



# ***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.

APRIL, 1999



## CAPTAIN'S CORNER



Greetings:

We are anticipating a great turnout at this years convention in Houston. Last year in Las Vegas we had many of our new members in attendance and it was a real pleasure to see their reaction when they came in contact with so many old friends that they had not seen for years. Having the convention in the headquarters city will be a wonderful opportunity for us to have a terrific mix of members from all over the system.

We are very fortunate to have Mr. Bethune agree to be our speaker at the banquet dinner. We will be at the Hyatt Regency Houston Airport Hotel starting on Thursday October 14th., our reception and dinner will be on Friday the 15th.

We are working on some very interesting activities during this time frame which will be covered in more detail in the July issue of the Golden Contrails. The golf coordinators are planing a special two days of play that should be fantastic.

Our company continues to expand and provide exceptional service, adding more airplanes and cities, especially the Boeing 777 in worldwide markets. The company continues to be a leader in the DOT categories, which is a challenge each month.

We hope you have a great spring and all goes well into the summer months.

Best Regards,

Gary Wilsey

**Gary..... this from Tom Green.  
It goes well with our cover page!**

**This picture of me flying a Travel  
Aire 4000 with a Wright J5 was  
taken in July, 1940. I thought I was  
"HOT STUFF"!**



## Reserve Captains Corner

A unique opportunity comes our way this fall at the Golden Eagles **Houston** convention, to be held at the Hyatt Hotel. We are pleased to have the annual get together in CAL's headquarters city, for a number of reasons.

First, the turnout should be excellent since a large number of active as well as retired people are living in and around the Houston area. Second, travel to the convention should be easier since IAH is the major system hub with frequent inbound flights from all parts of the USA. Next, and certainly one of the best drawing cards this year is that Mr. Bethune has agreed to be our guest speaker! What a pleasure to have a person at the Continental helm once again that has a genuine interest in the total welfare of the company and it's personnel.

During the October convention we may also be able to arrange tours of some company facilities and/or a day bus trip to Galveston with attractions for both the wives and for the pilot group. (i.e.: Old downtown Galveston with visits to vintage homes or the Galveston Air Museum). Comments or suggestions regarding the above tours, pro or con, are always welcome. Please E mail them to me. [edgorman@aol.com](mailto:edgorman@aol.com)

It ought to be a fine convention so talk it up with fellow members and encourage as many as possible to attend.

New memberships and/or dues payments should be directed to Ken Alrick and donations to the postage fund are always welcome.

Have a good spring and summer. We managed here in Phoenix to brave the snowstorms quite well, -- on the evening news!

Regards to all,



Ed Gorman

**“WORK HARD. FLY RIGHT.”**







### EDITORS' CORNER

**THIS ISSUE....** It was decided to publish this interim issue because of the tremendous input of timely information as well as to give adequate notice of our Houston reunion plans and *GOLFING* arrangements. The next issue is planned for August and will contain all information necessary to make your plans and reservations for the Houston meeting October 14/15.

**FRONT COVER.....** This striking restoration of a 1929 Travel Aire 4000 is the work of Mr. Lonnie Autry of San Jose, CA. The airplane is of special interest to us because it originally belonged to Robert F. Six when he was an aircraft distributor in Oakland. It was once in the service of Pacific Air Transport, a forerunner of UA, and as such bears the early UA colors. Note Tom Green's input about another Travel Aire 4000 on the "Captain's Corner" page.

**CENTERFOLD.....** Even though it is a little out of logical order, we just *had* to include Gail Grover's artistic contribution on a color page! The picture of Walt Bybee in his Great Lakes towing Leo Roach in his ASW-20 Sailplane is in response to our call for aviation magazine "Cover Girls". Note the *SOARING* magazine January, 1999 date.

**BACK COVER.....** This classic picture of the cockpit of the Lockheed 18-08 *Lodestar* was contributed by Captain Gene Oliver and proves that "what goes around comes around," for N25637 was the very airplane that Dick Grigsby flew on his first trip as a Continental Airlines Captain with A. J. Cann as his co-pilot!





Dear fellow Golden Eagles,

With my duties of Secretary at a slow pace this time of year, my thoughts have been turned to recruiting for our Golden Eagles.

In an effort to expand our membership, I would like to request those of you who have or will encounter a new prospective member, to call or e-mail me with a name and address, and I will send off a membership application form which will in turn end up with Ken Alrick, The new member will then be on the mailing list and begin receiving the newsletters.

I will personally direct my efforts towards the active flying pilots since I am still in the cockpit. Our membership requirement is age 50.

Looking forward to seeing everyone in Houston, and for all you golfers out there, Ben McKenzie has organized plans for a quality tournament.

Sincerely,

Paul F. Grover III

[702] 253-5236

e-mail address grover3@compuserve.com



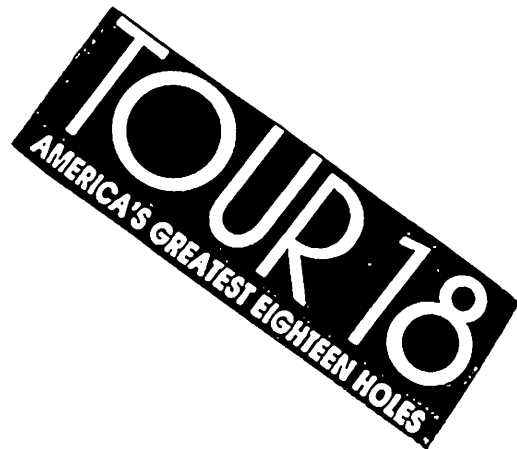
## *Retired Airline Pilots Association*

PRESIDENT  
Paul White (HAL)  
652 Lawelawe St.  
Honolulu, HI 96821  
Honolulu: (808) 373-1116  
Camden, SC: (803) 432-0025

EXECUTIVE VICE PRESIDENT  
Robert Hiemstra (CO)  
(805) 929-1001  
FAX (805) 929-1033

### PRESIDENT'S MESSAGE

This year we have a new Senior Vice President Bob Hiemstra (CO).



NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE \_\_\_\_\_  
APPROXIMATE HANDICAP \_\_\_\_\_

## EX OFFICIO

Greetings Members:

I will try to bring you up to date on what I have regarding our new pass traveling policy and Travel Pass Cards. Lyn Griffith of the Employee Travel Center advises they are still working on this and at the present time no firm completion date can be made.

Lyn again wanted me to convey to the group that should anyone be having trouble with their old pass cards, whether due to wear condition or the "Fee Collect" on them, you can receive a current card which will have "Waived" and the new classification SA-4R on it. To do this:

- 1). Make a photo copy of your old pass card, front & back.
- 2). List all your current info: spouse's name, address, your old company clock number & Social Security number
- 3). Advise them you are requesting an updated travel card.
- 4). Mail to: Continental Airlines, inc.

Employee Travel Center  
Suite 1037  
1600 Smith Street  
Houston, Texas 77002

Also, I may have jumped the gun on the "Write Your Own Pass" statement. At the present time retirees must still obtain their passes at the ticket counters.

In closing, some recent good news; in January Continental and Northwest signed a new reciprocal pass agreement. Continental employees, including retirees, can now receive passes on Northwest's domestic system. Check with your ticket counters or reservations for details, however, I understand that charges will be \$24 R/T Coach, anywhere on their domestic 48 states system, \$30 R/T Coach, Mainland to Alaska and \$60 R/T Coach, Mainland to Hawaii. These passes may be purchased at any Continental Ticket Counter so there is no need to send request in to Houston, etc.

That brings you up to date with everything that I am aware of.

Regards,



K. D. Thompson

# Continental System Retirement Celebrations



12/16/98

KD Thompson  
9517 SE 13<sup>th</sup> Street  
Vancouver, WA 98664

KD:

I would like to submit the following for the next edition of Golden Contrails.

Continental Airlines now has a program just for retiring and retired employees. We call this program "System Retirement Celebrations." We are responsible for ensuring the retiring employee receives all benefits information, pension information, final paycheck, Retirement Travel Authorization Card, and all computers updated.

We also, assist our retired employees with their questions and concerns.

- Health and Welfare Plans      Rica Reed      713-324-6986  
Insurance  
To notify death
- Travel Benefits      Lyn Griffith      713-324-5366  
Travel Cards  
Pass Eligibility
- Pensions      Continental Retiree Service Center 877-477-0417 (toll-free)
  1. Change of Address.
  2. Change in retiree tax withholding elections.
  3. Change in payment methods.
  4. Investigation and replacement for late, lost or outstanding checks.
  5. Request for duplicate 1099R's.

If for some reason you are unable to reach the appropriate person. Feel free to contact one of the System Retirement Coordinators:

Angela Prye	713-324-8890	<a href="mailto:aprye@coair.com">aprye@coair.com</a>
Karen Hampton	713-324-8384	<a href="mailto:khamp@coair.com">khamp@coair.com</a>
Eric Ferguson	713-324-2584	<a href="mailto:efergu@coair.com">efergu@coair.com</a>

We will be more than happy to assist in any way we can.

Regards,

Angela Prye  
System Retirement Celebrations  
Coordinator



# Golden Eagles Treasurers Report 3/15/99

Balance 1/1/ 1999	\$11,147.64
Income 1/1/99 to 4/15/99	
Dues	\$2,720.00
Postage Fund	\$725.00
Total	\$14,592.64
Disbursments	
Memorial	(\$50.00)
Total	(\$50.00)
Balance 11-30-97	\$14,542.64

New Members	
Since Last Issue	
Ron Henderson	Jim Minor
Jim Payne	

**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 1997 only.) are subject to removal from the mailing list after Jan. 1st of 2000**

**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

Little activity this time of year, except dues payments. They have been coming in nicely. Our balance looks good. We are slightly ahead of previous years, and will be able to meet our obligations nicely.

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

## **Contributors To Postage Fund**

Bill Johnson	Walt Honan	Bob Current	Herb Persing	Bob Appleton
Henrietta Rogers	Lem Bell	Dave Moran	Bill Arcamuzi	Harold Hall
Ed Halliday	Ray Durden	Charlie Starr	Jerry Navaro	Rick Miller
S.Lee Smith	Jim James	Bob Wilson	Al O'Neal	Keith Spencer
A.A. Rippy	Al Timms	Jim McNulty	Gene Oliver	Ed O'Quinn
Jane Thorn	Don Griffin	Jim Hlavachek	Ralph Musser	Jerry Hunsinger
L Steinbrink	Al Schroth	Paul Sanwick	Darryl Christian	Charlie Becker
Harold Cameron	Dee Grover	Merril Moore	Mary Huffman	Frank Vincent
Stan Zimmerman	Kay Johnson	John Carl	Bob Warner	Frank Sawin
Art Henriksen	Steve Grimes	Wally Jolivet	Frank Mills	Walt Jennings
Ray Melberg	Wes Coss	Pete Dennis		





