employees, spouse and dependent children. See C1, C2, C3	Self-ticketing - means that a reduced rate ticket for travel on another airline must be purchased at a Continental ticket counter.

## YOUR NOTES

Following are changes to above Pass Chart:

Add:	Gulfstream Int'l.	Unlimited service charge passes (\$25 OW/\$50 RT) purchase at any CO ticket counter.
	Virgin Atlantic	Unlimited zonal (mileage) fares. Purchase at CO ticket counter.
	Colgan Airways	Unlimited service charge passes (\$10 OW/\$20 RT) purchase at CO ticket counter.
	Transavia	Unlimited 90% reduced rate. Purchase at CO ticket counter.

Watch for changes on Cayman Airways  
Delta Airlines

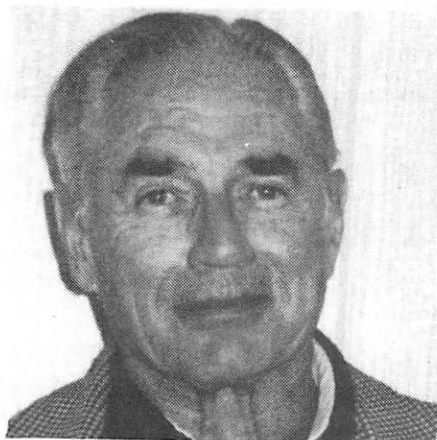
For those of you with the traveling bug, we have been contacted by a new interline magazine called Interline Adventures. This is a re-publication of the old Airfair magazine which we used to see around the airline.

The publisher of Interline Adventures wishes to make the magazine available to all retirees, FREE. The magazine is a \$36 newstand value and is published every two months. It has helpful and useful tips and information for interline travel.

Should you desire to receive this free magazine call them direct at **1-800-572-3163**. At the end of the first year they will send you a renewal notice to see if you wish to continue receiving the magazine, free, for another year or you may cancel with no obligation.

Regards,

## **GONE WEST:**



**ROBERT L. AINSWORTH:** BOB died May 13, 1998, at his home in Littleton, Colorado. He was hired by Continental Airlines in June, 1940, and flew Lockheed Lodestar, DC-3, DC-4, DC-6, DC-7, and Vickers Viscount. He also test-hopped the B-17 in connection with work by the Continental Mod Center during WW II. BOB AINSWORTH left Continental in 1952 to become Chief Pilot for Stearns-Rogers, flying Jet Commanders, from which he retired in 1976.

**NED STARK:** Died July 23, 1998, after a two year battle with cancer.

## **ILLNESS/SURGERY:**

**HAL ROSS:** Near the end of April, 1998, HAL ROSS and his girl-friend, JANE, were severely injured while riding on HAL'S motorcycle. KEN ALRICK phoned HAL on May 20th, and learned that HAL had just arrived home, after having been released from a long hospital stay, with JANE expected to also come home in a day or two. KEN advises that they both have a lot of mending to do, and HAL hopes to be well enough to join us at Las Vegas. HAL'S address is: 48851 Shady View Drive, Palm Desert, CA 92260 (Phone No. 760-345-4939).

**FRANK ANDERSON:** About August 12, 1998, FRANK had a heart attack while visiting his family in Atlanta. The following day he had multiple bypass surgery, and a day later he was in good spirits and was resting comfortably. (Contributed by TOM McGAR).

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

## **THIS'N THAT:**

Do you remember that GENE NEWMAN and ERMA JANCZAREK started dating just after our last Annual Meeting in Scottsdale? Well, they were married Aug. 8, 1998 in the Westlake Lutheran Church in Westlake Village. Early in the ceremony, Pastor CRAIG BEEKER kidded ERMA about choosing a reading from the Bible that mentioned a wife's legs—he felt it may have been because ERMA had received compliments for her own legs! Msgr. John Mihan participated by reading two appropriate Bible selections, and it was a religious, sentimental, and yet, joyous wedding—followed by dinner and dancing (live 5-piece band) at the Westlake Yacht

Club, and attended by more than 170 family members and friends. Golden Eagle members at the affair include DON BALLARD, BETTY CAMPBELL, AMOUS and LAVERNE CANN, DICK DAHSE and ANITA BURLETON, TED and VICKI DANIEL, JACK DANIEL, TOMMY and ADAH MYRLE GREEN, DICK and SUE GRIGSBY, BOB and KATHY HIEMSTRA, JEAN HART and son, STEVE, JIM and SALLY LOSEY, RAY and TROVA MELBERG, CLIFF and FLORA PLEGGENKUHLE, BIM and JANE RICHARDS, and KURT and HALDIS TOPPEL. The newlyweds are delaying a honeymoon trip, until they complete moving into their remodeled

home at 2928 Shadowbrook Lane, Westlake Village, CA, 91361.

