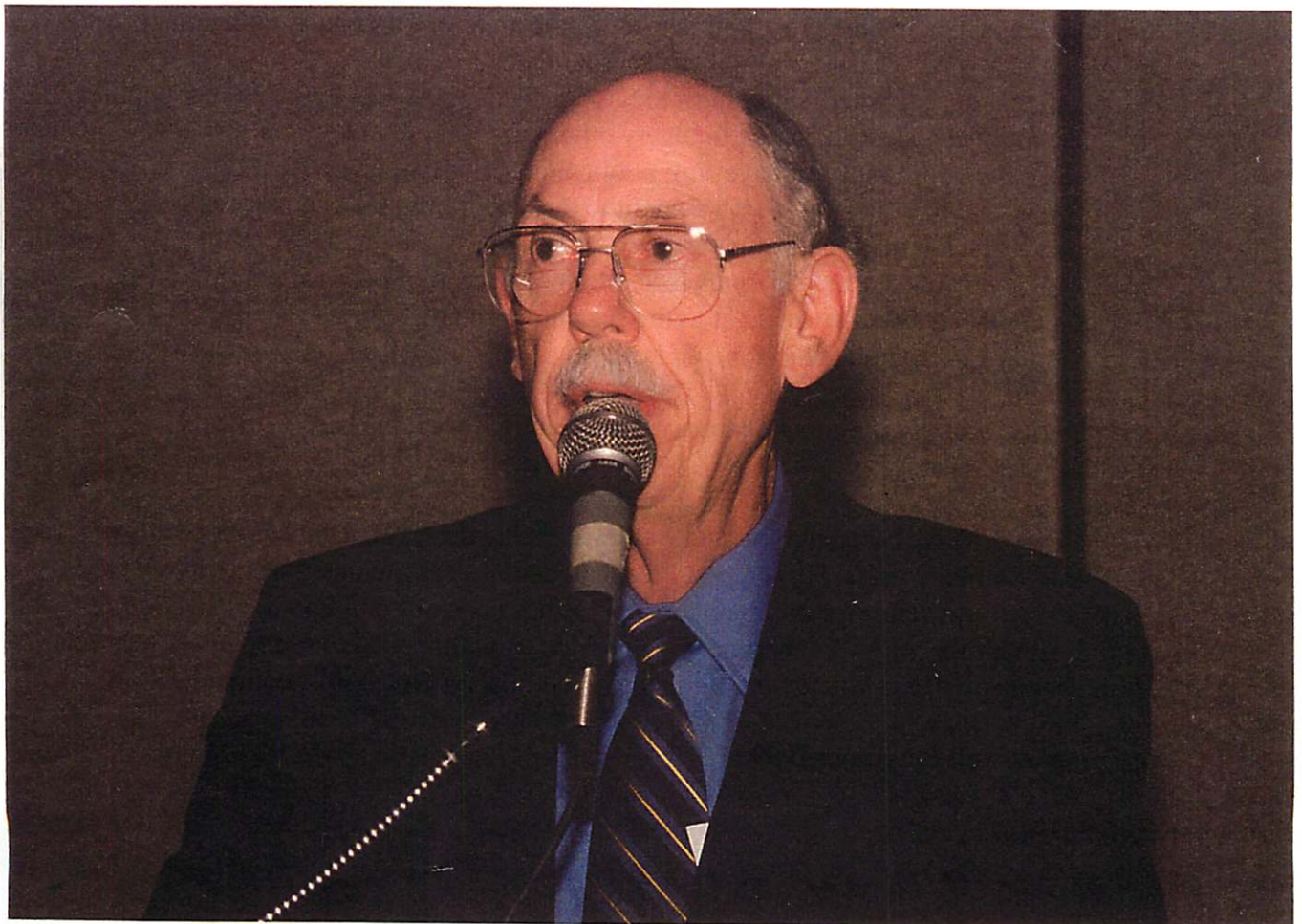




GOLDEN CONTRAILS

... and oft' the setting sun is pleased to trim the clouds with molten sails,
and lace the way of passing jets with golden condensation trails.

December, 1998



CAPTAIN'S CORNER

Greetings:

Our Twenty Sixth annual reunion at the Tropicana Hotel in Las Vegas was outstanding. The weather cooperated in the city as well as on the golf course.

As always, my sincere thanks to all the volunteers for their dedication and hard work. Special thanks to Alice Gorman, Ladies Auxiliary President and her officers for all their time and effort in making the hospitality suite a great place for conversation and comradery. An outstanding job by Gail Grover on the banquet decorations. After many years this was the last raffle for Bob and Jan Kinsey. They did a fantastic job with some truly great prizes.

We had many new members in attendance this year. It was great to see the wonderful mix of people as all those years melt away. Our banquet dinner and program was a real highlight. The Paul Mantz presentation, by his grandson Greg, was terrific. It was great seeing Jack Sage, former Vice President of Personnel, as a guest for the dinner.

Business meeting items approved:

1. Our 1999 convention will be held at the Hyatt Regency Houston Airport Hotel starting on Thursday October 14th., with our business meeting and banquet on Friday October 15th. This facility should work out very well. The hotel is five minutes from the airport. Some great golf courses in the area for our annual tournament. More details on plans and activities at a later date.
2. Members present voted for a return to Las Vegas in 2000. Las Vegas is very popular and continues to be the choice for every other year.
3. The Golden Contrails will have firm publication dates twice yearly, at the end of July and end of November, with a possible third edition in the March time frame dependant upon material available.
4. Paul Grover was nominated and elected to the position of Secretary. Paul was a great choice and will be an asset to the Executive Board.
5. Honorary Life Membership for Bud Battley.