*Hello Ladies,*

***HAPPY SPRING!!!!!!** especially to those of  
you living up in the Northwest part of the country...what  
a long WET winter.*

*Well, before we know it, October will be here and this  
years gathering in Houston, promises to be very  
enjoyable. The details are being finalized and the  
program of events to be published in our next newsletter.*

*One of the most popular events, THE RAFFLE, will  
again be held and this year we are asking for more  
donations to the raffle menu.....ie; products or services  
from our member's outside businesses or interests. NO,  
this is not a garage sale! NO WHITE ELEPHANTS  
please..... In the past such items have included  
helicopter rides, a day sail with dinner at the yacht club,  
wine from the Wilsey's Vineyard. If you have something  
to offer for raffle, please let me know, so that we can add  
your donation to the wonderful items that the Battley's  
will be bringing from the Continental company store.*

*Hope all is well with everyone....see you in October!*

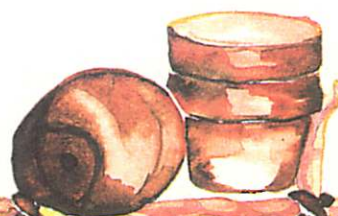
*Fondly,*

*Gail Grover*



*[702]253-5236*

*e-mail grover3@compuserve.com*





# SOARING

The Journal of The Soaring Society of America, Inc.

January 1999 • \$5.00





## **GONE WEST:**



**J. R. (BOB) WENHOLZ:** BOB died Nov. 22, 1998 after a hospital stay for a ruptured esophagus (mentioned in the previous issue) on Oct. 13th. As a farm boy, BOB was fascinated by airplanes and he began learning to fly at an early age. After joining the Army Air Force in WWII, he flew the Hump (India-China) in C-47's and C-46's. And when his military service ended, he joined Continental Airlines and flew the DC-3, DC-4, DC-7, DC-10, the Convair 240 and 340, the Viscount 700, and 800, the Boeing 707, 720, and 747. He retired (at age 60, with 30 years of service) in 1975, and went back to school, taking courses in welding and refrigeration/air conditioning.

In 1982 he joined the ranks of the Flying Samaritans, flying his own Cessna 182, (averaging at least once each month), on missions to "Clinica Santa Inez, B.C., Mexico". (The Flying Samaritans used weekends to fly to the Clinic, to volunteer medical treatment and dental work to poor Mexicans living in the area). With his mechanical expertise, BOB was an invaluable asset to the Flying Samaritans—he built and maintained most of their mechanical devices, and he installed the air conditioning; plus plumbing in the dental area and bathroom. With each monthly visit BOB found some project that needed his attention, and after 15 years of volunteering his services, BOB had the clinic in first class condition!

In a quote from a Flying Samaritan letter, *"A pilot, a friend, and in every sense a true gentleman and Samaritan...There was very little he couldn't do - if anything broke down, he'd find a way to fix it (hence, fondly dubbed "Mr. Fix-it")"*.

While flying for Continental, BOB was famous for his compulsion to find out how things were put together. There are many stories of how this compulsion greatly worried his other crew members, especially his Captains! He admitted that once, while flying as Captain on a DC-7, he took the auto-pilot apart. When it was time to land, the auto-pilot was in pieces, so BOB made the scheduled landing, then took off, and put the auto-pilot back in working order on the next leg of his flight!!!!

**BOB, we hope that you enjoy using your screwdriver and pliers in Heaven !!!!!!**

**JAMES K. HOOPER:** JIM HOOPER died Jan. 2, 1999. He began his flying career, as an Aviation Cadet in the Army Air Corps in 1943. JIM flew C-47's and C-46's for the Air Transport Command as a "Hump Pilot" in China, Burma, and India during WWII, until peace was declared. JIM joined Pioneer Airlines in 1947, and continued as Captain when it was merged with Continental in 1955. During his airline career he flew DC-3's, Martin 202's and 404's, Boeing 707's and Douglas DC-10's. He retired in January, 1980, with 32 years of service.



**GENE LAMBERT:** GENE LAMBERT died Dec. 22, 1998. After he retired as Captain, we believe that he was flying as Second Officer, and had been battling cancer.

**DICK SCHUMACHER:** Honorary member, DICK SCHUMACHER died Dec. 28, 1998. DICK worked 41 years as a Continental mechanic, ending as a Chief Inspector. As ARECA "Sunshine and Raindrops Chairman" for many years, he was of great help to the Golden

Eagles, informing of member ailments, deaths, etc.

**VENETIA HOOPER:** VENETIA HOOPER (wife of JIM HOOPER) died Feb. 6, 1999, just slightly more than a month after her husband's passing. After moving back to Dallas (from Los Angeles) VENETIA devoted much of her time to volunteer activities, including hospital work, charities, and teaching English as a second language.



#### **ILLNESS/SURGERY:**

**JACK DANIEL:** After JACK recovered from his third congestive heart failure, he was hospitalized again in Nov. 1998 for hernia surgery. He wonders what will happen when he gets old!!!!

**RALPH MUSSER:** On Dec. 1, 1998, RALPH wrote, *"Due to the miracles of modern medicine, I recovered from my heart attack and triple bypass operation. I feel better than I did in a long time. I thoroughly enjoyed the Dec. 1998 issue of the Golden Contrails"*.

