



# ***GOLDEN CONTRAILS***

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

DECEMBER, 1999



***TBM 3 AVENGER***

## CAPTAINS CORNER

Nearly all the comments we heard from the members attending the Houston convention were positive. It was one of the best affairs the Golden Eagles have had. From the beautiful DC3 flights to Gordon Bethune's banquet address it was truly one to remember.

Two items emerged from our business meeting that I'm pleased to share with the entire membership. We were due to select a new President Elect for the coming two year period. Of the several members I spoke to about the position, prior to our meeting, Roland Brown was the most interested and after discussing it at length he was more than willing to volunteer for the position. His acceptance was voted on and unanimously approved by the attending members. Welcome aboard, Roland. I look forward to working with you.

A proposal was brought to the floor to consider having all our future conventions in just *two cities*. Everyone seemed to agree with the idea and of the choices discussed we quickly narrowed it down to our old standard Las Vegas and, no doubt due to the great time we were all having there, **Houston**. I thank Don Ballard for the proposal which will greatly simplify plans for future conventions.

The convention DC3 flights came off very well, thanks to Bud Battley and, of course, Captain Jim Minor who runs the entire DC3 operation. Jim asked that we remind everyone that the company plans to take the DC3 to the West coast during the month of July, 2000 to conduct a series of PR flights from San Diego all the way to Seattle stopping at a number of select cities. Anyone who is available during that period and wants to ride along on the flights is more than welcome. **Look for more details in the Spring issue of the Contrails.**

**Our sincere thanks once again to Gail Grover** for the festive decorations in both the hospitality suite and on the Friday night banquet tables. Gail, Marilyn Islava, JoAnn Wintenburg and all the ladies who assisted, provided a truly inviting hospitality suite.

**Dick Grigsby** continues to turn out exceptional issues of the Contrails, ably assisted by **Gene Newman**. Last but certainly not least to **Ken Alrick**, a special thanks for his tireless and dedicated service as treasurer.

Back to the **Tropicana** for the fall of the year 2000. Our convention dates are October 10th for arrivals and **October 11th for our business meetings and evening banquet**. More about that in later issues of the **CONTRAILS**, as the year progresses.

For all the membership, I look forward to serving as your president and I welcome all comments and suggestions at any time. Let me encourage everyone who is a member to plan to be at next years convention, help bring the attendance to a new high and as always to simply come and join in the fun.

Ed Gorman





### Reserve Captain's Corner

Hello from the new Reserve Captain! It's a real honor and privilege for me to follow in the footsteps of people like Ed Gorman, Gary Wilsey and K. D. Thompson. My thanks to all of you at the Houston convention for choosing me as your new President-elect. I'll work with these gentlemen and do my very best to help set up another good convention next year in Las Vegas!

The Houston affair was a real pleasure to attend. There were many faces there that I had not seen for many years and it was a real treat for me. Of course that's the real reason for reunions anyway, isn't it? It gives us all a chance to visit with people who have meant a lot to us in the past, but whom we perhaps haven't seen for awhile. People are what it's all about, and it was great! I sincerely hope you enjoyed it as much as I did.

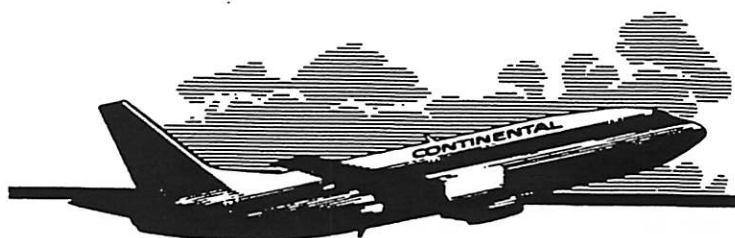
My thanks to Continental Airlines and Captain Jim Minor for making the beautiful DC-3 available to us for rides back to yesteryear! She's a beautiful, ageless bird that we can all be proud of as she tours around the country. Watch for announcements in the CO Times concerning dates and places of future displays and flights.

It was appropriate and well deserved that we honored Bud Battley for all the hard work he has done and continues to do for us when anything needs doing. People like Bud and LaVern are priceless, so to Bud and LaVern: a big "Thank You" for all you do!

The Hyatt was very gracious and accommodating, and it made the setting a very pleasant one. Your comments about the hotel, staff, or your suggestions about anything concerning the reunions or the Golden Eagles organization are welcome. After all, it's your organization! Please share your thoughts with us, so that we can all enjoy our activities together.

*Roland Brown*

Roland Brown



## **EX OFFICIO**

Greetings:

We have just finished a very successful convention in Houston. At our business meeting members voted to make Houston our alternate convention site in conjunction with Las Vegas. Las Vegas in the even years and Houston the odd years. Houston is the logical choice due to hub and company headquarters location which gives an opportunity for more members to attend. We also had people who were in training come by the hospitality suite or the reception for some period of time.

We are entering our 28th year as an organization and we have a legacy that has been handed down from the Golden Eagles founders. This is a unique time for us because some of our original members are still active and in attendance. This year saw our newer members getting involved and enjoying the camaraderie within our group. These are the things that must transpire for our organization to survive over the long haul.

We are entering a transition phase that must continue to uphold the Golden Eagles tradition.

Happy Holidays,



Gary Wilsey

### ***Contributors To Postage Fund***

*Thank You*

<i>K.D Thompson</i>	<i>Paul Grover</i>	<i>John Campbell</i>	<i>Pat Johnson</i>
<i>Harold Simpson</i>	<i>Herb Jones</i>	<i>Cliff Pleggie, Jr.</i>	<i>Dave Clough</i>
<i>Ed Gorman</i>	<i>Wes Coss</i>	<i>Don Straight</i>	<i>Wes Chowen</i>
<i>Frank Rhodes</i>	<i>LaVerne Thornberry</i>	<i>Walt Bybee</i>	<i>Coop Cooper</i>
<i>Lee Meyners</i>	<i>Bill Bynum</i>	<i>John Zetzman</i>	<i>Bob Shelton</i>
<i>Pam Hart</i>	<i>Lou Cuthbertson</i>	<i>Stan Zimmerman</i>	<i>Dan Murphy</i>
<i>Bill Leeper</i>	<i>Steve Hane</i>	<i>Ed O'Quinn</i>	<i>Bob Sykes</i>
<i>Ralph Eikmeier</i>	<i>Rex Buchanan</i>	<i>Jack Alley</i>	<i>Phil Owens</i>
<i>George Matyk</i>	<i>Shy Scheihagen</i>	<i>Don Gentry`</i>	<i>Gary Wilsey</i>
<i>Gene Newman</i>	<i>Amous Cann</i>	<i>Russ Kincaid</i>	<i>Dick grigsby</i>
<i>Ron Lemon</i>	<i>Larry Marinelli</i>	<i>Virgil Hemphill</i>	<i>Bob Bleadon</i>
<i>John Gaylord</i>	<i>J.J. Morin</i>	<i>Ernie Islava</i>	<i>Brad Near</i>
<i>Pat Stewart</i>	<i>Don Leseberg</i>	<i>Ray Jehlik</i>	<i>Pleggie</i>
<i>John Hodge</i>	<i>Max Meinen</i>	<i>Don Ballard</i>	<i>Tom W. Green</i>
<i>D.J. Lehman</i>	<i>Charlie Becker</i>	<i>Ben McKenzie</i>	<i>Norm Meyer</i>



## **EDITORS' CORNER**

**FRONT COVER....** Thanks to Bill and Virginia Hill for the fine picture of their **TBM 3 AVENGER** as well as the explanatory and historical information found elsewhere in the magazine.