A special thanks to our outgoing Secretary, Don Gentry, for all his hard work and dedication these past two years.

The Honorary Life Membership for Bud Battley is richly deserved. Bud has served this Association for many years. He is a past President and has continuously worked very hard to make everything better for our membership. He has been our point man in Houston, working with all the various departments to provide us with a good working relationship with the company. He is already thinking of some things for Houston. Congratulations!

Hope all goes well for you in 1999.

HAPPY HOLIDAYS!

Larry Wilsey



RESERVE CAPTAIN'S CORNER

We've had many a rewarding Eagles' conventions and this year's in Las Vegas was up there with the best. There are so many capable people involved that bring it all together and the conclusion, as usual, is a very pleasant time for all.

We have been fortunate, too, over the years to have interesting programs for our Banquet. This year is no exception. Mr. Greg Mantz entertained us with a talk on his famous movie pilot grandfather, Paul Mantz. For the benefit of our members who were unable to attend, let me briefly recap the presentation.

Greg Mantz lives in California, is an architect by profession, and has long been personally involved with lecturing on his late grandfather's flying career. It was a privilege to have him with us.

Greg spoke of his granddad's early love for flying and his natural skill for handling aircraft. Anyone who has ever been to the movies and seen one of the over 250 flying films in which Paul Mantz participated has enjoyed his unique ability to thrill viewers. His flying was dangerous but done with extreme care and much preparation in order to achieve the best in movie realism. Who can forget such movies as "Twelve O'Clock High" and "Best Years of Our Lives" or the very popular "America the Beautiful" filmed totally in wide screen Cinerama from Paul's uniquely modified B-25.

Greg treated us to over 30 large screen pictures covering Paul Mantz career showing the many movie stars he befriended and the very large and unique fleet of aircraft he accumulated (once claimed to be the seventh largest air force in the world) over his more than 30 years in the business. Paul holds the record for outside loops and is famous in the field of air racing for having won the Bendix Trophy three years in a row. He knew Lindbergh and worked closely with Amelia Earhart in preparation for her round the world flight. Many remember his "Honeymoon Express" charter service popular between Hollywood and Las Vegas. During World War II, Paul commanded an Air Force Picture Unit for production of training and recruiting films.

Greg obviously enjoyed his grandfather and tells the story of his life with great affection. Paul loved his work but he admitted the greatest stabilizing influence in his exciting movie life was his wife, Terry, who remained his best friend and adviser. It was during the filming of "Flight of the Phoenix," starring Jimmy Stewart that Paul lost his life while filming one of the final sequences. The unusual aircraft, already difficult to fly, caught a landing gear on a sand dune, flipping it over and ending his life.

We are indebted to Greg Mantz for joining us and for sharing many of the exciting events in his popular flying grandfather's life. Greg's presentation will remain one that the Golden Eagles and our ladies will long remember.

“WORK HARD. FLY RIGHT.”

Have a great holiday season, Ed Gorman



TO MY FELLOW GOLDEN EAGLES:

I have to say, it was a great convention in Las Vegas, even if I am a little prejudiced since Gail and I have lived there for four years now.

Real thanks for the success go to some familiar regulars, Ed and Alice Gorman, Bud and Luverne Batley, Gary and Lynetta Wilsey, Ken and Laverne Alrick, Bob and Jan Kinsey.

Our pre-convention golf tournament was a big success and my thanks go to my wife Gail for her efforts to make all details fall into place. She managed to do this along with her banquet centerpeice duties.

I emerged as the new secretary, taking over from the talented Don Gentry, only to find out later that day that I am married to "President Gail" of the Golden Eagles Ladies Auxilary. It's hard enough to be downbidded to second officer, and now I'm living with a president..... well on with my secretarial duties.

We had 68 members attend our meeting where we voted on Houston , Texas for our 1999 meeting at the Hyatt Regency on Oct. 14 and 15.

Bud Batley was voted a life membership for his long involvement and many contributions to our organization's success.

An active discussion over publication of the Golden Contrails followed, and it was suggested to pursue inputs from our newer members, and a reduction from three issues to only two per year. It was determined to go with two issues, but at Dick Grigsby's discreation for a third issue if material were available.

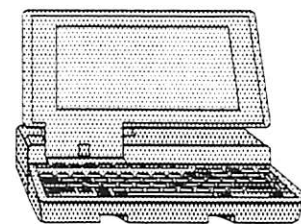
Returning to Las Vegas every other year in the fall was also agreed upon.

Looking forward to seeing everyone in Houston next year, and if every member would make an effort to recruit at least one new member, we will continue to have this great organization.

Paul Grover



EDITORS' CORNER



THIS ISSUE---- This issue is concerned mainly with reporting on our reunion at the Tropicana in Las Vegas.

COVER PAGE---- Golden Eagles President, Gary Wilsey, presides over the banquet festivities.

POETS' CORNER---- The idea for the poem, "Wings against the Sun," is taken from a piece of verse found in the "gone west" pages of the QB Beam magazine. The author is unknown to us. Ray Melberg's "Ode to A Little League Batter" indicates some personal experience with Little League Baseball.