**ART SWANSON:** ART was scheduled to have gall bladder surgery on Jan. 26, 1999.

**PAT DIXON:** JERRY DIXON advised that his wife PAT had surgery early in March, 1999. PAT is recuperating in Houston for several weeks before she returns home. Her prognosis is good at this time.....

**JOAN JONES:** JOAN (wife of HERB JONES) will undergo extensive lung surgery. If malignant, decision for future treatment will be made. (All) are optimistic, and ask that we remember them in prayer. (Reported by LA VERNE THORNBERRY).

**BETTY GREEN:** BETTY (wife of LEON GREEN) had surgery twice on one knee. Now she is slowly improving from surgery on the other knee. (LA VERNE THORNBERRY report)

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

#### **THIS'N THAT:**

Correction for K.D. THOMPSON'S hiring date (in last issue). It should have been 1965!

The Golden Eagles received a "Thank you from the Flying Samaritans for our contribution in memory of BOB WENHOLZ, dated 12-16-98.

AMY CHILDRESS was a finalist in the Riviera Country Club Women's Golf Tournament..

A graph of Airline Pilot salaries printed in the Los Angeles Times on Nov. 27, 1998 shows that Continental senior pilots earn just slightly more than average—about \$165,000 per year—quite a change from ten years ago!!!

DICK and SUE GRIGSBY recently returned from a Central America Cruise.

They enjoyed "great shows and good food" and at Mazatlan they hadn't "made it to the casino yet, because they are tired from all the walking they do".

SHEILA THOMSON (mother of HILARY THOMPSON, CAL stewardess in the 60's and 70's) celebrated her 90th birthday on March 13, 1998. DICK and SUE GRIGSBY, who live a few doors from her home, attended the joyous celebration.

#### **NOTES TO DICK GRIGSBY**

*Muchas gracias again for CAL news and your past contributions, DICK! It's great that ALICE (POWERS) contributes mucho. My two Gals called (for) a Happy Thanksgiving today, bless them—JACKIE in MS, and FREDIANNE in Canada with a friend. They both are good to me! ..... Love,*



airline consulting here and there. As of  
 WA 98367: home phone 360/769-0077, cel  
 phone 360/908-5662, fax 360/871-8183,  
 e-mail jimabney@telebytel.com  
 <mailto:jimabney@telebytel.com>. Hope to  
 see you in Las Vegas. Best regards, JIM  
 (ABNEY). Sept 2, 1998.

I've officially retired as of 22nd of June,  
 1998. What a deal. The only thing I miss is  
 the guys. I've joined the QB's and the Silver  
 Eagles (don't laugh, it would be silver if I  
 had any). Hope to see every one in Oct.  
 Please add me to your e-mail list Thanks!  
 MarlanGAMBER  
 MarlanG@aol.com. Sept 9, 1998.

Here is my check for \$20—found a red  
 star on my mailing label. After Nov. 1,  
 PETER ANDERSON, 24 Columbia Drive,  
 Rancho Mirage, CA 92270-3150. Best to  
 you and everyone around. PETE  
 ANDERSON 9-19-98.

I really missed seeing everyone in Las  
 Vegas. I had planned on attending but there  
 was this problem with a heart attack in late  
 September that got in the way. I'll have to  
 look forward to next year and be content  
 with reading the newsletter when it comes  
 out. J.J. MORIN 10-14-98.

My old friend ANDY WHITTLESEY  
 attended the most recent Golden Eagles  
 Convention and was kind enough to send me  
 a few copies of Golden Contrails. I was a  
 member of Golden Eagles some years back  
 but with the help of several moves, I fell out  
 of touch. My check is in the mail today for  
 renewed membership. It was great to read  
 about so many of the "old crowd". Please  
 add my name to your e-mail list. Thanks,  
 here's hoping to renew old friendships in the  
 finest group of aviators ever to experience  
 the trials and tribulations of airline flying.  
 Briefly, DONNA and I have settled in the  
 Atlanta area since our son Mark, and his  
 family, as well as our daughter Heather, and  
 her husband, live in the area. We are busy  
 helping with the four grand children and are

Darlene (GRAY) Nov. 26, 1998.

I'm happy to tell you I'll be with Mom for  
 both Christmas and New Year's this year.  
 We'll celebrate Christmas, then bring in  
 1999 with quite a bang!...Last year has been  
 more medical school and some really great  
 fun volunteering for Common Meals (a job  
 and life-skills training program for homeless  
 people) and Angel Flight (an organization  
 that provides free air transportation for  
 patients unable to afford needed air travel  
 for medical treatment).

My favorite clinical rotation has been  
 Psychiatry, working with Combat Veterans,  
 victims of rape and other very traumatic  
 experiences, and of course with homeless  
 people. The rotation was in Alaska, so I  
 again enjoyed spending time with Alaska  
 Natives. I'm glad to be back in Seattle, even  
 if it is raining cats and dogs! FREDIANNE  
 (GRAY) Nov. 1998.

NOTES TO KEN ALRICK

I'm still working for Wal Mart, but think  
 I may retire again Feb. '99. I enjoy it and  
 make a little money—We have had no  
 snow...Temperature 30 at night, 40-60 days.  
 It may get us one day, but surely has been a  
 fine Fall—BOB (CURRENT) 1-10-1998.