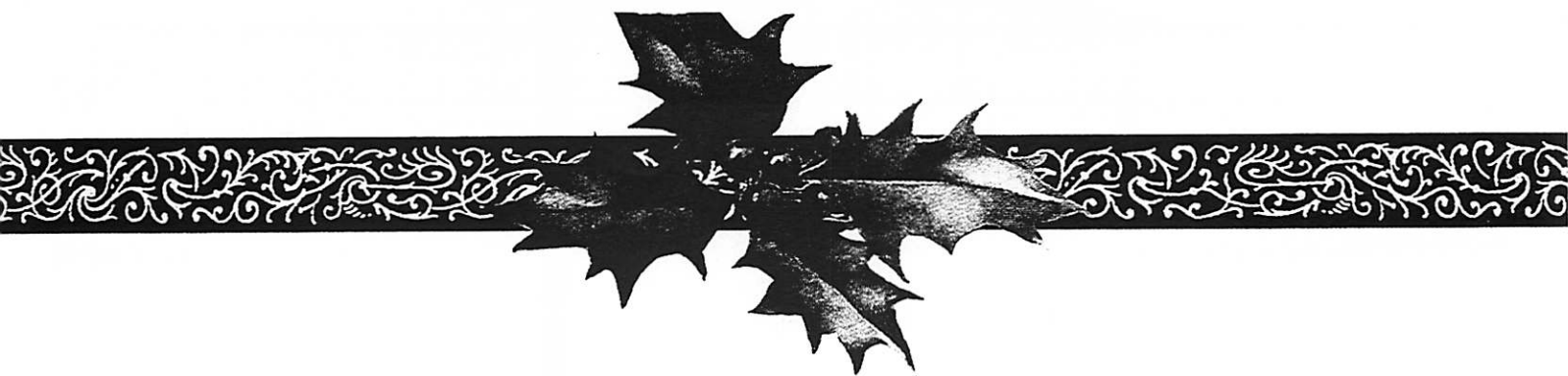
**CENTERFOLD....** Color pictures displayed were provided to us at their expense by JoAnn Wintenberg, Ed Gorman, Bud Battley, Ben McKenzie and others. Thank you, all of you! Pictures not used in this issue will appear in the next issue now scheduled for April, 2000. The rest of them will be placed in our albums for viewing at the next convention. Pictured here are, left to right, top to bottom of each page: Gordon Bethune, Don Ballard, Bob Sykes, Amous Cann, Gary Wilsey, Laverne Cann, JoAnn Wintenberg, Marilyn Islava, Gail Grover, Jim Crabtree, Robyn and Ed O'Quinn, Kerran Michaelson, Kip Wintenberg, Carmen Minor, Betty Campbell, Sue Grigsby, Nina Anderson, Tom and Penny Schuchat, Linda Doyle, "Butch" Meyer, Don and Eileen Henderson, Roland Brown, Carla and Mike Burke, "Bud" and LaVern Battley.

**POET'S CORNER....** "FLYING WEST" comes to us from Jim Michaels. Thanks to Dave Waldie for his "FLIGHT OF THE GOLDEN EAGLE." Elle Straight read the poem, "SOMETHING TO THINK ABOUT" to the ladies at their luncheon meeting. Dick Grigsby wrote "A WAYFARER'S QUEST" after receiving a "wake-up call" from his "Higher Power" in the form of a severe heart attack. The dialogue between Dharma and Greg was imagined from a similar report in ARECA'S "THE GOLDEN TALE."

**BACK COVER....** Pictured are all of the golfers as well as the winners. Note John Campbell's explosive drive off the tee! Bill and Virginia Hill are shown with their AVENGER. Flight attendant, Mary Haylic welcomes Golden Eagles aboard the first of many complimentary air tours of Houston in the Continental DC-3. Ben McKenzie rewards his golfers from the banquet podium.

Incidentally, Ben had some space left at the bottom of his golf report, so your editors decided to fill it with a 1955 picture of Continental's Flight Control Office. Shown are Captain Ed H. Campbell and First Officer F. K. Alrick, flight planning, we would guess, either a Convair flight to MKC or a DC-6 United Interchange flight to TUL. Helping them is meteorologist, Paul Bowling. Robert D. Buell is the Flight Superintendent.





**Dear Friends,**

**Judging from all of the cards, calls, and e-mail that I've received,  
" A GREAT TIME WAS HAD BY ALL!!!!!" in Houston.**

**The Hyatt Hotel and staff turned out to be the absolute "BEST  
EVER" .....whatever we could dream up.....POOF!!!! it was done.**

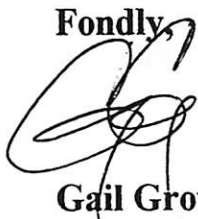
**But, the real success of the gathering goes to all who make the effort  
to attend. The Golden Eagles is such a wonderful organization, but  
without the support of it's member's, us "worker bees" would have  
nothing to keep busy with.**

**Speaking of support, THANK YOU, Gary Wilsey, Bud Battley, Ed  
Gorman, Ken Alrick, and Don Gentry. You gentlemen had your hands  
full.....and a big hug to my board member's, Marilyn Islava and JoAnn  
Wintenburg for a job well done. And last but not least, to my husband  
Paul, who for months, " went with the flow" when all around him was  
not so calm.....my gratitude for your patience and understanding.**

**NOW.....ONTO LAS VEGAS in 2000.**

**To all and your loved ones, my best wishes for the happiest and most  
memorable Holiday Season.**

**Fondly,**



**Gail Grover**

## ROBERT HARRISON DIARY

*Robert Harrison was a radioman 2<sup>nd</sup> class when he flew missions in TBM BuNo 85794 (this aircraft); and not only does he still have his logbook, but he is one of the few to have kept a diary (it was prohibited). Strike 5 and 6 were flown in Avenger 85794 (NL7001C)... This is what a young combat veteran was thinking/experiencing...*

### 1<sup>st</sup> strike

July 10, 1945...made first strike on Japanese homeland. Attacked and demolished Jap airfield Kasumigaura, Honshu. Dropped six 260 lb. frags on revetments and hangar area. Anti-aircraft moderate to heavy. Quinn hit on starboard wing by 25 mm. Landed safely. First of our division to get hit. Did much strafing.

### 2<sup>nd</sup> strike

July 14, 1945...strike against shipping in Muroran Harbor, Hokkaido. Four 500 lb. general-purpose bombs dropped in low level attack. Just missed a large merchant vessel by a hair. Possible under water damage. Strafed tower and ships. Heavy automatic AA encountered. Lost six fighter planes. Two from Yorktown.

### 3<sup>rd</sup> strike

July 18, 1945...strike made against battleship Nagato at Yokosuka Naval Base, Tokyo Bay, Japan. Was my birthday and received the best present ever—a direct hit on the battlegroup with our 1000 lb. bomb. Fire. Hits with 1000 lb. bombs were made by Torpedo Squadron 88. Anti-aircraft was very heavy. Lt. La Pierre caught 40mm shell in port wing. Second of our division, to be hit over Japanese homeland. Lost many planes on this raid. Yorktown lost two fighters.

...As a result of our direct hit on the Nagato, we were transported to the Battleship Iowa by destroyer to make broadcast and statement. (What a ship. It's a floating fortress)

### 4<sup>th</sup> strike

July 24, 1945...attacked Kure Naval Base in the Inland Sea. Bombed what was left of Jap fleet. Dropped six 260 lb. frags on anti-aircraft positions. The AA was plenty heavy. Strafed lighthouse with fixed and stinger guns. Lost quite a few planes.

### 5<sup>th</sup> strike

July 25, 1945...intended to pound Jap ships at Kure but due to bad weather were forced to bomb installations on the coast of Shiraai. Targets were bridge, RR stations, locomotives, etc. Did no strafing with stinger, but much with turret and fixed. AA was light. We almost got hit by anti aircraft guns as we were in a strafing run. The tracers were all around us. Jap gunner was good although we were not expecting AA from there and he had the element of surprise.

### 6<sup>th</sup> strike

July 28, 1945...went back to Kure to pound that Jap fleet. Carried four 500 lb. general-purpose bombs and dropped on Jap cruiser, Oyodo (which was reported sunk by afternoon strike). The anti aircraft fire was intense. Anti aircraft fragment from five inch gun caught us in the engine. We smoked badly and were losing oil quite rapidly. Had to fly all the way across Shikoku (40 miles) with bad engine. My new nylon flight suit was oil from top to bottom. (REALLY SWEAT THIS MISSION OUT)

*Robert G. Harrison, ARM2/c. USNR. Hometown Portland, Oregon.  
Received Air medal and Gold Star.*

# **TBM 3 AVENGER**

- **Designed by Grumman in 1940**
- **Grumman produced 2,291 aircraft (TBF). All remaining 7,546 aircraft were produced under contract by General Motors at its Linden, New Jersey plant (TBM)**
- **The aircraft is armed with two forward firing .50 caliber machine guns, one .30 caliber machine gun in the lower aft and one .50 caliber machine gun in the powered turret**
- **Maximum speed is 270 mph in level flight, maximum altitude is 24,000 feet, range 1,200 miles**
- **Powered by one Wright r-2600-20 engine of 14 cylinders producing 1,900 h.p.**
- **Crew of three: Pilot, Turret Gunner and Radioman who doubled as a Rear Gunner**
- **Normal dive angle when bombing: 30 to 45 degrees to 500 feet**
- **Could carry any of the following:**
  - 1. One 2,000 lb. MK-3 torpedo**
  - 2. One 2,000 lb. bomb**
  - 3. Two 1,000 lb. bombs**
  - 4. Four 500 lb. bombs**
  - 5. Twelve 100 lb. bombs**
  - 6. Four 350 lb. depth charges**