RAPA REPORT---- Our thanks to Bob Hiemstra for his report on the RAPA meeting in Pensacola.

CENTERFOLD---- Pictured in the centerfold looking left to right and top to bottom of each page are: the new Ladies Auxiliary Board, Marilyn Islava, Gail Grover, JoAnn Wintenburg and Jan Kinsey; Doug and Margie Kricken; Joe Dentz, Kenna Rathke and W. Moffitt Tinsley; Tom Green; Tom Russell; Kellie Dick and Pleggie, Jr.; Jane and Hal Ross; Betty Lou Campbell and Frank Anderson; Bill and Sue Bynum; Rae and Steve Kane; Ed and Barbara Halliday; Jennifer Brennan and Art Sparks; Erma and Gene Newman; Carey McWilliams; Ernie Islava; Ben and Chris McKenzie; Ed Cox; Ron Bennett; Dick Pekrul; Pat and Rif Revisky; Don and Joanne Gentry; Pete Levander.

"I THOUGHT YOU WERE TOO LOW"---- Thanks to Captain T. E. Green for his article on complacency, including the before and after pictures.

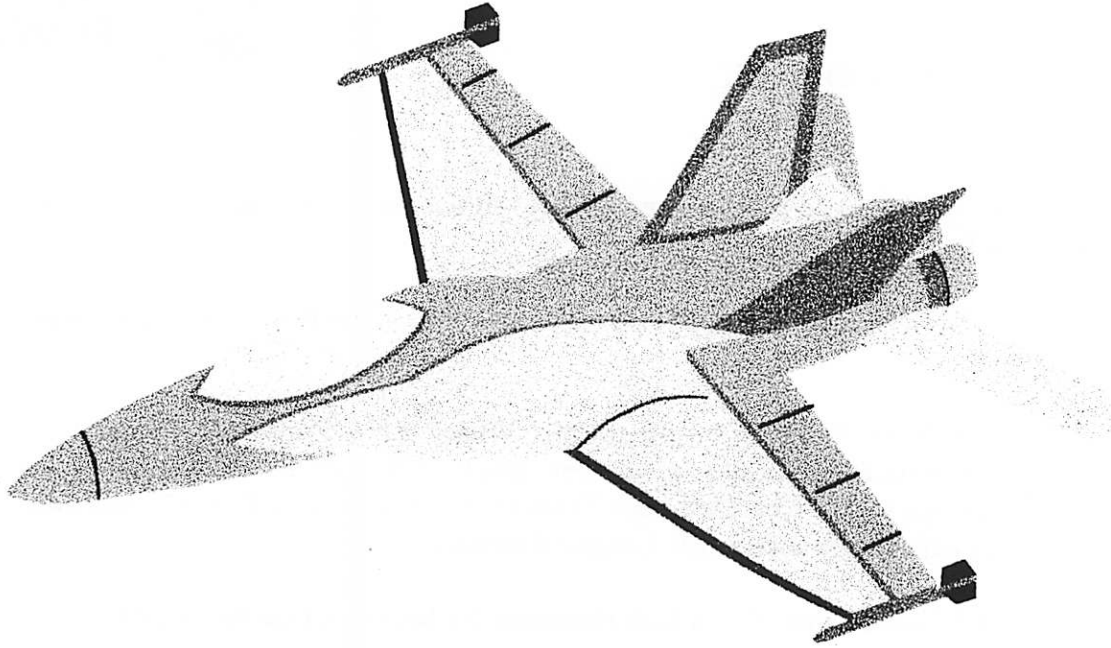
BACK COVER---- Pictures on the back cover serve to emphasize featured articles within.

A CORRECTION---- In the September issue of Golden Contrails credit was erroneously given to Captain Robert H. Strauss for authoring the poem, "One Of The Trusted." The true author is Mr. Gill Robb Wilson and the poem is included in his book "The Airman's World," Bob Strauss having merely read it for emphasis during a talk he gave at an ALPA Convention.

Your editors wish to express thanks to those who gave of their time and money providing us with such fine photographs. We wish we could have included all of them in this issue but, alas, it's not possible.



POETS' CORNER



Wings Against the Sun

Forever earthbound now our feet
Upon the shadowed path ahead;
Yet far beyond the earth we dream,
And thus our hearts are comforted.

Too few indeed these precious days
To let the dreams die needlessly...
Beyond tomorrow there awaits
A time and place meant just for me,

And new hopes rising one by one
Are gilded wings against the sun.

R. S. Grigsby

Ode To A Little League Batter

I stood by the plate all ready to swing.
Stepped forward but held up as it sailed under my chin.

"Strike one" called the ump unbelieving I heard.
I swung at the next one but missed as I erred.

The third way below my knee but he cried "Yer out - strike three!"
I could see then and there we didn't agree - the ump and me!

Inside pitches and outside pitches are easy to see.
The sides of the plate show where they should be.

But the vertical direction demands depth perception.
This umpire's behind me is gone with the wind.
His strike zone is limited by ankles and chin.

In practice a low swing will cause coach to jaw
"Was that the sweetest pitch that you ever saw?"

Or if I swing at a pitch too high
He lights off like a pinwheel on the Fourth of July!

But now if I connect with one that's low it'll fly.
Over the fence and away in the sky!