I retired from Capt on the 727 in August  
 and had a really nice last flight to LAS. My  
 family (wife, son and daughter, along with  
 Roy Miller and his wife) were able to spend  
 three days in the fun and sun. The  
 retirement being what it is, I elected to  
 return as a S/O on the DC-10 out of Newark.  
 The new contract says Training will be paid  
 in the last status of trainee, but I had to file  
 a grievance to get paid. Different kind of  
 flying than domestic,—had one very  
 enjoyable trip with MIKE  
 LICHTENFELD...DON (GRIFFIN) 1-1998.

After my retirement from ALPA and the  
 sale of our home in Georgia, ROSE and I  
 relocated to Washington's Kitsap Peninsula  
 where we have wanted to be for years. We're  
 in the middle of building a new home while  
 ROSE commutes to EWR for European  
 flights and I work in a few days of union or

my 1999 dues and hope you will use the  
wonderful publication I receive. Thanks  
again. ED and BARBARA HALLDAY

Nov. 1998.

Editor's Note: We were not able to  
publish all the above "Notes" in our last  
issue, so we are printing them now.... and  
continuing with "Notes to Ken Alrick"

We are really busy here, now that we have  
a great granddaughter, and also a  
granddaughter finishing work for her PH.D.  
Have a great holiday season! GORDY  
(SMITH) 11-18-98

I retired as a line captain in May '98, but  
I'm staying busy as a Part 91 maintenance  
test and ferry pilot for Continental, along  
with JOE DENTZ, JERRY DONEVANT,  
and several others. PAT's still an  
administrator in the local school district. So  
far, we've always had other obligations  
conflicting with the reunion, but we'll  
definitely try to make it in '99. Hope to see  
you there. HERB JELLANDER and PAT.  
11-25-98.

(Letter to Bud Batley, with copy care of  
Ken Alrick) Dear Bud, I am so happy  
that the Golden Eagles want the DC-3 for  
their reunion. As we discussed, the process  
for scheduling it, is to schedule as much as  
possible in January for the remainder of the  
year. Myself, a representative from  
Continental corporate communications  
department, and Executive Vice President  
C.D. McLean, decide what events the aircraft  
will participate in. You can count on my  
vote for the Golden Eagles. Of course C.D.  
has the final word, however feel certain that  
he will approve it since he has approved it  
two times in the past for the Texas  
International Retired Pilots Association. I  
recommend we make the aircraft available  
for rides to all the members and their  
dependents. It will be no problem to staff the  
plane with flight attendants and pilots for  
this event. I will keep you informed with the  
progress.

I have forwarded my application for

involved with church and volunteer  
activities. I spent the first 12 years of my life  
here so it is good to be back in my native  
state of Georgia. We take several trips each  
year in my little Piper Comanche 180, the  
last of which was this past weekend down to  
Seaside, Florida for a long weekend at the  
beach. Here's looking forward to making  
contact with a lot of old friends. GENE  
CHANCY 10-26-98 (2860 Stoneglenn Close,  
Roswell, GA 30076. e-mail  
echancy@compuserve.com)

Thanks for the inquiry. Still living in The  
Netherlands and with the KSA royal family.  
Just got back from China and SE Asia trip.  
Getting a little old for the long flights!  
Looking forward to another 727 and possibly  
a 747SP next year. We are going to be in  
Long Beach with the airplane in the end of  
this month and will give you a call. When I  
look back at my beginning days at  
Continental in ABQ, what a great  
opportunity it was for this farm boy to learn  
from the best. I have many things to be  
thankful for in my life, but that ranks right  
up at the top with the best of them. I was  
very fortunate to get to see DON BALLARD  
and others at the retirement party held in  
Thousand Oaks. DON's the only one not  
getting any older. Thanks for all your hard  
work in getting out the addresses and e-mails  
and hope to be able to make it to one of the  
get togethers. Best wishes, JERRY  
(SCHOFIELD) JSCHOFLD@aol.com 11-  
9-98.

First let me thank the entire group that  
put on the wonderful convention in Las  
Vegas this year. I just want you to know all  
your efforts did not go unnoticed or  
unappreciated. Once again thanks to the  
entire team, especially the BATTLE'S in  
the hospitality suite. It was so much fun,  
getting to see so many old friends and  
reliving many fond memories. I'm still  
working as a 737 Instructor so this was the  
first reunion I have been able to attend, but  
believe me, the wife and I will be there next  
year—God willing. Enclosed you will find

membership in the Golden Eagles to Ken Alrick. I am looking with great pleasure (to) being a member. I flew with many pilots in the Pacific that made (me) feel like part of the group. Sincerely, JIM MINOR, DC-3 Ops. Mgr. 12-11-98.

I enjoy reading the Golden Contrails— thanks to you for your good work as Treasurer so there is money to pay for a fine publication and many thanks to DICK GRIGSBY for editing and producing it. Since I passed my 60th in '97 I've worked full time at part time jobs, training pilots in B-727 flight simulators. I currently work two part time jobs, one at the training department of Delta Airlines in ATL, and the other for a non-sked out of MSP, named Champion Air. Recently, I did the initial Captain upgrade for Mark Knowles, BILL KNOWLES son. In 1966 I worked for BILL as a S/O check airman on the MAC Contract operation. Please correct my ZIP code to 91303, and change phone (818) 481-3673. ED WARNOCK 12-11-98.