**It could also carry eight 5-inch rockets. The first combat use of the rockets by a US aircraft took place on January 11, 1944, when two avengers using rockets and depth charges sank the German U-boat (U-758)**

- **The large "RR" on the vertical tail is the WWII code of the aircraft aboard the aircraft carrier USS Yorktown (CV 10)**



# WORLD WAR II HISTORY OF THIS AIRCRAFT

BUREAU NUMBER 85794

TBM 3E

## JULY 1945

<u>DATE</u>	<u>HRS</u>	<u>PILOT</u>	<u>CHARACTER OF FLIGHT</u>
16	1.0	SWANLUND	FERRIED FROM CVE 103 (USS ROI)
18	4.3	FOOTE	ATTACKED BATTLESHIP NAGATO YOKASUKA NAVAL BASE
22	4.8	CECIL	TACTICAL
24	5.0	THURSTON	KURE NAVAL BASE TARGETS AT NISHINONI SHIMA SHIPS: HARUNA, ISE, HYUGA, TONE AND OYODO
24	5.1	NORRIS	KURE NAVAL BASE DROPPED FRAG BOMBS ON SHIP HARUNA
25	5.0	HOYT	ATTACK SW COAST HONSHU
26	5.0	BROWN	ADMINISTRATIVE FLIGHT
27	.3	BROWN	ADMINISTRATIVE FLIGHT
28	4.7	FOOTE	KURE NAVAL BASE SHIPS: BATTLESHIP HARUNA AND SETTSU
28	4.3	HUGHES	KURE NAVAL BASE ATTACK <i>THIS AIRCRAFT TOOK HIT IN THE ENGINE FROM ANTI-AIRCRAFT FIRE</i>
30	4.3	DANNEMILLER	BOMBING NORTH SHORE OF HONSHU TARGET: TSURUGA SEAPORT ON SEA OF JAPAN HIT FREIGHTER, FACTORY, AND RAILROAD

## AUGUST 1945

<u>DATE</u>	<u>HRS</u>	<u>PILOT</u>	<u>CHARACTER OF FLIGHT</u>
03	4.8	GRIFFIN	TACTICAL
04	4.5	THURSTON	TACTICAL
05	4.0	SWANLUND	TACTICAL
06	4.3	HOYT	TRAINING: A- REGULAR NAVY C- QUALIFIED PILOTS
10	4.0	THURSTON	IWAKI AIRFIELD WEST COAST OF SENDAI KORIYAMA

# WORLD WAR II HISTORY OF THIS AIRCRAFT

BUREAU NUMBER 85794

TBM 3E

## AUGUST 1945 (cont.)

<u>DATE</u>	<u>HRS</u>	<u>PILOT</u>	<u>CHARACTER OF FLIGHT</u>
10	4.5	HURLEY	BOMBED TOWN OF KORIYAMA
13	5.4	QUINN	TARGET: TOKYO SHIBAURA ELECTRIC PLANT BOMBED SMALL SHIPS SW OF YOKOSUKA
14	4.4	DANEMILLER	TRAINING PHOTOGRAPHIC
15	2.8	FOOTE	TARGET: TOKYO SHIBAURA ELECTRIC PLANT <i>CALLED BACK-JAPAN SURRENDER</i>
16	2.8	FOOTE	WEATHER HOP
18	4.8	HOLLADAY	COMMUNICATION FLIGHT
22	4.7	CAPIERRE	"SPECIAL" PHOTOGRAPHIC 3 <sup>RD</sup> FLEET PLANES IN REVIEW OVER THE FLEET TO CELEBRATE SURRENDER
28	4.5	HOYT	UTILITY
31	4.1	QUINN	RECCO
31	4.0	THURSTON	"PAT"

## SEPTEMBER 1945

<u>DATE</u>	<u>HRS</u>	<u>PILOT</u>	<u>CHARACTER OF FLIGHT</u>
01	3.8	WHITE	RECCO
02	2.3	ROBINSON	"SPECIAL" US FLEET PARADE OVER TOKYO BAY SIGNING CEREMONY ABOARD BATTLESHIP MISSOURI
05-15	46.6	DORAN, PAYNE HOYT, GRIFFIN NORRIS, WHITE DAVIS, HOLLODAY FOOTE	POW SUPPLY DROPS

## OCTOBER 1945

<u>DATE</u>	<u>HRS</u>	<u>PILOT</u>	<u>CHARACTER OF FLIGHT</u>
03	4.8	BOMBYK	TACTICAL "PRACTICE AIR GROUP ATTACK" <u>LAST FLIGHT</u>

**FLIGHT OF THE GOLDEN EAGLE**

YOU REPORTED TO WORK  
WITHOUT FAIL  
TO THE "PROUD BIRD  
WITH THE GOLDEN TAIL"

YOU WOULD HOP IN THE COCKPIT  
AND AWAY YOU WOULD GO  
BUT THEN CAME THE DAY  
YOU TURNED SIX 0

YOU WENT TO BED  
BID ALL A GOOD NIGHT  
BUT WHEN YOU AWOKE  
YOU WERE TOO OLD FOR A FLIGHT

SOME DECIDED TO CONTINUE  
FOR WHATEVER NEED  
SINCE NOW YOU CAN'T FLY  
YOU SLEEP OR READ

THE ONES THAT DECIDED  
THEY NEEDED TO STAY  
WERE TRULY WELCOMED  
ALL - AT HALF PAY

YOUR EGO IS HURT  
YOU ARE NOT A NEWCOMER  
YOU'VE BECOME A SECOND OFFICER  
A FLYING PLUMBER

AFTER YEARS OF FLYING  
AND GAINING RESPECT  
ALONG COMES SIX 0  
YOU BECOME A REJECT

THEY TAKE YOUR HAT  
REMOVE THE SCRAMBLED EGGS  
BUT YOU STILL HAVE MEMORIES  
OF THE OLDEN DAYS

YOUR EYE SIGHT GETS BAD  
YOUR BACK BECOMES SORE  
YOU SIT IN YOUR SEAT  
AND BEGIN TO SNORE

PUT ASIDE THE EGO'S  
LET GO OF THE RAGE  
YOU ARE ALL IN  
"THE GOLDEN AGE"

YOU NOW COME TOGETHER  
RETIRES AND SECOND OFFICERS TOO  
TO GOLF, EAT, DRINK AND REMINISCE  
ABOUT THINGS YOU USE TO DO

EVEN THOUGH  
THEY THINK YOU'RE FEEBLE  
PROVE THEM WRONG  
AT THE GOLDEN EAGLES

KICK BACK AND RELAX  
HAVE A GREAT TIME  
LET THE YOUNGER GUYS  
"FLY THE LINE"

LIFE IS NOT OVER  
IT'S JUST BEGUN  
YOU'VE MADE LIVES EASIER  
IT'S YOUR TIME TO HAVE FUN

DAVE WALDIE  
CONROE, TX

## FLYING WEST

I HOPE THERE'S A PLACE, WAY UP IN THE SKY,  
WHERE PILOTS CAN GO, WHEN THEY HAVE TO  
DIE....

A PLACE WHERE A GUY CAN BUY A COLD BEER  
FOR A FRIEND AND A COMRADE, WHOSE  
MEMORY IS DEAR;

A PLACE WHERE NO DOCTOR OR LAWYER CAN  
TREAD,

NOR A MANAGEMENT TYPE WOULD ERE BE  
CAUGHT DEAD;

JUST A QUIANT LITTLE PLACE, KIND OF  
DARK, FULL OF SMOKE,

WHERE THEY LIKE TO SING LOUD, AND LOVE  
A GOOD JOKE;

THE KIND OF A PLACE WHERE A LADY COULD  
GO

AND FEEL SAFE AND PROTECTED, BY THE MEN  
SHE WOULD KNOW.

THERE MUST BE A PLACE WHERE OLD PILOTS  
GO,

WHEN THEIR PAINING IS FINISHED, AND  
THEIR AIRSPEED GETS LOW,

WHERE THE WHISKEY IS OLD, AND THE  
WOMEN ARE YOUNG,

AND SONGS ABOUT FLYING AND DYING ARE  
SUNG,

WHERE YOU'D SEE ALL THE FELLOWS WHO'D  
FLOWN WEST BEFORE,

AND THEY'D CALL OUT YOUR NAME, AS YOU  
CAME THROUGH THE DOOR.

