



Cover Photograph:
Visual for a library
program focusing
on flight.



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, 2000



Harbor

Day School

Melanie Scott

CAPTAINS CORNER

Continental Airlines continues to do a fantastic job of being at the forefront of industry leaders. We are proud of the company accomplishments and the new revolutionary employee philosophy. Alice and I have traveled on passes several times this winter with no problems whatsoever. The "write your own ticket" is just great.

Last fall we welcomed Roland Brown as our new President Elect. Roland has for the last six months been undergoing a series of extensive surgical procedures. He hopes to soon be done with all that and be back to a normal routine again. We wish him a speedy recovery. We'll look forward to seeing him at the Tropicana.

We've had to call about 15 of our members to remind them to catch up on their dues. Most pilots simply just forget each year to send their money. A good time to update your dues is when you make plans for the fall convention. Room reservations, meal choices etc. or when sending donations for the postage fund. Just include your dues at that time.

Ken Alrick, our very capable treasurer, has been keeping our records now for more than six years! He would very much like to be replaced. Ken has the entire program well designed and on computer disks. He is very willing to thoroughly brief whoever takes over and to assist until they are comfortable with his system. I am appealing to the membership for help. Let's give Ken a much needed, well earned, retirement. Please, help us find a replacement or better yet volunteer yourself to be our new treasurer.

Back to the Tropicana this fall. The arrival and "check in" date is October 10th, the pilots and ladies business meetings and the banquet will be October 11th. A detailed schedule of activities will be published in the summer issue of the Contrails.

We will have a guest speaker again this fall. He is Dean Englehardt and is one of the many speakers available through the "Aviation Speakers Bureau." For many years Deans specialty has been "crashing aircraft for movie and TV productions!" I'm told his presentations are fun, entertaining and humorous.

Most of you who were in Houston remember Jim Minor who brought us the DC3 operation for our convention. He will be conducting a West coast tour with the DC3, during July, from southern California all the way to Seattle. He is offering to take anyone along who may be interested. Stops will be made at several cities ending up "probably at Boeing." You will be responsible for your own lodging and meals, and getting back home. You can take non company people along with you. Interested? Call 940 321 5949 or E mail Jim at [sundown337@aol.com]

Have a good summer.
Ed Gorman, President.



Reserve Captain's Corner

What goes around comes around, as the saying goes! That certainly seems to be the case with Continental Airlines. As I read over the excellent employee "house organs" the CO Times and Continental Quarterly, I was really struck by the fact that CO is spending a lot of time, effort and money to make sure the employees know what's going on. They are also doing everything they can to make each person understand that success is a team effort, and every team member plays an important part in that success.

If your library is anything like mine, you probably have several books about flying and related things. Several books stand out to me. Remember "Maverick", The story of Robert Six and Continental Airlines? That was back when Continental was a gutsy little "can do" airline with an unlimited future. A great story about a pioneer and his contagious enthusiasm.

Then came the heartbreaking story chronicled in "The Airline that Pride Almost Bought". Michael Murphy's well documented story told of the beginning of the downfall of Continental that cost the life of its Chief Executive, and ultimately nearly killed the corporation as well.

Then came the follow up book "Grounded", Aaron Bernstein's story of Frank Lorenzo and the Destruction of Eastern Airlines. Another very well documented book. Continental and its corporate leaders seemed to be headed down the road to self destruction. So far, Continental had survived; Eastern was not so fortunate.

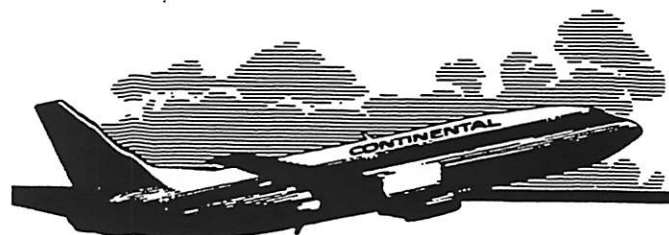
The last book I'll mention is the inspiring "From Worst to First". The story of the young man who dropped out of high school to join the Navy. A crop duster's son who worked his way through military and civilian aviation, and ultimately became "The Man With the Plan" who helped set the stage for the resurrection of Continental Airlines.