**RECENT LETTERS TO R. GRIGSBY**

*"So glad to hear that you are feeling O.K. We get our news a little late here, but with our newsy "Golden Contrails", we eventually hear. Everyone here is well but gee, there has been a bunch of illness and deaths. My regards to you, DICK, -you are a very special person Love, Tommye" (Ewing).*

*"Truly enjoyed your "That's Impossible"-HAL'S photo with your Centerfold of the Air Museum-and K.D.'s Corner re. travel benefits-bravo to all! E-mail from you has been a joy to FREDDIANE! Have very much enjoyed your "Contrails".....Our gal, just today, received highest compliments from a UWA Doc.Fondly, Darlene"(GRAY).*

*"I will be in Anchorage during all of October and two weeks in November. I will be really sorry to miss the Golden Eagles this year...My psychiatry clerkship was scheduled in Anchorage, and I cannot change it. I do look forward to the clerkship. I have been working on research lately, and I believe it is coming together....I start my surgery clerkship a week from today (Aug. 10, 1998). I'm excited for it, but anticipate little sleep. ...I'm thinking of you. Freddiane (GRAY).*

*"I had nothing to take pictures of until my sister and I went to Florida in Feb.....So glad you are on the internet. KEN (ALRICK) has sent me all the updates on HAL....Have you had your computer long?....I may have to get one when I retire! Right now I'm just going to keep working until I decide where I want to retire! Looking forward to Las Vegas. Love, Betty" (CAMPBELL).*

*"Was surprised to hear of your surgery, but am glad to hear you are doing ok. Speaking of UFO (United Flying Octogenarians). I guess BOB would belong as he got a 3rd class physical after our accident and he was 81 at the time. Hope you continue improving. Sincerely, Bob and Mary (Wenholz).*

*P.S. Thank you for the Golden Contrails-if we didn't receive it, we wouldn't know anything about anybody.. You and Gene do a great job".*

On Jan. 6, 1998, KEN ALRICK sent an E-mail to GARY WILSEY, stating the Golden Eagle present balance was \$13,778.71 and the balance a year ago was \$10,175.68. KEN said that the many comments made when dues were sent indicated that *"the members really enjoy the Golden Contrails, and it is, in my opinion, a great avenue of communication, and has brought in a number of new members."*

GARY WILSEY sent the E-mail to DICK GRIGSBY along with this note, *"Please note this E-mail from KEN and his comments on notes from members, reference how much they enjoy Golden Contrails. I second that 100%; you and GENE have done a fantastic job. Many Thanks, GARY".*

**NOTES TO KEN ALRICK**

*Dues are enclosed and would like the remainder to be used (for) the postage fund. This is the best money I have ever spent for the pictures and stories (that) I read in the Golden Contrails bringing back so many pleasant memories of my 32 years at CO. I became a retired capt last year and didn't care for the S/O seat, so now I am a 737 instructor in Houston. It is a great job training our new CAL Captains and F/O's, and will probably do it for a few more years. I look forward to seeing you all in Oct. at the reunion. Thank you and all the guys that do so much work to bring the rest of us so much pleasure. Thanks. Ed Halliday".*

*"It is all your fault that this payment got to you late. You should know by now that you have to beat me over the head to wake me up. This will pay past and one year in the future as well as postage. For one year I will be on time. Things are going good here. Thank you, Mark". (SCHELLENBERG) (KEN ALRICK wrote, "Actually, he is now paid to year 2000!")*



***"Retirement has proven to be all I anticipated, altho from flying to farming full time is not full retirement. I and BONNIE raise hay and calves, and try to get away occasionally, but the calves are heifers and demand a lot of attention. I enjoy the Contrails and look forward to each issue....Thanks RUSS COONLEY".***

***"It is with much pleasure that I receive your fine publication....I am most appreciative. It is good to have the news of the CAL family—so many that SAM knew so well. And I remember many of them, too. This is for the postage fund—do want to contribute. Sincerely, Ruth Bickford (Sam Bickford)".***

#### **NOTES FROM NORM MEYER**

**NORM wrote, (to DICK GRIGSBY)**  
***"Blondie and I are making out OK....AL (AUGER) faxed his story down to me, so will send it along in its unabridged form.....His "We Own the Night" reminds me of the red-eyes we flew to Houston & Chicago. I often quote a remark you made about being westbound thru Phoenix or so, after flying Trip 6, wasn't it, to Houston? You said that it didn't bother you so much that you started missing things,— what bothered you was that you didn't seem to give a darn! THOSE WERE THE DAYS!"***

**Editor's Note:** Due to space limitations we will print AL AUGER'S story about "32 hours to get to work and only 3 hours to get back home in our next issue.