WHO WOULD BUY YOU A DRINK, IF YOUR  
THIRST SHOULD BE BAD,

AND RELATE TO THE OTHERS, "HE WAS  
QUITE A GOOD LAD!"

AND THEN THROUGH THE MIST, YOU'D SPOT  
AN OLD GUY

YOU HAD NOT SEEN IN YEARS, THOUGH HE  
TAUGHT YOU TO FLY.

HE'D NOD HIS OLD HEAD, AND GRIN EAR TO  
EAR;

AND SAY, "WELCOME, MY SON, I'M PLEASED  
THAT YOU'RE HERE."

"FOR THIS IS THE PLACE WHERE TRUE  
FLYERS COME,"

"WHEN THEIR JOURNEY IS OVER, AND THE  
WAR HAS BEEN WON."

"THEY'VE COME HERE AT LAST TO BE SAFE  
AND ALONE"

"FROM THE GOVERNMENT CLERKS AND THE  
MANAGEMENT CLONE,"

"POLITICIANS AND LAWYERS, THE FEDS AND  
THE NOISE,"

"WHERE ALL HOURS ARE HAPPY, AND THESE  
GOOD OLE BOYS"

"CAN RELAX WITH A COOL ONE, AND A WELL  
DESERVED REST;"

"THIS IS HEAVEN, MY SON.....YOU'VE PASSED  
YOUR LAST TEST!"

## A WAYFARER'S QUEST

**Ancient Wayfarer: "Tell me, my Brother,**

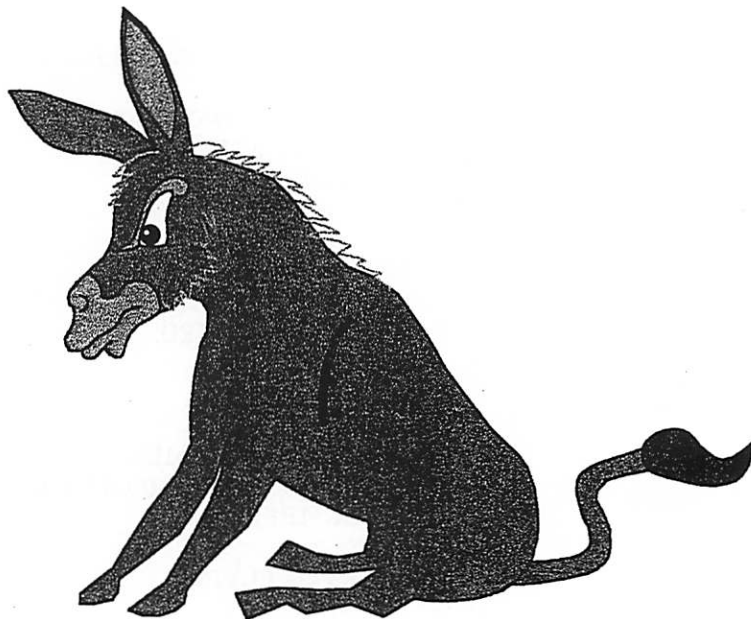
**How is't that thou hast so long ignored the**

**Call of the Lord Jesus Christ to enjoy Everlasting Life**

**In company with Him and the Father in Paradise?**

**Prithee, dost hold for a better offer?"**

*Rsg*



**Greg: "Through reading the Bible, Honey?"**

**Dharma: "Yeah."**

**Greg: "Ok to turn out the light?"**

**Dharma: "Yeah."**

**-Click-**

**Greg: "Well, what did you get out of it?"**

**Dharma: "Well, the Old Part, you know,"**

**Greg: "Testament."**

**"Yeah, well I get 'Don't mess with God.'"**

**"And the New Part, er, Testament?"**

**"I get, 'Be Nice!'..... g'night, honey."**



## Something To Think About...

I read of a man who stood to speak at the funeral of a friend. He referred to the dates on her tombstone from the beginning...to the end.

He noted that first came the date of her birth and spoke of the following with tears, but he said what mattered most of all was the dash between those years.

For that dash represents all the time that she spent alive on earth...and now only those who loved her know what that little line is worth.

For it matters not, how much we own; the cars...the house...the cash. What matters is how we live and love and how we spend our dash.

So think about this long and hard...are there things you'd like to change? For you never know how much time is left (You could be a "dash midrange").

If we could just slow down enough to consider what's true and real, and always try to understand the way other people feel.

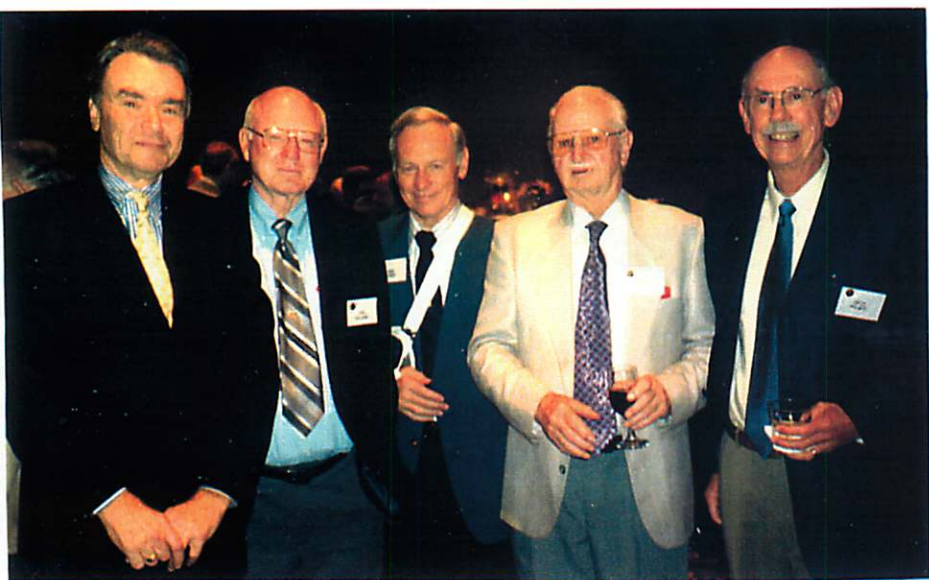
And be less quick to anger and show appreciation more and love the people in our lives like we've never loved before.

If we treat each other with respect, and more often wear a smile...remembering that his special dash might only last a little while.

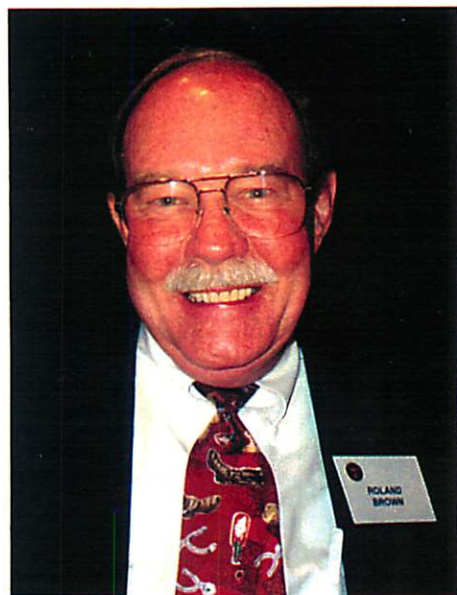
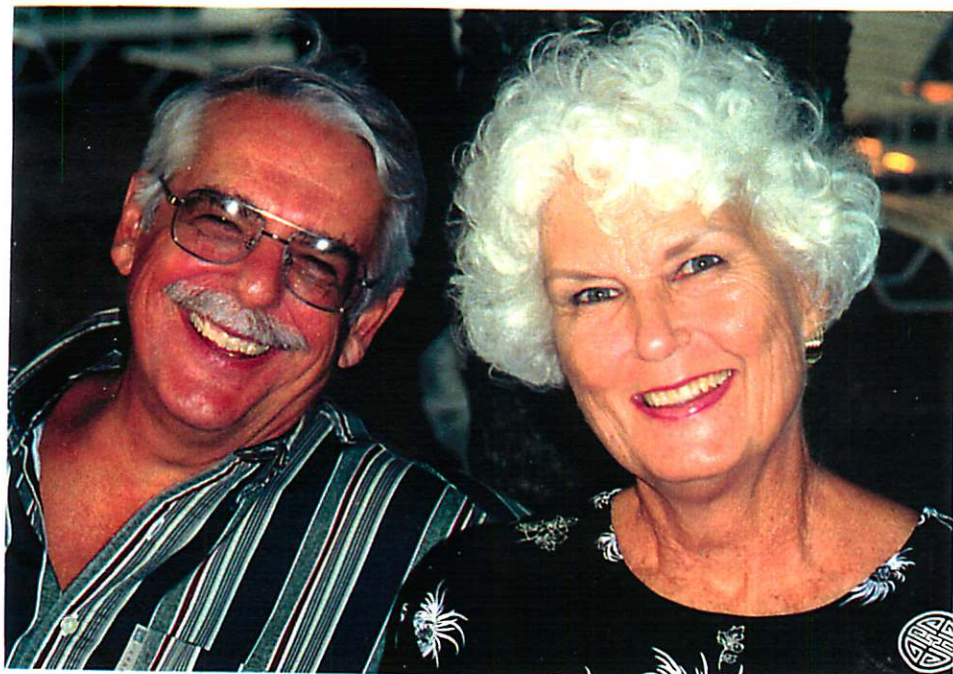
So, when your eulogy's being read with your life's actions to rehash...would you be proud of the things they say about how you spent your dash.