Sorry RHODA and I missed the convention in Las Vegas. I understand from JOHN ZETZMAN and the articles in the latest Golden Contrails, that it was a huge success. We were unable to get away this year, but look forward to Houston next year. We have built a new home which will be our retirement abode in Indianapolis. Our new address is: 3940 Oakleaf Drive, Zionsville, IN 46077 (317) 733-9094. A great thanks to you and all the others who keep the Golden Eagles going. I read Golden Contrails cover to cover as soon as it comes in. It brings back great memories of flying with professionals and making life long friends. It's always sad to read of friends gone west, but just make us realize how much we should enjoy the time we have on this earth. Enclosed are my 1999 dues and Postage Fund Contributions. Hope this letter finds you and Laverne in good health and enjoying life. JIM (HLAVACEK) (Executive Vice President and Chief Operating Officer, American Trans Air).

12-29-98. Enclosed please find my check which should bring my dues up to date. Retired from Tower Air in February of last year...JAN is still at CALFED Bank as a senior investment representative. In May we moved to our new home in Channel Islands Harbor: 3449 Sunset Lane, Oxnard, CA 93035. Tel. (805) 984-7721 e-mail robjanfoley@msn.com BOB (FOLEY) 1-16-99.

Just a short note with my dues check...I'm still flying as a 2nd (Officer) on the DC-10 out of Houston, but am about to retire— probably the end of March...I am on sick leave again, as I have to go to the Hospital on Tuesday, Jan. 26th, to have my gall bladder removed. My e-mail address is 110332-3342@compuserve.com ART SWANSON 1-23-99.

Finally I have retired, after flying as an engineer for two years (for Pacific Interstate Airlines—which became Carnival Air Lines—which became Pan American Airways III— and is now Pan American IV). My oldest son, ANDREW, was my F/O during my last month as a Captain...He was my Captain the month prior to him being hired by Continental. He is now an engineer on the "27 in Guam. I live in the same development as SCHIEHAGEN. See him occasionally at church or at the post office. Attempting to learn Bridge, again. My golf clubs are very embarrassed but I take them out on the course now and then...For clarification, my current address: HAROLD E. CAMERON 120 Ellans Lake, Huntsville, TX 77340 (409) 438-8069 e-mail hcameron@jcc.net HAROLD CAMERON 1-27-99.

Enclosed are my 1999 dues...Hope everything is still well with you. I'm still working the LAX office with the FAA and enjoying it. We have a number of Continental folks in the office. EVAN WOOD, JOE ALTEE, DICK ENGLE, WAYNE NAKAGAWA, and myself. We are well represented in the MX section also with

the weather is bad at Santiago, it will be worse there. (Fog is usually the problem). The next available alternate is Mendoza, Argentina, which is only about 80 miles away from Santiago. The problem is that between Santiago and Mendoza is as mountain range that is 25,000 feet high. This means that the burn off to alternate is now up to 15,000 pounds! Apparently the fog almost always burns off within 2 hours of our scheduled arrival but with alternate fuel of 15,000 pounds, we don't have that kind of holding endurance. It has been suggested by every pilot that has been to Mendoza that maybe if we just scheduled the departure two hours later, we would have the problem pretty much under control but Marketing insists that a departure after midnight would make it impossible to sell tickets!

A divert to Mendoza is not a pretty thing as it just has a long parallel taxiway where the aircraft that have diverted have to wait in line for the fuel truck to come to them. Compounding the problem is that the only person at the field that speaks English is the tower operator. What the crews are doing to try to avoid a divert, is to make a last check on the weather as they approach Lima, Peru. If the weather at destination is still looking bad, they can either make a fuel stop at Lima which will give them enough holding fuel at Santiago to allow the fog to burn off, or they can press on but fly directly to Mendoza without even trying to get into Santiago.

Either way, you are now looking at crew duty days of up to 16 hours, so you can see why the Santiago flights go fairly junior during the South American winters. During the summer down there, it is beautiful and it goes fairly senior. Leaving Santiago is no picnic either—our engineering department in conjunction with the DC-10 training department had their hands full coming up with engine out procedures. It seems that a lot of the charts were not accurate and there were hills where they were not supposed to be. They finally

about four "ex-cons". I stay qualified on the B-737 and B-747 so I do get to fly the simulator quite a bit to stay current. I am going to Douglas (Boeing) at Long Beach the end of May to get checked out in the new B-717 (MD-95) so I'll get some flying in the aircraft along with the simulator. It's a derivative of the MD-80 with a glass cockpit that was built for 100 passengers. After a short break I'll be given differences and checked on the MD-90. I'll be TDY with the FAA aircraft evaluation group helping to evaluate the aircraft. Kind of ironic, I'm still thought of as good enough to evaluate a new aircraft but not safe to fly for an airline. It an old battle that probably won't be resolved. Look forward to seeing you one of these days. The best, BOB (STUNKARD)  
2-16-99.