Or if I hook on to a high one I see my team's faces,
As it soars out and upward and clears off the bases!

But here I stand in the fix that I'm in
with a strike zone that reaches from ankle to chin

From ankle to chin, from ankle to chin
But if I attack that ball we're going to win.
In spite of a strike zone from ankle to chin.

Ray Melberg



GOLDEN EAGLES LADIES AUXILIARY

Dear Friends,

Another marvelous Golden Eagles' Reunion is behind us and, under the gracious leadership of Gary Wilsey assisted by Ed Gorman, Ken Alrick, Don Gentry and Paul Grover, it was a great success! Thanks, Captains, for all your hard work. Moreover, it takes the talents of many others to execute all the details for a wonderful get-together.

BOUQUETS OF THANKS TO:

Gail Grover for the beautiful autumn centerpieces which graced the Banquet tables.

Mae Didlake for the words of inspiration which opened the Ladies' Business Meeting.

Alice Powers for the Banquet favors, for dozens of her scrumptious cookies, and for all her help and equipment in setting up the Hospitality Suite kitchen. (At the Ladies' Meeting, Alice received a standing ovation in appreciation of all her contributions over the years.)

The Officers - LaVern Battley, Lanetta Wilsey and Gail Grover who have been so supportive and helpful for the past two years. My appreciation is boundless!!!

LaVern Battley and Dena Bryant for serving as the Nominating Committee.

The Battleys, the Bryants, the Wilseys and Ed Gorman for shopping for, lugging to, setting up, taking down and cleaning up the Hospitality Suite.

Everyone else who helped in any way to make our reunion at the Tropicana a success.

FIFTEENTH ANNIVERSARY:

Golden Eagles Ladies Auxiliary was organized on October 26, 1983 at the Tropicana Hotel. At the business meeting, we commemorated the occasion of our fifteenth anniversary by recognizing those women who have served as officers and by honoring the Auxiliary's past presidents - Jean Hart and Alice Powers, co-founders, LaVerne Thornberry, Laverne Cann, Jean Alley, Kathy Hiemstra, Alice Bybee, Sandy Ross and Luverne Alrick. Thank you again, dear ladies, for all your efforts on behalf of the Auxiliary.

NEW OFFICERS:

President: GAIL GROVER
Vice President: MARILYN ISLAVA
Vice President: JO ANN WINTENBURG
Secretary: JAN KINSEY

How fortunate we are to have such a wonderful new Board!!! I know everyone will show them the same support and graciousness that I was afforded

Not only do we have this great new Board, we have them for two years as the motion was passed to have each elected officer serve a two year term.

It has been a sincere pleasure to serve as president, a delight to work with this board and an enduring joy to participate in the Golden Eagles' reunions.

Wishing you all the merriest and happiest of holiday seasons,

Alice

Alice Gorman



Last week, from November 4th to November 7th, the Retired Airline Pilots Association (RAPA) held its 1998 Convention in Pensacola, Florida. I attended that Convention as a Delegate from the Continental Golden Eagles.

During the course of the Convention's business it was determined that the majority of retired airline pilots are not adequately informed as to the purpose and operation of RAPA. Perhaps this is the time to correct that situation for the Golden Eagles members.

As you may or may not know, RAPA is an incorporated association of approximately 7000 retired airline pilots who are members of retired pilot associations of twelve airlines. You, as members of the Continental Golden Eagles, are also members of RAPA.



The By-Laws of RAPA state:

The Corporation shall endeavor to function as a "clearing-house" for the consideration and possible solution of problems submitted to the Corporation by airline pilot group members of said Corporation. Solutions will be sought in the consideration of experiences of fellow member groups and in opinions solicited from authorities in the pertinent problem areas.

RAPA has standing committees that monitor the following fields:

1. Insurance
2. Legislation
3. Pensions and Taxes
4. Travel Benefits

The above committees stand ready to assist member groups/individuals should problems arise in those fields. The procedure to be followed in requesting assistance is stated in RAPA's By-Laws thus:

ARTICLE VIII, Section 2G

G. Committee Service of Group Member Inquiry

1. Inquiries directed to Committee through Delegates
2. Committee solicits pertinent experience information from RAPA Member Groups
3. Committee solicits opinions from authorities in specific problem areas
4. Committee to make periodic reports to President re: inquiries serviced

The information gained is passed to your Delegate as soon as received.

At this time I am your Delegate for purposes of requesting aid and/or assistance from any RAPA Committee. Call me at (805) 929-1001

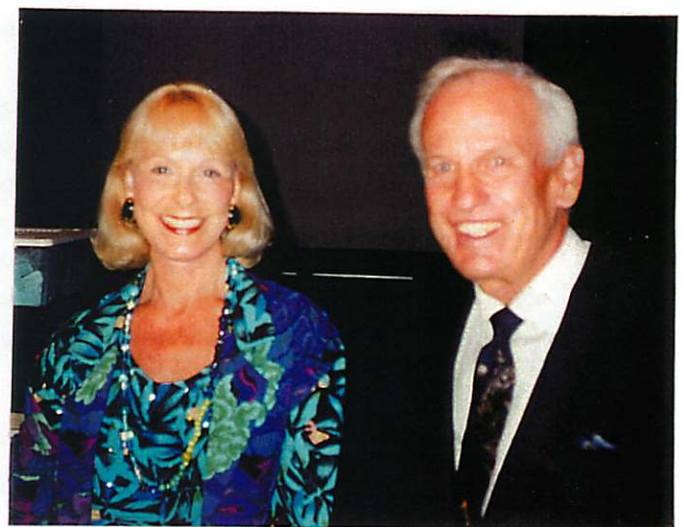
One of the strengths of RAPA is the insurance that it makes available to us. Some of the insurance programs offered are:

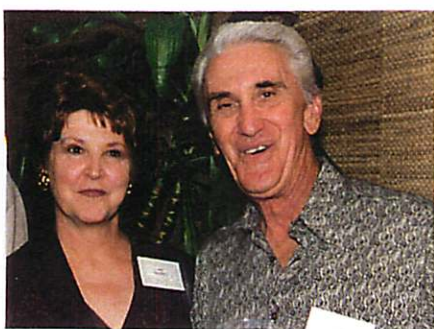
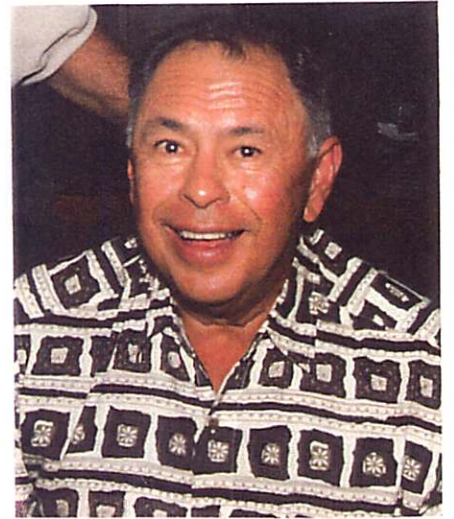
1. Delta Dental Plan
2. Pharmacy Benefit Card
3. Discount Vision Services
4. Hartford Medicare Supplement
5. CNA Long Term Care Coverage
6. Group Cancer Policy
7. Travel and Home Accident Policy

Additionally, an HMO program is being planned. Please advise me if you wish more information.

A handwritten signature in dark ink, appearing to read 'Bob', is located in the bottom right corner of the page.

Robert E. Hiemstra
Golden Eagles Delegate to RAPA





THE GOLF REPORT

PRIMM VALLEY, a new name in the golf vocabulary. Twenty six Golden Eagle golfers know it well today, after our two days of play on Oct. 12 and 13 just before our convention at the Tropicana in Las Vegas.

Only two years ago Primm Valley was blowing sand and sagebrush. Today after bulldozers, earthmovers and an unlimited budget, there is a golf course designed by Tom Fazio that is right off the cover of golf magazine.

The Golden Eagle players were treated as royalty by the staff, and our appreciation of them was well noted as we have an open invitation to return.

Our two day stay at the Primm Valley Resort and Casino, only a five minute drive from the course, was our headquarters for Golden Golf gatherings. My wife, Gail, along with much help from Marilyn Islava, hosted the cocktail parties each night of our stay that included not only the golfers but wives and friends of the golfers attending. The nightly gatherings were great fun, but next time we sure need a larger hospitality room.

A surprise visitor not playing golf this year because of a motorcycle accident [a story in itself] was Hall Ross and wife Jane. Both looked great, recovering well and were such a hit.

All golfers I believe were pleasantly surprised at the outstanding caliber of the course and the facilities. The first day we played off straight handicap and we tried to keep the

big hitters together and let the rest of us fend for ourselves in our own groups. Turned out we had more big hitters than earlier thought. Players handling this course with very few problems were the likes of Dave Diffenderfer, Ben McKenzie, Gomo Greer, Glen Kowal, Ken Lakes, Berdie Bertrand, Ed Cox and Walt Smelich. Second day we mixed these big guys with the rest of us, and played best ball scramble.

Our ladies had a great two days led by Laverne Cann, Amy Childress and Mary Hemminger. The other ladies that played a tough course surprisingly well were Sue Lakes, Rae Hane, and Janet Lee Wood.

Other reliable return golfers were: Bob Kinsey, Don Ballard, Ernie Islava [with his 19 year old heart] George Hemminger, Amos Cann , Bill Childress and some newcomers: John Campbell [go Texas A&M] Dave Wood, Joe Dentz and Steve Hane. Don Gentry, you were very much missed this year, and hope that the back and the knee will be in good shape for the next gathering.

For anyone wanting to play next time, we promise to get the notice out sooner, and encourage more of the ladies to play. Next years tournament will be in the Houston area, site yet to be determined. In 2000 when we return to Las Vegas, we will again enjoy Primm Valley.

Paul Grover

Dear Ladies:

WHEW!!!!!!!!!! The Las Vegas gathering this year was quite a whirlwind for me. Helping Paul with the golf gathering and festivities, the banquet centerpieces, [I was a mad woman with a glue gun for days] and trying to give as much help and support to Alice Gorman, LaVerne Batley, and Lynetta Wilsey, which I fell very short on doing.

As I said during our meeting, these three ladies have done such a tremendous job addressing all the details that go into making these gatherings so successful.

Each year the hospitality suite attendance grows and so does the need for help to keep the suite operating successfully. One of my goals as your President for the next two up-coming gatherings is to address this issue in a major way.