Author Unknown











## THE GOLF REPORT

The Golden Eagles Golfers were welcomed at two of the top rated Golf Courses in Texas. The golf format for the tournament was a two day scramble. The challenge began on October 13, with Golden Eagles teeing off at Walden Country Club in Montgomery, Texas. The next day players headed to Tour 18 in Humble, Texas.

Perfect weather was ordered and happily received by 22 Golden Eagle Golfers. John Campbell was first to tee off with a boom at Walden. What a shot- he hit it so hard the ball exploded. No one was hurt, but there were a lot of laughs and he was a great sport.

Some of the highlights of the tournament were Laverne Cann winning the longest drive contest. The closest to the pin winners were Don Ballard, Joel Looper and Coop Cooper.

The members of the winning team for the first day at the Walden Country Club were Rae Hane, Dave Clough, Joel Looper and Ben McKenzie. The second day winners at Tour 18 and the overall winners were Bob Shelton, Ed Cox, and the all star putters Amous Cann and Ernie Islava.

Remember next year the tournament will be played at Las Vegas. Golfers (male or female) of any skill level are encouraged and welcome to participate in the scramble tournament.

I would like to thank all of those who helped make this tournament possible and especially my wife, Chris. Also, a special thanks to Dave Waldie for his poem on the Flight Of The Golden Eagle.

Ben McKenzie



## REPORT ON 1999 RAPA CONVENTION

The 1999 RAPA Convention was held in San Diego's Hanalei Hotel on October 27-30. I attended as Golden Eagle Delegate.

As predicted at our Eagles meeting in Houston, the agenda item causing the most concern and discussion at the San Diego meeting was the withdrawal of RUPA (Retired United Pilots Association) from RAPA.

Our concerns were greatly alleviated when we learned that many United retirees will be continuing their RAPA affiliation by means of individual memberships.

Briefly, an individual membership in RAPA is available to any retired pilot whose airline does not have a pilot retiree association that holds a group membership in RAPA. The cost of an individual membership is \$25.00---\$5.00 for the membership and \$20.00 for a subscription to the RAPA RAPPORT, our truly fine Association magazine.

Prior to the San Diego meeting such individual members could not vote or hold office in RAPA. At San Diego the Board of Directors changed the Constitution and By-Laws to provide that persons holding individual memberships shall have the right to vote and hold office in RAPA.

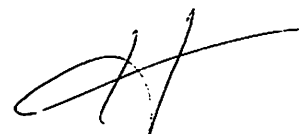
At this time the loss of annual dues from RUPA is of no great concern, since RAPA's financial status is excellent and the income from individual memberships should help maintain that status for quite some time.

At San Diego RAPA reached agreement with AON Consulting, our insurance provider, to publish a bi-monthly newsletter to be sent to every RAPA member. The newsletter will contain information provided by our standing committees ---insurance, legislative, pension/tax and travel benefits. Additionally, AON will supply information on insurances currently available to RAPA members. You will be able to deal directly with AON, using the telephone numbers provided

If you have other matters requiring RAPA attention, contact the Member Services through your RAPA delegate---me. My present address is---

12 Faculty Court  
Thousand Oaks, CA 91360  
(805) 241-3503  
FAX 8054923645

Best regards, Bob Hiemstra



## **K. D. THOMPSON INPUT**

**Greetings Members:**

**We have some information which we feel will be of use to the pre-1983 retirees in regards to the Paid Up Life Insurance Policy from the company. As I am sure you are aware, it was a declining amount bottoming out at a base amount. Each amount was different depending on the individual.**

**We would like to bring you up to date on the latest changes regarding the company contact so that you may update your files. Should you care to do this the contact is:**

**Continental Airlines Employee Benefits**

**Attn: Rica Reed**

**P.O. Box HQSBP**

**Houston, Texas 77210-4607**

**(713) 324-6986**

**Also, I understand that the company is still working on getting out the publications, CO Times and CO Quarterly to retirees. I believe some people have already received these and we assume we all will be getting them.**

**One last item: the pass class boarding priority from the computer is working so be sure to list as SA-4R with reservations. Also it is probably a good idea to mention that as you check-in at the podium.**

**It was a great time in Houston!**

**Regards,**

**K. D. Thompson**



## **KITTY KORNER**

### **Golden Eagles Treasurers Report 11/15/99**

Balance 1/1/99	\$11,147.64
Income 1/1/99 to 11/15/99	
Dues	\$7,140.00
Postage Fund	/
Convention	\$6,831.00
Raffle	\$1,171.00
Kitty	\$252.00
Total	\$28,503.64
Disbursements	
Contrails/2 Issues	(\$5,551.52)
Tropicana Advance	(\$500.00)
Stationery	(\$41.98)
RAPA Dues	(\$312.50)
Memorials	(\$100.00)
Table Decorations	(\$1,330.43)
Banquet Refunds	(\$278.00)
Hospitality Room	(\$563.20)
Hyatt Regency	(\$8,697.43)
Total	(\$17,375.06)
Balance 11/15/99	\$11,128.58

#### **New Members**

##### **Since Last Issue**

Rich Danforth	Dan Murphy
Roger Cranmar	John Henthorn
Cass Zabinski	Roger Coakley
Phil Brawner	Bob Coffey
Joel Looper	Bob Babos
Les Cook	Jack Burt
Coop Cooper	Harold Burton
Chuck Michaelson	

**Your Mailing label denotes your dues status.**  
**Please note the number on the bottom of the**  
**label. 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:**

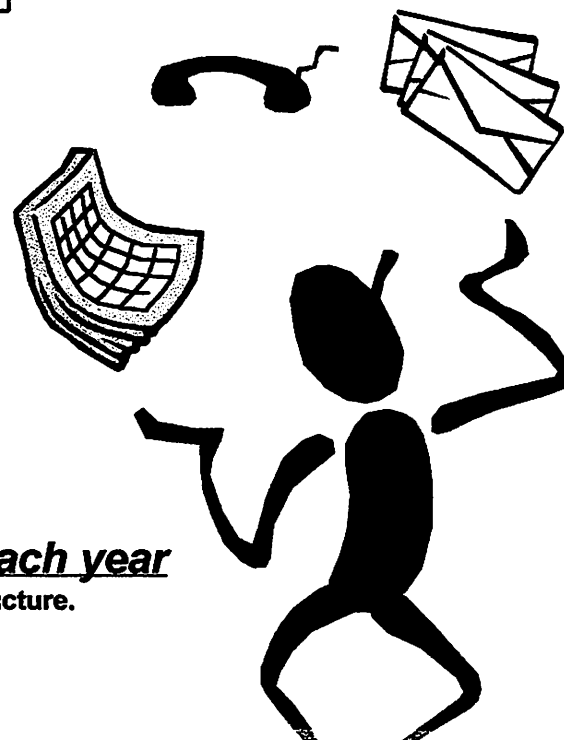
Golden Eagles  
c/o Ken Alrick-Treasurer/Membership  
30339 Channel Way Drive  
Canyon Lake, CA 92587

Our convention this year was a great success. We all enjoyed it so much that we plan to go back to Houston every other year. We who haven't been around the last few years were impressed with the facilities. Continental has grown from a great little airline to a GREAT BIG AIRLINE.

The Golden Eagles financial condition is down a bit from previous years, but but I don't feel it is necessary to take any action as yet. Our dues structure has been the same for many years. If rising costs create a problem in the future, there is plenty of time to act.

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



### **GONE WEST:**

**RUSTY TURNER** died about July 26, 1999. **RUSTY** flew F100's for the USAF, including combat in Vietnam. After leaving Continental, non-member **RUSTY** flew for AirCal, and, after the merger, for American Airlines. **RUSTY** returned to flying after each of two cancer surgeries, and he last flew as Captain on the 757/767.