From SEAN RYAN

I am back in "upgrade" school learning to be a plumber on the DC-10. Since this is the third time I have been through DC-10 initial, you can imagine it is not too exciting. One thing of interest on the school is that my class will be the last to still use the original training slides from 1972! The training department is switching to computer based training (CBT) and it is very impressive. Each student gets his own computer and can sign on to look at any system he (or she) wants to. The monitors are 29" full color and the system diagrams have working valves, relays and switches. What a change from the old slides, and Bob Woodems "hand drawn" diagrams. Anyway, on to more interesting subjects such as our daily flights from Newark to Santiago, Chile. Flight 39 leaves Newark at 2210 and is scheduled to arrive in Santiago at 0915 the next morning, for a block time of 10:05. We started the service last summer (winter in South America) and for the first week or two, almost half the flights diverted! Now, 10:05 doesn't sound like much of a problem for a DC-10-30, but the fly in the ointment is the availability of alternates. There is one fairly close on the coast, but if

*developed an engine out procedure for departures to the south (99% of the time). However, the takeoffs to the north really gave them fits—no matter what they tried they hit dirt. The final answer was if you had to takeoff north, you did so with a greatly reduced fuel load, and planned on stopping at Lima for fuel on the way to Newark.*

*I have a feeling that the DC-10 will be replaced by a 777 on this route as soon as we (get) enough of those birds on the property. That aircraft is already proving itself on the 14 hour nonstops from Newark to Tokyo. Hope this is of interest to you.....I should be back on the line by April, and will gather info on our new routes to Geneva, TelAviv, Brussels, and Amsterdam.*

**Editor's Note:** A WONDERFUL ARTICLE!!! We hope to get more of the same from SEAN RYAN and from anyone else, who has information of this kind.....

**From LA VERNE THORNBERRY**

*The BILL EATONS had quite a scare during the recent flooding of the San Jacinto River. A branch runs near the Conroe area and everyone was warned to leave for safety. NEE NEE, BILL, their daughter and grandson, gathered their animals (large and small) and went to higher ground. About five hours later, the all clear was given and they returned home. Fortunately, there was no damage.*

*LENORA CORBETT still plays 18 holes (golf) and came in 2nd in the flight. MAURY, her son, came home for Thanksgiving. Needless to say, the holidays were great for them. MAURY lives in Oceanside, CA.*

*MARGIE ROZELL's daughter, KIM, invited her to go to Washington D.C. with her. KIM was doing make-up for the Cotillion Ball Belles in D.C. MARGIE takes her 2-year old granddaughter when she visits her aunt in Presbyterian Village. JUDY is in dance school and loves to entertain. Just imagine the joy this 2-year old brings to those shut-ins in Presbyterian!*

*WILLIE MORRISON has accepted co-chair for ARECA's Spring Fling which will be held in Houston. More news about this later.*

*NORMAN McGOWAN passed his FAA physical and is still flying and giving flight check rides. He and PEGGY take time to continue their 12-year project—delivering MEALS ON WHEELS through their church one day a week. What an appreciated and worthy cause...(They) also are busy in CAP and CAF, and (they) enjoy CARM trips....*

*JACK CARLSON had a stroke shortly before his 70th birthday. After a few days he was released from the hospital and so fortunate; he did not have any after-stroke problems. NORMA, daughters and friends gave him the planned surprise birthday party. The house was filled with relatives and friends, some from Kansas. One friend cut his skiing trip short and returned from Colorado for the bash. He had been to JACK's past parties, knowing the joy, with enough laughs for a year, he could not miss this one.....*

*JEAN HICKEY and LOUISE MILLER met at LAX and visited mutual friends. Afterward, LOUISE returned home to Ballinger, TX, and JEAN met her sister in Palm Springs for a week of vacation fun.*

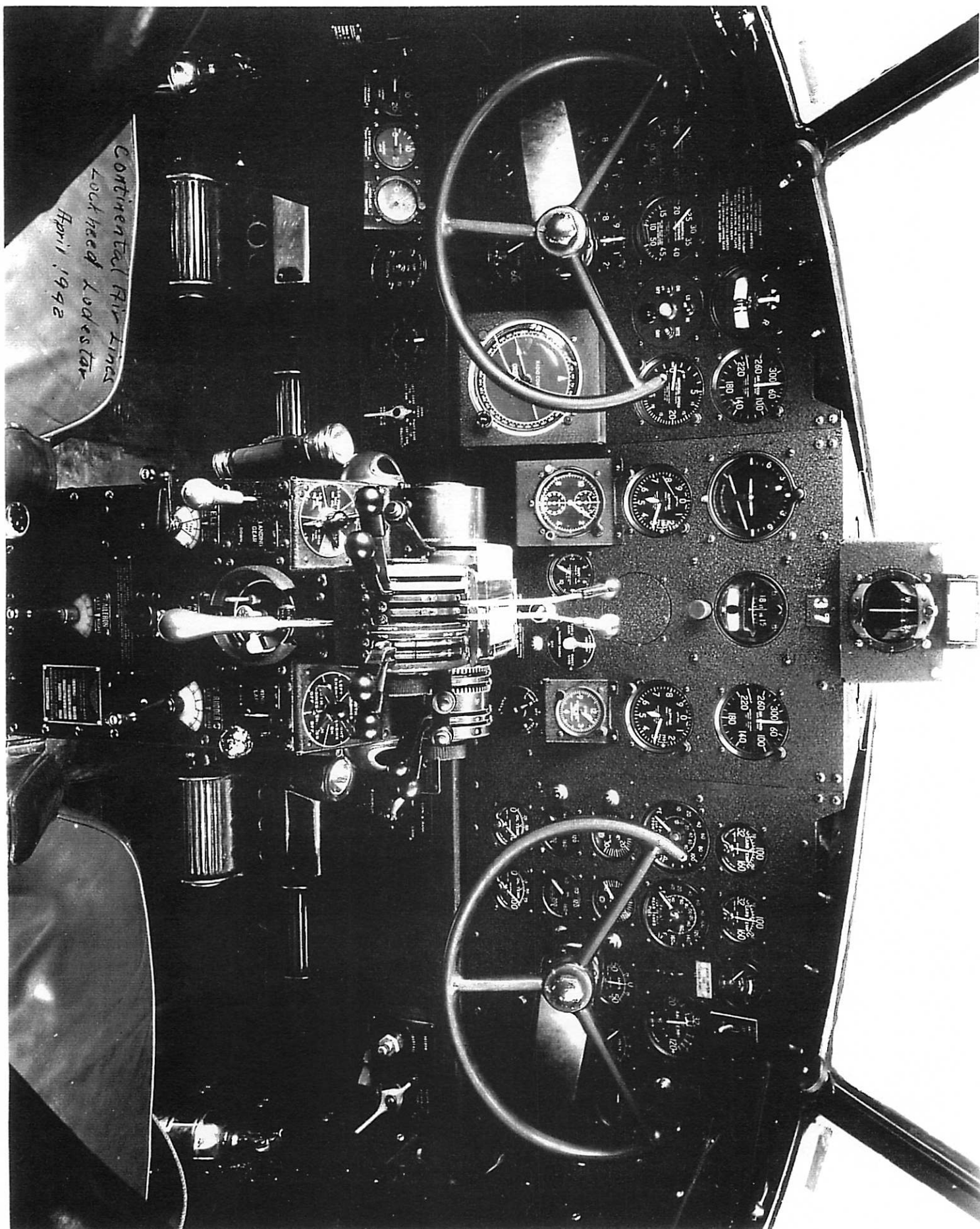
*AMY McCOY received an injury while flying on southwest. She was kind enough to give another passenger her seat. The woman, not allowing AMY time to move, pushed her bag into AMY's knee. She has had a lot of pain and severe swelling since the occurrence.*