Continental has gone around and come around. Gordon Bethune and Greg Brenneman have once again reaffirmed the individual worth of the employees/team members. Their vision of what the airline could become, indeed must become to survive, and their plan to accomplish it have allowed Continental Airlines to once again become something we can all be proud of.

If you haven't yet read this book, I highly recommend it to you. It is available by mail from the Continental Company Store at 767 Kenrick, Houston, TX 77060. Phone is 281-553-4800, Fax is 281-553-4801. The cost is ten dollars plus shipping, and all proceeds from the book are donated to the "We Care Trust" to help Continental employees and their families in time of need.

Roland Brown

Roland Brown



EDITORS' CORNER



FRONT AND BACK COVERS..... By strange coincidence the Harbor Day School, Newport Beach, CA, published its 1998-99 Annual Report about the same time that artist Peter Max was applying his talent to converting 160 million dollars worth of Boeing sheet metal and related parts into the Continental Millennium 777.

Featured on the front cover of the Annual Report was a photograph of Ms. Melanie Scott's imaginative *visual* intended for use in a School Library Program focusing on *flight*. It is impossible to view these creations together without suspecting that those two minds are somehow linked to the same track. The striking choices of colors first startle the viewer's eye. Closer examination reveals a harmony of form, even to the curvature of the load-bearing airfoils at lift-off. Further scrutiny discovers main and auxiliary thrusters on the boot soles and heels of the feathered aeronaut. It is quite possible to lose oneself for a time in contemplative comparison.

Make of this what you will, but *do* spend some time with the magazine spread centerfold down, front and back covers simultaneously bared for inspection.

Thank you, Ms. Wanda Silva, Editor of the Harbor Day School Annual Report, for permission to use the visual in this manner. Thank you, Captain Battley and Captain O'Quinn for the color photographs of the Continental Millennium B777.

POETS' CORNER.... It's a little bit early for a flag-waving celebration of Memorial Day, but we surely don't want to miss this "MEMORIAL DAY 2000" poem by Elizabeth Howland Smith, class of '43, to the GIs of World War II, which includes most of us!

CENTERFOLD..... Except for the Christmas shot of Darlene and Fredianne Gray, color pictures offered here are the result of expert photography by "Bud" Battley and Jo Ann Wintenberg at our October Convention in Houston. Thank you! And thank you, Fredianne, for the picture of you and your Mom!

They are, left to right and top to bottom of each page: Darlene and Fredianne Gray, Gary Wilsey, Ed Gorman, Gordon Bethune, Flora and Cliff Pleggenkuhle, Burt and Al O'Neal, Dick Grigsby, Ray and Annette Combest, Jim Crabtree, Dick Fell, Pleggie, Jr., Chester James, Harold and Doris Simpson, Lori Killough, Jim and Carmen Minor, John Zetsman, Karen and Pat Stewart, Don Griffin, Sid Alexander, Tom Peck, Joe and Karen O'Neill, Amy and Bill Childress with Gerry McCall, Bill Hart, "Coop" and Brenda Cooper, Don Henderson, Dick Dahse.





Memorial Day 2000

a poem by Elizabeth Howland Smith, class of '43
To the G.I.s of World War II

HANDSOME...YOUNG...STRONG...

*In Army tan, and Navy blue,
I can't forget You friendly Boys,
-The Heroes of World War II.
We flirted, laughed and danced,
at the local U.S.O.
You told me of your life back Home
and Folks who missed you so.
Well, years rolled by and 'Father-Time'
has turned You old and gray.
With glasses, canes, and hearing-aids,
You shuffle along the way.
The V.A. says You're dying now,
-1000 Vets a day -
Flag draped caskets and final 'taps',
across the U.S.A.
Oh dear, I too am growing old,-
a granny with wrinkles galore.
With achy bones and shaky voice,
I'm a 'pin-up gal' no more!
But in my twilight-memories,
(to a sweet Glenn Miller song)
You aging Gents are brave G.I.'s-
still, **HANDSOME...YOUNG...and STRONG...***



LEAVE'S END

**He waits, a lonely figure on the ramp,
In uniform, so tall and straight, so tan.
He sat and talked and said goodbye, a boy.
When called, he turned and strode away, a man.**

R. S. Grigsby



Dear Ladies;

Lot's of discussions and plans are in motion for our Las Vegas gathering in October.