**WILLIE ALVORD** died August 18, 1999. **BILL** was not a member—he was a Marine, and he had a heart attack while jogging, and died in his neighbor's driveway.

**RONALD JENNINGS** died November 8, 1999, after battling cancer. **RONALD** was with Continental from 1969 until 1983. After 1983 he flew for Federal Express. **RON** was not a member—a Rosary was scheduled for November 14th, a funeral Mass for November 15th, and a Military Ceremony for November 16th.

**TIMOTHY CURTIS DIDLAKE** died August 19, 1999. **TIM** (son of **MAE** and **GEORGE DIDLAKE**) waited a long time for a Kidney-Pancreas Transplant. When the organs arrived, and the transplanting was accomplished, **TIM**'s new kidney began working, but the pancreas did not. A second surgery to remove the pancreas probably resulted in blood clots, and **TIM** died six days later.

**FLORA (BEAUCHAINE) HONAN** (wife of **WALT HONAN**) died November 8, 1999.

**RUTH BICKFORD** (Widow of deceased Captain **SAM BICKFORD**) died November 18, 1999.

### **ILLNESSES/SURGERY:**

**HERB JONES** had a 4 by-pass heart surgery. **HERB** attended our Houston Annual Convention, and looks great!

**JERRY SCHOFIELD** recently underwent a 5 by-pass surgery.

**WAYNE BAXTER** has cancer and would appreciate calls. (425) 254-8851.

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

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

Approximately 168 members, wives, widows, and guests attended our 27th Annual Convention in Houston. A Continental DC-3 half-hour flight over the city was a huge success. Many also visited the Crew Training Facility, Systems Operations Control (every Continental Flight, world-wide is visible on one screen!), and the Food Preparation Center.

**GORDON BETHUNE** (CEO of Continental) spoke at our banquet. It was enlightening to learn that he began his presidency by offering each Continental employee a \$65.00 bonus if Continental's on-time record for the next month would place it as one of the top three airlines! That was the beginning of Continental placing first in two of the last three years in the J. D. Powers Poll!!! (Editor's Comment: A remarkable achievement!)

Among the attendees at the banquet were: **FRED ABBOTT**, **SID** and **FRANKIE ALEXANDER**, **JACK** and **JEAN ALLEY**, **KEN** and **LUVERNE ALRICK**, **FRANK ANDERSON**, **NINA ANDERSON**, **BILL ASTON**, **DON BALLARD**, **ROGER** and **CAROL BARTEL**, **BUD** and **LAVERNE BATTLE**, **CHARLIE** and **CORRINE BECKER**, **BIRDIE BERTRAND**, **GORDON BETHUNE**, **ROLAND BROWN**, **JIM** and **DENA BRYANT**, **MIKE** and **CARLA BURKE**, **WALT** and **ALICE BYBEE**, **BILL** and **SUE BYNUM**, **BETTY CAMPBELL**, **JOHN** and **ANN CAMPBELL**, **AMOUS** and **LAVERNE CANN**, **BILL** and **AMY CHILDRESS**, **WES** and **CHAR CHOWEN**, **DAVE** and **SHARON CLOUGH**, **RAY** and **ANNETTE COMBEST**, **LES** and **IDA COOK**, **COOP** and **BRENDA COOPER**, **WES COSS**, **ED**

and KAREN COX, JIM and NANCY CRABTREE, DICK DAHSE, JOE DENTZ, JERRY, SCOTT, and EILEEN DONEVANT, MAXINE ELLIOT, DICK and MERCEDES FELL, DAVE and JACQUELYN FURULI, DON and JOANNE GENTRY, ED and ALICE GORMAN, DON GRIFFIN, DICK and SUE GRIGSBY, PAUL and GAIL GROVER, STEVE and RAE HANE, BILL and PAM HART, GEORGE and MARY HARTIGAN, VIRG and JENINE HEMPHILL, DON and EILEEN HENDERSON, BOB and KATHY HIEMSTRA, BILL and VIRGINIA HILL, JOHN and DOLORES HODGE, ERNIE and MARILYN ISLAVA, CHESTER JAMES, PAT JOHNSON, JACK JOHNSON, HERB and JOAN JONES, MATT JONES, PEARL KELLY, LORI KILLOUGH, BOB and JAN KINSEY, PETE LEVANDER, MIKE LICHTENFELD, SCOTT and JENNIFER LOCKHART, DR. LARRY AND JOAN MARINELLI, MONROE and RUTH MATHIAS, GERI McCALL, BEN and CHRIS MCKENZIE, MAX and NONA MEINEN, LEE and PAM MEYNER, CHUCK and KERRAN MICHAELSON, J.J. and PAT MORIN, DAVE and KAY NEWELL, GENE and ERMA NEWMAN, AL and BURT O'NEAL, JOE and KAREN O'NEILL, ED and ROBYN O'QUINN, TOM PECK, CLIFF and FLORA PLEGGENKUHLE, CLIFF, JR. and KELLE PLEGGENKUHLE, FRANK, ARLENE, and KAREN RHODES, SHY and LEONA SCHIEHAGEN, TOM and PENNY SCHUCHAT, PAIGE and KAY SEATS, HAROLD and DORIS SIMPSON, NEIL and LINDA SMITH, HAL and JEANE SPORES, RON STARRY, PAT and KAREN STEWART, DON and ELLE STRAIGHT, BOB and JOYCE SYKES, JACK and MAYDEE THOMPSON, K.D. and CASEY THOMPSON, LA VERNE

THORNBERRY, BOB WARNER, GARY and LANETTA WILSEY, KIP and JOANN WITTENBURG, CASS and JUDY ZABINSKI, and JOHN ZETZMAN....

BUD BATTLE was unanimously elected to represent the Golden Eagles as their "Liaison to Continental Airlines".

CLIFF PLEGGENKUHLE, SR (age 89) has started using a cane because he has a bad knee. PLEGGIE was elected to the 1999 OX5 AVIATION HALL OF FAME recently.

JOHN BENDER (age 91+), and GENE OLIVER (age 90) didn't make it to our Convention this year....Its easier to travel to Las Vegas—please come next year!

BIM RICHARDS is a school-boy at age 78—he goes to class three days each week at DeVry Institute of Technology, and plans to obtain a degree in Computers.

JIM BRYANT spent a year in Japan, flying for Japan Airlines.

FRANK ANDERSON lived 13 years in Saudi Arabia, flying for their national airline. Saudi Arabia has a large fleet of DC-10, and Airbus aircraft. A normal schedule was 60 hours per month, with pay and a half for anything over 75 hours. FRANK recently retired at age 60.

DONALD BURROUGHS flew his last trip as Captain (Atlanta to Charlotte) on October 12, 1999. His old Army buddy (and Continental classmate) ED O'QUINN saluted him off at Atlanta, prior to his last flight. In Charlotte, army buddy, BILL BYE helped him celebrate 32 years of commercial aviation.

MOFFITT TINSLEY was scheduled to fly his last flight as Captain (LAX-HNL) on November 17, 1999. MOFFITT sent DICK GRIGSBY an invitation to join his retirement party at Honolulu, Hawaii Yacht Club, 6:00 PM, 11/17/99.

JIM MICHAELS and ERNIE RICHAR finished building their Lancair 360 this past

year. It is a two-place, low wing, dual control airplane, with a slick finish. It has a 180 HP engine, and cruises at 210 knots, with a top speed of 275 knots. It won the "Best Composite Award" at Camarillo this year. ERNIE has flown it for about 30 hours, and JIM plans to fly from the right seat, now that ERNIE believes that they can fly together safely, even though the aircraft will have a somewhat limited right movement of the right stick. (JIM MICHAELS has a prosthetic right leg).

LORI KILLOUGH spent 5 years with the FAA in Minneapolis, and is now completing her third year in charge of the FAA office in Cleveland.

GAIL GROVER and JOANN WITTENBURG needed only one hand to hold a new model camera, while taking photographs at the Annual Convention.

LAVERNE CANN wears a "First Club Champion Award". It has three diamonds, denoting three different years as Club Champion. (Golf)

Another golfer, AMY CHILDRESS, recently won a Championship in San Diego.