I along with Vice-Pres. Marilyn Islava and Co-Vice Pres. Joann Wintenburg, and Sec. Jan Kinsey will carry on the traditions set forth, and introduce some new twists and turns. Our focus: to provide you with fun, exciting and enjoyable gatherings to further our support of the Golden Eagles, and develop our strong friendships and interests.

Soon after the holidays, we will be meeting to plan for the gathering in Houston. Please phone, write, or e-mail me if you have any suggestions or concerns.

Wishing you and your's much joy and peace this holiday season.

Fondly,

A handwritten signature in cursive script, appearing to read "Alice", written in black ink.

I Thought You Were Getting Too Low!

I had much respect for Eddie, somewhat older than I, and a real pioneer pilot. I met him in 1940 while I was instructing on the CPT (Civilian Pilot Training) program and he was flying a Lockheed 12 for an oil company. He was instrument rated and flew in all kinds of weather. I was impressed! I was later hired by CAL, and I think he might have envied me somewhat.

He came to visit me one day in Canyon Lake, so I took him for a boat ride and lunch at the lodge. I had built a Starduster "Too", so I took him out to see my pride and joy. I invited him to fly the plane and he said he would fly it in the air but wanted me to take it off and land it.. He had a camera and took a picture of the plane and wanted some aerial shots of Canyon Lake. I had an intercom in the plane, but the mike for the front cockpit was in the radio shop so I could talk to him but he couldn't talk to me. We took off and at 1000' AGL I said, "go ahead and fly it, Eddie." He took the controls and made a couple of gentle turns and I thought with a real "pro" flying I would relax and enjoy the trip. So I pulled my shoulder straps tight and started gawking at the farm we had just passed

The plane continued on toward Canyon Lake and subsequently started a gentle left turn. The nose dropped and we began to pick up speed. We were headed toward a low ridge of hills, and I thought he had better get the nose up... and the nose came up. The visibility from the rear cockpit is not nearly as good as it is in the front, so I'm really not worried. We cleared the hills by a few feet and I felt a sense of pride that he was having fun with my plane. We continued back up to our 1000' AGL and original heading.

Soon the plane did much the same thing, but didn't go as low; but now we are headed for a huge boulder on top of another hill. It looked to me like we had that boulder "bore-sighted", and I unconsciously put a little back pressure on the stick. I wasn't really worried, because Eddie is such a "pro". We missed by inches! Now we are back to our 1000' and on heading again.

On our left is a broad, flat field so down we go. I'm thinking, "get the nose up"... and the nose comes up and we skitter across the field very fast (no one reduced the power). Now we're getting awfully low, and at first I'm not worried, but now I'm beginning to get concerned. I take hold of the stick as we hit in a huge explosion of dirt. I'm thinking, "we don't want to go straight up and stall", so I hold it level as the speed bleeds off and I drag the tail several feet and it settles into the dirt ever so softly. It didn't even try to rock up on the nose. The landing gear is gone so it's on it's belly! I'm in the rear cockpit turning off switches, valves, etc. Eddie climbs out with dirt and blood down his front. He looks down at me and says, "*I thought you were getting too low!*"

The left gear went up through the lower left wing back of the aileron push tube. The right gear was sticking up in front of the right lower wing and the engine was looking about 45 degrees to the right. The propeller looked like the horns on a bighorn sheep!

In debriefing, Eddie said he had held up both hands to give me control. That's when I remembered looking back at the farm!! Between the two of us we had an aggregate of 50,000 hours flying time and 90 years experience. We both sat there and watched the airplane fly into the ground! His only injury was a cut lip and I had none. Eddie confessed that he, too, had applied some back pressure on the stick a couple of times. We each had too much confidence in the other. Our complacency almost got us killed!!!

Golden Eagles Treasurers Report 11/15/98

Balance 1/1/98	\$12,788.71
Income 1/1/98 to 11/15/98	
Dues	\$5,994.00
Postage Fund	\$1,652.00
Convention	\$6,326.00
Raffle	\$1,235.00
Kitty	\$348.00
Total	\$28,343.71
Disbursements	
Plaques/Art Work	(\$73.08)
Contrails/2 Issues	(\$4,995.65)
Hotel Expense	(\$365.15)
Stamps/Printing	(\$189.13)
RAPA Dues	(\$312.50)
RAPA Expense	(\$400.00)
Memorial	(\$50.00)
Table Decorations	(\$502.02)
Banquet Refunds	(\$567.00)
Shipping Cost	(\$25.00)
Tropicana/Banquet	(\$5,424.04)
Hospitality Room	(\$1,074.00)
Refused Checks	(\$148.00)
Hyatt Regency/Advance	(\$500.00)
Total	(\$14,625.57)
Balance 11/15/98	\$13,718.14

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

We had a good convention again this year. Some say the best ever. Each year it seems to get better. I'm always pleased to see those who haven't attended before. They seem so happy to see old friends.

Our plans for next year are coming together. I hope we can get more of our Texas friends to join us for the next Convention.

As far as our finances are concerned, we are holding our own. We still have one more Golden Contrails to publish but in spite of rising costs, I expect our balance to be about as in previous years.