*ANN LEGGIO is president of the St. Paul Hospital Women's Auxiliary. She had a real surprise at Christmas time. The Auxiliary has a traditional Christmas party for the patients giving each a present. The surprise—on the day before the party ANN learned that her social chairperson had forgotten not only the presents, but also the party. Fortunately ANN had enough Christmas mugs she had purchased much earlier for another purpose. The mugs were quickly*



aircraft with two air to ground radio equipment.... MUELLER and SIX mortgaged their homes to get cash for the \$5,000 down payments on each of three Lockheed 12A, twin engine, 6 passenger aircraft whose selling price was \$39,000 each. However the price did not include the required radio equipment. Through his friendship with Bill Patterson, President of United, SIX obtained an indefinite loan of the required radio units. The only collateral was the implied agreement to feed each other with connecting passengers These aircraft were put in service July 1, 1937 between El Paso and Denver, along with the simultaneous name change of the airline to "Continental". The former "Conquistador" image was replaced with the slogan, "Fly the Old Santa Fe Trail". In addition the first on-aircraft logo was introduced consisting of a blue circular band with the Continental name in gold lettering on it. Gold wings spread out from the center of the circle (Contrary to popular belief, fired by the frequent use by the publicity and advertising groups, the round red and white logo with a low wing Lockheed Orion aircraft on it, were not part of Continental's identity, but pertained only to Varney's Speed Lines' operation on the west coast.) The remaining Vega was held in reserve for mail service only, in case of need until 1941 when it was sold. These 12A's (Jr. Electras) were the first Continental aircraft with two pilot crew; first with retractable landing gear; were equipped with two Pratt & Whitney Wasp 450 HP engines; equipped with constant speed propellers; carried 6 passengers at about 190 MPH. This was considerably faster than the Boeing 247's and Douglas DC-2's and DC-3's used by the major trunk lines. Continental had "Truly Arrived!" Editor's Note: ANOTHER WONDERFUL ARTICLE!!! And another urgent request from your editors, for our members to send in their contributions!!!!

filled with holiday goodies and made neat gifts. The party went on bringing happiness to an (entire) floor of hospital patients. LEON and BETTY GREEN recently spent a few days in Dallas. Now, being lake dwellers, they had forgotten the stress of street traffic. Both enjoyed visiting with friends here, but were happy to get back to the tranquility of living on the lake. FRONTIERS OF FLIGHT MUSEUM has a new volunteer: DOROTHY (Mrs. Royce) HARRIS. She and our NANCY JENSEN are cousins. NANCY lived in Colorado and DOROTHY lived in Wyoming so they did not know each other well until college days. DOROTHY's late husband was a Brantiff pilot. The Metroplex Golden Penguins opened their season with a luncheon meeting in the beautiful home of MARGE (Mrs. DOUG) KRICKEN. They received a new member, ELLEN (Mrs. GENE) COLLIER, who flew for Texas International. American Airlines is now flying out of Love Field: They share CONTINENTAL's gates. American's first day was party time in the terminal; second day—they were naughty, naughty! American employees removed CAL's signs and misdirected Continental passengers. Airport Security had to come in to set American straight! From REX BUCHANAN On 5, 1936, ROBERT F. SIX paid LOUIS MUELLER \$90,000 for a 40% shareholding of Varney Air Transport, and became the equivalent of Executive Vice President status, which was confirmed on June 1, 1937. In early 1937, VAT purchased the Denver-Pueblo segment of Wyoming Air Service route and in October, 1937 moved the general offices back to Denver from El Paso. In February, 1938 he was elected President. By the summer of 1937, the VAT fleet had been reduced to one Vega due to a series of crashes. A second Vega was leased from Hanford Air Lines. The Federal government enacted a law requiring the use of twin engine



Continental Air Lines  
Lockheed Lodestar  
April 1942