The solitary Note from NORM for this issue follows: ***"One of the fairly recent CAL retirees in the Denver area is Christy Barden. Christy lives in Boulder and was commuting to Newark to fly the DC-10 to such places as London, Paris, Rome, Frankfurt, and Madrid. He says the commuting "finally got to him" so he retired early, nearly two years ago.***

***Christy is a native Californian who learned to fly at Van Nuys airport and belonged to the Air National Guard there. His hobbies include cooking, several styles***

***of dancing and activities with old cars and old airplanes. He owns a 1950 Cessna 195 with a 300 HP Jacobs engine, a model of which there are four others at the Longmont Colorado airport.***

***Christy owns 14 vehicles, including 2 Airstream Ultra Van motor homes and a 1964 Lincoln Continental convertible which is similar to the Kennedy White House models.***

***This spring Christy took a 2½ month trip to Nepal, China, and Tibet, including a 3 week trek to Lhasa. He hardly fits the mold of the bored retiree...."***

#### **FROM LA VERNE THORNBERRY**

**Our congratulations to the newlyweds, MR. and MRS. GENE NEWMAN. We send best wishes and good health and much happiness.**

**CONGRATULATIONS to I. G. & LUCILLE GORMAN on their 54th wedding anniversary and I. G.'s 79th birthday, which they celebrated August 9. Unfortunately, LUCILLE was diagnosed with lymphoma. Her Dr. says it is the milder form and she is being treated orally. Their daughter, GLENDA, is a supervisor in Ennis hospital and she is much comfort for them.**

**JOAN and HERB JONES are looking forward to the wedding of their son, Timothy, and Trina Crist on November 7. Tina & Tim are both DEA Agents. JOAN & HERB will have a trip to Louisiana before the wedding. They will attend the Shrimp Festival near Lafayette; the main event will be the Blessing of the Shrimp Boats. This will be a colorful-fun time with lots and lots of shrimp, other food and beer at the boil and dancing to that wonderful french music.**

**BETTY & LEON GREEN have sold their Dallas home and are in their lake home—they love being lake dwellers. From the beginning, LEON knew he was happy to**

make the BIG change; BETTY was undecided — now she loves living on the lake and wonders why she was ever apprehensive about the change.

BETTY & LEON'S daughter, Carrie, will be married in December so these plans are top priority. They will be in Dallas early September and LEON will work the Dallas Airshow and Betty will shop, shop, shop! Then, LEON may need to exchange volunteering for a \$- paying job.

BOB & JENNY RAWLS are expecting their granddaughter, Kim, and some of her friends to come for BOB's 78th birthday celebration. His birthday happens to coincide with the Dove Season opening, September 1. Having generous grandparents, the kids will have access to the motor home for their hunt. Kim is in her last year at Texas University, Austin.

BOB & JENNY were among the very few luckies who got rain tho' not nearly enough. BOB says the cotton crops are so poor they probably will not go to the gin but be converted to livestock feed. This summer's parching heat has created a loss to Texas farmers and ranchers in excess of \$2 Billion. It seems the only crop, of any significance, that will go to full harvest is the grape vineyards which are abundant.

NEE NEE EATON is doing well from knee surgery and is now off the walker; BILL is an experienced caretaker and cook. His veggie garden did not do too well because of the summer heat.

PEGGY McGOWAN is feeling much better with her pacemaker and she and NORM have been traveling in their motor home. NORM is doing a lot of flying with the Confederate Air force and Civil Air Patrol. He is also teaching his grandson to fly.

RIP THORNBERRY's medals, ribbons, etc., uniform and CO airline uniform have been placed in the Frontiers of Flight

Museum at Love Field. His name is on a brass plaque, with others, which hang on the museum wall. His uniforms will be displayed on mannequins for some of the museum's special events.

CO's DC-3's beauty is often spread about the TARMAC at Love where it is hangared. Captain Sonny Logan brought it out for the Frontiers of Flight schoolkids. The children toured the plane and the Captain told them many interesting things about it. Billy Hutyra, maintenance and Don Merliss, supervisor, joined the Captain in answering the children — the three were needed as we had some very bright third, fourth, fifth, and sixth graders making inquiries.

Nations Bank recently bought a Champagne at Dusk Flight, and gave a glowing report about it. The flight was around the Metroplex area under a glittering starfilled Texas sky on the DC-3.

On Saturday, September 12, 9:00 A.M., a Scot Band and the Parachute Jumpers of the 101st Airborne will open the Fina Dallas Airshow. The show will feature 125+ of the world's finest military and private aircraft. The Show will commemorate the 50th Anniversary of the Berlin Airlift; a C-54 will have the Berlin Airlift Museum inside for a public viewing. A Tornado "German trainer" will be flown in by the German Air Force. There will be some dramatic fly-overs; among the aircraft will be the Black Flying Wing, a flight of NIEUPORT 17's, B-1, B-2, B-52, the F-117, WWI Fokker D-7, and many others. YES, there will be aerobatic flying, hot air balloons, and a lighter than air Blimp. The Show will close on Sunday, September 13, at 5:00 P.M.

*end of La Verne Thornberry's news.*

*end of This'n That.*



# *Sport Aviation*<sup>®</sup>

EAA'S MONTHLY MEMBERSHIP MAGAZINE

JANUARY 1998