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,
Treasurer

New Members

Since Last Issue	
Glenn Kowal	Dick Lane
Billy Foster	Pete Levander
Dave Gildart	Ron Halverson
Page Seats	Gene Chancy

Contributors To Postage Fund

" Thank You"

Tommy Thompson	George Seifert
Virg Hemphill	Monroe Mathias
Bob Kinsey	Bill Ashton
Jack Murray	Ernie Islava
J.Worley	Harold Simpson
Bill Lively	Ralph Eikmeier
Lin Wright	Dave Clough
Paul Shelton	Frank Rhodes
Norm Meyer	Don Leseberg
Jack Thompson	Dave Perry
Peggie Jr.	Gene Freeman
George Didlake	Bob Rawls
Pete Linzmaeier	John Blackis
Blake Lamar	Rif Reviskey
Ed Gorman	Walt Smelich
Gene Newman	Amous Cann
John Zetzman	Dick Grigsby
Bob Wenholz	Bill Childress
Ken Bellarue	

GONE WEST:

GEORGE D. LANDES, III: GEORGE died Oct. 27, 1998 of pneumonia. His system was probably weakened by the effects of chemo, which he received for treatment of lung cancer. GEORGE was a Marine Captain in the Vietnam War. He is survived by his wife, LINDA, and two children. He was not a member of the Golden Eagles.

DORIS McCOY: DORIS passed away October 25, 1998, after a massive stroke. Memorials may be sent to: Wings of Space Museum, 7711 East Academy Pkwy., Denver, CO. 80220-0158, where DORIS was a volunteer.

ILLNESS/SURGERY:

RALPH MUSSER suffered a heart attack while at home with his family on Aug 16, 1998. He was admitted to Elkhart General Hospital (Indiana), where he received a triple heart bypass on August 24th. He is improving rapidly and is expected to have a complete recovery.

DON GENTRY had heart surgery on Sept. 29, 1998. We greatly missed his presence at the golf tournament and at our Las Vegas Convention.

BOB WENHOLZ was stricken with a ruptured esophagus on Oct. 13, 1998, followed by complications, including digestive fluids draining into the lungs. He needed two operations, followed by a tracheotomy, which resulted in great difficulty in breathing, even with the help of a respirator. On Nov. 10th, **MARY WENHOLZ** told **KEN ALRICK** that **BOB** had been removed from the respirator, is using oxygen and taking antibiotics. He is getting physical therapy, but is extremely sick, and has a long recovery ahead of him.

DENNIS KANE is suffering from a bout with cancer, and he was admitted to the ICU at Community Memorial Hospital in Ventura, California in early November, 1998. **BOB FOLEY** advised that **DENNIS** would appreciate cards or letters sent to his wife at 2800 Sailor Ave., Ventura, CA. 93001. (CAL Internet, via **TOM RUSSELL** and **KEN ALRICK**).

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

THIS'N THAT:

The Annual Convention in Las Vegas was huge success, and we all had a great time talking to old friends in the Acapulco Hospitality Room at the Tropicana Hotel and at the Annual Banquet. Assorted photographs of some attendees are displayed in another portion of this issue.

Here comes another romantic tale! As of August 26, 1998, **MAXINE ROPER** (age 83) was planning to marry an old childhood friend.

HAROLD SPORES had knee replacements for both knees about a year ago. He was walking without even a cane eight days later! At our recent convention in Las Vegas he moved around so well that one would think he could play handball as

well as he did thirty years ago!

RON ALVERSON mentioned that he is flying as a Second Officer now, and that he is making more money annually than he made in any previous year when flying as Captain.

When Continental Airlines begins service with the Boeing 777, **CLIFF PLEGGENKUHLE, JR.** expects to be flying as Captain in that aircraft. He will probably fly from Houston to Tokyo, on a scheduled 14 hour flight, with four copilots as crewmembers!!

Now that **BLAKE LAMAR** is over 60 years of age, he is flies new Boeing 737's from the factory to locations selected by Continental for delivery flights.

The **JOHN BLAKIS** residence in Golden,

Colorado must need a lot of firewood—LEVA has her own chain-saw!

K.D. THOMPSON was a station agent at Chicago (O'Hare), and Phoenix. He asked WADE JOHNSON how he could become eligible for a pilot's position, and WADE replied, "be at the right place at the right time". In 1955, with 450 hours, K.D. was nearing RED STUBBEN'S office for an interview with RED, when DON BALLARD stopped him and found out his reason for being in Los Angeles. DON escorted K.D. into RED's office and told RED, "I've brought you another pilot".... K.D. was hired, with RED STUBBEN suggesting that K.D. bid the Dallas Base to fly as copilot there, and RED stated, "in six months you will be as good as our high time copilots". RED's prediction was precisely correct: K.D. flew as a Dallas copilot on Viscounts and DC-9's, and in three years he checked out as a Captain on DC-9's, and then on B-727's, B-720's, and B-747's. K.D. retired with a "medical" at age 55, and over a year ago K.D. completed serving a term as President of the Golden Eagles. JOHN CAMPBELL is Senior Vice President (Marketing) of "Cirrus Express" in Irving, TX. Cirrus specializes in ground and air couriers, warehousing, logistics, NFO's and Airfreight.

From LaVerne Thornberry:

Mrs. BUCK ROGERS (HENRIETTA) entertained us with a fall BarBQue luncheon at the Fishing & Hunting Club in Sherman, TX. Those attending: NINA ANDERSON, JIM BERG, BOB & CARRIE BULLOCK, TOMMYE EWING, I.G. & LUCILE GORMAN, LEON & BETTY GREEN, CHARLIE HAYES, VENETIA HOOPER, DOTTIE & MOURIS INGRAM, JOHN LEGGIO, JIM & LILA MAGEE, MAVIS & WILLIE MORRISON, ANN & TOM SLOAN, LaVERNE THORNBERRY, MONTY &

ED WALKOWICZ, BEN WILLIAMS, and our lovely hostess, HENRI ROGERS.