#### NOTES TO DICK GRIGSBY

*You've been in my prayers, Dick...Our gal has been studious! One Doc wrote a great recommendation for her—for psychiatry! Long road—endless loans. Darlene (Gray) 7/18/99*

*I'm thinking about you as I so often do and wanted to let you know! I'm working on a neurology rotation right now - well not exactly right now - I have the rest of the week off as I had knee surgery yesterday. Aside from some complications with the anesthesia, the surgery went great! I'm doing hourly rehab exercises that will get me back to normal activities - minus jogging. I was advised to start enjoying bicycling instead! I hope all is well for you and your family. I really do think of you often! Freddianne (Gray) 8/18/99*

*Thanks for your note and the copy of*

*"Golden Contrails"—an impressive, professional output on your part! I'm sure it is appreciated by the Golden Eagles. BARNEY, RED STUBBEN, and I had lunch last week at the DC-3 Restaurant, and visited the "Museum of Flying", and admired your fine airplane on display there. RED had a photo with him of himself sitting at the controls! We had a really nice time together..... Dick Adams 8/11/99*

*I have finished typing the novel in manuscript form, and have applied for a copyright.... It is 1034 pages, double spaced, some 350,000 words, and covers a period of sixty-seven years. For more than twelve years, (I) gathered notes, research in books,, etc., and the past four years has been spent writing—first in long hand. That took about two years, and then I began the typing in manuscript format, which took another two years. If I had to guess, I would say I've written and typed about two million words to get 350,000!*

*I'm in a deep search for a particular agent who deals in my kind of book, and likes mine. I'm using an Agent Research Agency in New York. So there is much to be done yet. I hope by mid-2000 I achieve some results. ....Cheers Dean (Maxwell) 11/6/99*

*We sure have enjoyed the newsletters that you and Gene have so thoughtfully taken care of. Our get together in Houston was a fun thing—enjoyed having a chance to visit. Sending copies of pictures taken there—if you can use them — fine. It was neat seeing you back to normal after all the hassle you have been through..... Love, Walt and Alice (Bybee) 10/25/99*

*I enjoyed Golden Contrails again! Thank you. Flying 727 out of Guam again—Thank you for your picture in the work out room—me too! You caused me to get a good check up and go to the gym too, still following your good example. You're in my prayers! Bruce Webb 8/20/99*

*It was such a beautiful day today! Sunshine, after a humid, cloudy Philippine sunrise. Takeoff right on the dot @ 10 am. She was waiting, back down the beach, rudders in the water, when I climbed into the right seat to go home.... 30 min to Manila...As her hulls lifted from the emerald, glassy waters of Subic, with the roar of that single engine giving it all it had, the thrill of flying swells the heart again....just like that first time! We climbed to 400' straight ahead to the southwest, then the shallow bank to the left heading to Manila. Climbing up to 1500' across the beaches over Subic's eastern shore. I started scanning the roadways through the forests, which make Subic Bay such an exotic place, looking for Mom's house...."YES, YES, THERE IT IS", I said to pilot Mike O'Farrell. And, just as you can imagine, there she was....standing in the middle of her front yard, in her bright red raincoat (so even a blind person could see her) on this fabulously clear, crystal day, waving goodbye to me as only a Mom would do. What a send-off! And what a blessing...standing there, waving with all of her heart at 79 already (just as like you mentioned, "difficult to believe"). Cruising over the lushly green isthmus connecting Bataan and the main portion of Luzon, we could see clearly all of Manila Bay, Manila Hotel, Green Hills, Makati, and all the way to the Antipolo Mountains, east of Metro Manila. A sight one can behold maybe five days out of the whole year! Smooth touchdown @ 150 fpm amid the big ships in Manila's busy port area is a thrill all of its own. Hopped out at the Golden Horizon Pier, a delightful place that serves drinks and good food out over the waters just south of the famous Quirino grandstand. Two minutes in a taxi and I was strolling through the front doors of what I like to think of (and I'm not alone in this thought) as my own palace— Manila Hotel. Along with this comes the greeting of*

*four or five impeccably uniformed Hotel Staff "Good Morning, Captain Webb" almost in unison... The whole day has been such a joy... I just had to share this part of it with you...I'm going to make it top priority, to try to make to the Golden Eagles gathering next month in Houston... And to bring my Mother. She would love it too!! Take care, and I hope we make it there. Bruce(Webb) e-mail bruce74@skyinet.net 9/11/99*

*Thank you for the book. It was so kind of you....It was appreciated. Esther ( Martinez Beck) P.S. I do hope you are doing better. Keep in touch. 8/19/99*

*I hope you're feeling better, and have been taking care of yourself while you're recuperating. I have moved: Mary Esther Simmons, 4041 East Gedder Circle, Littleton, CO 80122-2283...I sent Ken Alrick a \$20.00 check so I should be paid up to date to get the Golden Contrails. Thanks, Mary Esther (Simmons) 10/05/00*

*—end of Notes to Dick Grigsby—  
NOTES TO KEN ALRICK*

*Sorry to have overlooked this for so long. Put the extra 10 towards late fees or stamps. Thanks for all your hard work. We do enjoy the updates and the e-mail notices. Even tho they are sometimes bad news, it's nice to keep up with the group. I hit age 60 last August and went into the training department full time as DC-10 instructor. I work a little more than I would if I flew the panel, but get to keep up with my PC's etc and work with the Captains and First Officers in training. Best to all and hope to make the next reunion. Joe and Karen O'Neill 7/08/99*

*Enclosed is my check for annual dues and the postage fund. Just finished a trip with Gary Wilsey, who made me aware of the Golden Eagles organization. I flew for Continental for about 6 ½ years until Lorenzo did his "magic". Most of my time was spent in the Denver Domicile, but I did*



*manage a short tour with Air Micronesia on the 727, which I thoroughly enjoyed. My wife, Shosh, is still a Continental Flight Attendant, having completed 25 years, and is based in Houston. I am flying the DC-10, as line check airman for Federal Express—having been there for 15 years. We have lots of ex Continental pilots at Federal Express, with some approaching retirement in the near future. I look forward to being a member of the Golden Eagles. Sincerely Dan Murphy 7/22/99*

*It's time again to send a check to one of the hardest working members of the Golden Eagles....Not an easy task, so thank you so much...I'm still plumbing for Continental, now on the DC-10, since the parking in the desert of our 747 Fleet—Darn sad end for such a fantastic airplane. But this wasn't their first experience of being parked in the sand. Remember the Arab oil embargo parked them without crews, while the oil giants did what they had to do to jack up the price of oil. I got to enjoy 15 years on the big bird prior to its departure. March makes 41 years with CAL. Some seemed like magic; some tragic; but it all was a great life! I, too, still have my feet in the sand. I came to Honolulu in 1954 with Uncle Sugar and haven't got tired of it yet, so will retire here, with a fishing boat in Alaska, and a motor home in Nebraska. We stay in perpetual motion, and it's all what I hoped for, and more than I deserved. So I'm grateful. Hope to see you in Houston in October. Thanks, Ken! D.J. Lehman 9/01/99*

*—end of Notes to Ken Alrick—*

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

Paul and Jean Sanwick again made their yearly trip to the British Isles, this time visiting England, Wales and Scotland for a month. They were joined there for a visit by their son Scott who is Vice President of Operations for Fed Ex. Scott's wife Gwen is also a Fed Ex pilot. Paul is beginning his 19th year at Winter Park as an

instructor in skiing for the handicapped. Those taught by Paul are sent by the National Sports Center for the Disabled from all over the United States and several other countries. Each instructor must put in at least ten days during the season, and Paul says that he believes he gets as much or more out of it than do the students. He sounds like a most dedicated instructor.

John and Leva Blakis this summer treated 16 members of John's family to a seven day cruise through the Alaska Inside Passage on the Rhapsody of the Seas. It was a round trip from Vancouver to Haines and Hubbard glacier, and was the first time that John's family had been all together. The group included his two daughters, a grandson, nephews, grand nephews, and wives. They came from New York, Pennsylvania, Colorado and California. Leva did all the planning, arranging and logistics and was pleasantly surprised and ready to rest when all 16 showed up in Vancouver in time to board ship. In early December John and Leva leave to spend five months in their condo in San Clemente.

J Worley and his son Geoffrey have assumed management of another building in their group of high rise apartments in east Denver. This one has 74 units, which brings the total under their management to nearly 500. In September, J performed admirably the copilot duties in this scribe's Cessna 180 on a flight to an interesting Santa Fe Trail symposium in Council Grove, Kansas. Council Grove is where, nearly two centuries ago the ox drawn covered Conestoga wagons were formed into trains, and captains chosen for the long trek across the plains to Santa Fe.

When Bob Warner granted an interview over the phone—he was at DIA on the way to Akron, Ohio to attend a conference of the National Defense Executive Reserve. The

group was formed during the Cold War but is now more involved in disaster response and preparedness. Bob also belongs to Counterpart International, a humanitarian service type organization which strives to get government and military surplus supplies to wherever in the world they are needed. The group, as an example, sent 35,000 surplus cold weather shirts from the Ogden Utah Depot to a needy area. Bob is flying as a DC-10 Second Officer out of Newark. He still ranches and farms northeast of Ft. Lupton and also finds time to run in the Boulder 10K race as well as in the 5K races in Fort Collins and Brighton.