The QB's held their November meeting in the Love Field Room, Love Terminal. JIM MINOR, JOHN CAMPBELL and JORDAN JONES are among the locals.

MRS. JIM (VENETIA) HOOPER hosted a luncheon in her lovely home, for the Wives Club; good food and good chatter was enjoyed by all.

MRS. DUB (TOMMYE) EWING recently suffered a stroke and is now in rehab. Her progress is good.

WILLIE MORRISON has accepted co-chair for ARECA's Spring Fling which will be in Houston.

NORMAN MCGOWAN's FAA physical is scheduled for this month. He is busy in CAP and the CAF. He and PEGGY are doing great, and find time to travel with CARM.

LENORA CORBETT still plays 18 holes and came in 2nd in the flight, tho' she did arrive home with some 'hurting' bones. LENORA is looking forward to having MAURY, her son, home for Thanksgiving. He lives in Oceanside, CA.

Frontiers of Flight Museum had an exhibit, "Flight in Wars Thru Time", in the Veteran's Day Parade. Recognition of the Airlines which participated in the wars, was given by uniforms. Continental was depicted by RIP THORN BERRY'S uniform.

"Dog Days of Commuting"

By Al Auger

(promised in last issue)

It takes me 32 hours to get to work and only 3 hours to get back home. Here's my story. My name is Al Auger, and I'm a B-727 captain for Continental Airlines. I live in Denver, CO, and I commute to Manila, crossing the International Date line.

In Manila, Continental Airlines operates six B-727 aircraft under contract, flying

D.H.L. freight in Asia. Freight from Singapore, Kuala Lumpur, and Paining, Malaysia, Hong Kong, Taipei, Taiwan, and Seoul, Korea arrives at the Manila D.H.L. Freight Sort Center. The entire flight operation utilizes 18 flight crews. The pilots are Guam based, but bid for flying assignments in the Manila sub-base. Aircraft utilization is low compared to the typical passenger flying operation.

At an out station, the aircraft sits all day, (while the crew sleeps) and then flies to Manila and on to the next station. Very little flying occurs over the weekend. A typical bid period has between 35 and 55 hours hard time. Because the FAR's allow you to fly 120 hours in a 30 day period, one can bid to fly 30 days in a row, and then have 30 days off.

In the Phillippines, besides D.H.L.'s operation in Manila, Fed. Ex. has a hub in Sawbuck Bay, and UPS operates out of the old Clark Air Force Base. During the night, most of the radio chatter one hears is either Continental, (Air Mic) UPS, or Fed Ex. There's a sense of camaraderie among the freight pilots (freight dogs). The rally cry throughout the night is "we own the night". Most ATcommunications to Hong Kong, Taipei, and Seoul are VHF. In contrast, most AT communications to Singapore and Malaysia are HF. One can easily understand the British controllers in Hong Kong and fairly easily understand the Filipino controllers, and the Singapore controllers, but the Malaysian, Taiwanese, and Korean controllers are difficult to understand. I've had experiences with those difficult to understand controllers, where after they had repeated themselves numerous times, I had to broadcast in the blind "Does anyone know what they're saying?"

All the Air Mic B-727's now utilize G.P.S. N.V. equipment. As pilots go to Houston for Simulators, they are getting qualified to use the G.P.S. for instrument approaches. This

applies more to the Guam flying than Manila because of the island flying into stations with N.B. approaches only. More and more, non-precision approaches have G.P.S. "overlay" approaches. Basically, you fly the published OR/N.B. approach courses and altitude, but with the G.P.S. equipment.

Continental is slowly replacing the 727 fleet due to aging aircraft and noise.—My days of being a freight dog and sleeping with the sun up are numbered.....

Editor's Note: A wonderful article! How about some more from you guys, whether you're still flying or whether you're retired?

From Thomas R. Muser: **RALPH (MUSER)** and his wife **SHIRLEY** reside on their centennial family farm at 25371 CO RD 36, Goshen, IN 46526. **RALPH's** enjoyment of receiving his copy of *Golden Contrails* while in the hospital resulted in discovering E-mail addresses of individuals that invoked fond memories, and prompted me to send this message. As his oldest son I know how much his aviation life meant to him and how much he misses his flying friends. Best Regards, Thomas R. Muser.

From **DICK GRIGSBY**

From **DARLENE GRAY: (8/27/98)** Much as gratias for your *Golden Contrails*....The Staggering centerfold is magnifico!...appreciate **MARY WENHOLZ** remembering me. Best to you and yours, always. Darlene Gray.

From **FREDDIANNE GRAY: (8/31/98)** I just got my issue, and as **ALWAYS**, I love it. I'm working about 120 hours a week now, with two 40 hour shifts with no sleep.....I guess we all have dues in life to pay, and this is certainly not the worst thing that could be required....Love, Freddianne..

KEN MORGAN maintains that the very same day the Swallows come back to Mission San Juan Capistrano, the mud daubers come back to Leukenbach, Texas.

end of Grigsby's contributions