Last fall Chuck and Carol Sullivan toured Ireland for 12 days via rental car. Chuck says that with Carol's help and reminders they managed the left side driving ok, but that a minor hitch was locating the street signs mounted on buildings 20 feet up, and deciphering the ones that were in Gaelic, as well as trying to understand the spoken Gaelic. Last September they flew to San Francisco and then toured the Napa Valley on a chartered bus with 28 golfing friends from their Ranch Country Club. They also took a leisurely golfing tour of western Colorado, crossing seven mountain passes on the way.

Chuck has completed the sale of his considerable acreage on Indiana street north of Denver, the property which was home to the Arvada Modelers Radio Controlled Aircraft Club. The Sullivans rent an apartment and spend the winters in Sierra Vista, Arizona, about 70 miles SE of Tucson.

General Monroe and Ruth Mathias made the Golden Eagles convention in Houston this year by way of a slight detour. They drove to Oklahoma City where, Monroe's computer had told him that the loads were lighter, and they flew out of there. On the way they visited Billings, Oklahoma, Ruth's

home town, population 700, which was celebrating its 100 year anniversary as a town. Ruth herself celebrated by attending the all-community high school alumni reunion. Monroe is commuting to New Jersey to observe and lend moral support to the rebuilding of their daughter's home which was destroyed by a fire starting in a fuse box. Monroe and Ruth also visited Savannah, Georgia to meet their third grandson, and also attended a maternal cousin's reunion in Pennsylvania.

#### **CENTER QUIPS:**

"Approach...what's our sequence?"

"Calling for sequence, I missed your call sign...But if I find out what it is ...you're last"

"American 220, eeny, meeny, miney, moe...how do you hear my radio?"

"Request runway 27 right"

"Unable"

"Approach...do you know that the wind at 6,000 is 270 at 50???"

"Yeah, I do...and if we could jack the airport up to 5500, you could have that runway,— expect 14 right"

"Delta 1176...Say speed"

"Approach, we slowed it to 220"

Delta 1176...pick it up to 250...this ain't Atlanta, and those ain't grits on the ground"

"Approach...Southwest 436...you want ~~us~~ to turn right to 090???"

"No...I want your brother to turn...just do it and don't argue"

"Hey...O'Hare...you see that 7600 code flashing 5 Northwest of Gary.."

"Yeah, I do...you guys talking to him?"

—end of News Notes from Norm Meyer—

**FROM SEAN RYAN**

I had a very interesting incident on the aircraft on the way to Zurich last month, so I will make that my theme for this article:

#### **AIR RAGE**

With all the recent emphasis that is being

put on driver rage, the fact that the same thing is happening in aircraft is sometimes overlooked. I guess a lot of it is the familiar "it will never happen to me" syndrome that most of us (myself included) are probably guilty of.

Well—I no longer can say that as I experienced a rather advanced case of air rage on a European flight recently. I will not include details as this is still in court and hopefully will be settled in December. It is sufficient to say that until you actually experience something like this, you have no idea of how serious it can be.

This was not the classic case that we have all seen over our careers where someone has a little too much alcohol and starts to get loud and then it escalates. This was a very large man who was drinking club soda and who suddenly became violent. He apparently has a mental problem that requires medication and he had not complied with this condition. There was no warning of violence until it started and then it took three male flight attendants and myself to restrain him. Notice I did not say subdue him—we could only pin him in his seat until two more male flight attendants from the back of the aircraft arrived on the scene.

The obvious question is what might have happened if we did not have 5 male flight attendants on board? I really hate to think about that as the carnage could have been considerable. There was no help at all from the first-class passengers other than the loan of a necktie and a belt that was used to tie him up.

This has led to my researching the subject of Air Rage and it has proven to be very interesting. No one seems to be able to pin down the cause (or causes) but some of the following seem to have merit:

1. The overcrowded terminals resulting in long waits in line to check baggage and

then to get a seat assignment.

2. The failure of the airline to not meet the expectations of the passenger—cramped seating, poor meals, poor service, etc.

3. The problem of poor air quality coupled with the constant pushing of alcoholic beverages.

4. The long delays both on the ground and in the air caused by an air traffic control system that is lacking the latest computer equipment that would be better able to handle the large volume of departures and arrivals in today's environment.

British Airways has taken the lead in the campaign against air rage as they provide extensive training for all their personnel who will be in contact with the passengers both on the ground and in-flight. If a passenger appears to be starting to cause problems he or she is issued a yellow card similar to the warning card issued in a soccer game. If the passenger continues to cause problems, a red card is issued that states that if the behavior continues, the aircraft will be diverted to the nearest suitable airfield, the passenger will be removed and arrested and British Air will sue for the cost of the diversion—approximately \$40,000.

If this does not have the desired effect on the person causing problems, a complete restraint kit is on board every aircraft and it includes everything from handcuffs to a straightjacket. (No need to borrow neckties or belts from passengers here!)

American Airlines has also adopted a policy of Zero Tolerance towards passengers causing trouble on their aircraft. A short time ago a woman passenger started a fight with the flight attendants because they insisted that she put the small kennel carrying her dog under the seat in front of her for the landing. She is now suing American because she was restrained and tied up with the dog leash! At least the

airline is standing behind their employees who faced this type of passenger behavior.

Getting back to my incident where it resulted in an in-flight diversion (dumping 12,000 pounds of fuel) and the replacement of the entire cabin crew (4 sent to the hospital) and a late arrival (2 PM instead of 6:30 AM): This type of incident has brought out the fact that an entirely new type of training has to be instituted, not only Continental but all airlines. Flight crews should have the training to properly handle situations of this type. How much force can be used, how to avoid the use of force if possible, and most importantly, how to educate the traveling public that this kind of behavior will not be tolerated. The crews need to have the proper restraint materials available and should be trained in the use of these restraints.

I don't know how this incident is going to play out, but once the trial is over, I should be able to provide you with more details. In the meantime, the entire crew that was on that flight is going to be pushing for the needed improvements.

—end of Notes from Sean Ryan—

From LA VERNE THORN BERRY  
*The EAGLES and ARECA meetings in Houston were our last celebration in this century— and how great they were! We know this joyful time did not just happen (but) only through the devoted efforts of many.*

*Our big THANK YOU and APPRECIATION for all the planning and work of GARY WILEY, Prez of G.E's.; GAIL GROVER, Prez of LADIES AUX; AL SCHROTH, Prez of ARECA; RAY DOPSON, Chairman of ARECA (Houston Meeting), and all of their groups for their dedicated performance throughout the year. What wonderful memories for all who attended to carry into the NEW MILLENIUM. To each of you who were*

*unable to attend, you were missed.*

*Again, our gratitude to Captain JIM MINOR, Senior Flt. Attendant CARMEN FRANKS and their crews for the wonderful rides on the beloved DC-3 —What a thrill!*

*Captain JIM MINOR, (co-pilot) JOCKO HARRIS, Sr. Flight Attendant CARMEN FRANKS, and ROSALIA CANTON flew the DC-3 into Saltillo, Mexico for the ribbon-cutting celebration of Continental's new route. ISMAEL CARRANZA and lovely wife, HILDA, were among the passengers on this trip from Love Field, Dallas, to Saltillo. MEL helped negotiate this deal with Mexican officials, (since) MEL's family has a long history of military, political, and governmental affairs in Mexico....Captain MEL retired from Continental a few years ago.*

*NORMAN McGOWAN and PEGGY could not attend the Houston meetings because of a conflict. NORMAN had a commitment to fly in the Abilene Airshow at Dyess Air Force Base.*

*While attending the San Marcus Airshow, RUSS and ROSE HURLBUTT were guests in MARK BLUM'S new home.*

*We missed CASEY THOMPSON at ARECA, tho it was good to see her at EAGLES' meeting. CASEY's mother lives in Texas and she left Houston to visit with her.*

*Our prayers and deepest sympathy to WALT HONAN and family in the loss of their beloved FLO. FLO passed away Monday, November 11, 1999, from a brain hemorrhage. FLO was having what was thought to be sinus headaches, which became more severe. FLO and WALT lived in El Paso.*

**REMEMBER PEARL HARBOR—  
DECEMBER 7, 1941.—NATIONAL PEARL  
HARBOR REMEMBRANCE DAY. FLY  
YOUR FLAG (Half-Staff until Sunset).**

**MERRY CHRISTMAS!!**