This is Election Year for a new board of the Golden Eagles Ladies Auxiliary, so please contact me with your nominations.

An "after luncheon" event is being planned . Those details along with all the final specifics for our gathering will be posted in the next issue of the Golden Contrails.

Take care

GG

**Fondly,
Gail Grover**

BUY yourself a sumptuous bouquet of your favorite flowers. Every time you notice them, remind yourself that they are from someone special.



KITTY KORNER

Golden Eagles Treasurers Report 3/15/2000

Balance 1/1/2000	\$9,915.58
Income 1/1/2000 to 3/15/2000	
Dues	\$1,380.00
Postage Fund	\$478.00
Total	\$1,173.58
Disbursements	
Total	\$0.00
Balance 3/15/2000	\$11,773.58

New Members	
Since Last Issue	
Jim Sullivan	Butch Meier
John Kaczmarek	John Hubert
Larry Nelson	Tom Guetz
Larry Scott	Keith Smith

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 1998 only.) are subject to removal from the mailing list after Jan. 1st of 2001

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.

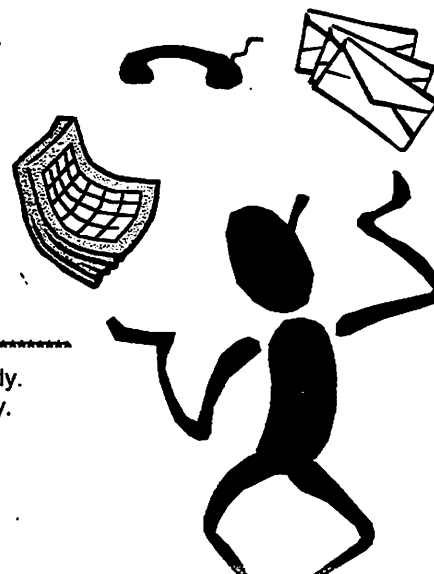
Please send dues payments and/or corrections to:

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 is somewhat less than last year, however I don't feel that we need to take any action at this time. If the trend continues, we can adjust as necessary.

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			(Thank You)	
Coop Cooper	Jane Thorn	Frank Sawin	Monte Doyel	John Pratt
Tom Buckley	Ken Lakes	Lou Colombo	Bill Ashton	Larry Nelson
Harold Lawson	Art Henriksen	Darryl Christian	Bud Dixon	Jim Farrow
Roy Henderson	Dick Mills	Walt Smelich	Gene Oliver	Bill Phelan
Jerry Hunsinger	J.Worley	Bill Arcamuzi	Tom Long	Pete Linzmeier
Wally Jolivet	Guy Casey	Larry Hall	John Wall	Bob Rawls
Jack Grady	Phil Nash	Al Schroth	Norm McGowan	Shaun Ryan
Paul Shelton	Paul Sanwick	Jack Roth	Annette Collins	John Carl
Lenore Corbett	Tom Frazier	Gomo Greer	Doug Kricken	Jim James
Jerry Schofield	Jim McNulty	Dave Moran	Dan Murphy	Frank Mills
Bill Smith, Jr.	Al Timms	Haldis Toppel	Dick Hague	Herb Persing
A.A.Rippy	S.Lee Smith	Joe Henry	Larry Coy	Kent Johnson
Jack ,Daniel	Ray Durden	Charlie Brooks	Bill Eaton	Henrietta Rogers
Walt Honan	Merrill Moore	Spike Duncan	Bob Appleton	Gene Hersche
Jim Minor				

The fill-in picture at the bottom of the last page of e-mail addresses, courtesy of Jack Alley, is of the 1960 Negotiating Committee and their ladies, taken at a celebration dinner on March 31, 1960 in the Moulin Rouge Dinner Club, Hollywood. This Committee set the tone for contracts involving pay and working conditions for jet aircraft on Continental Airlines.

Pictured clockwise from the top are: Nina and B. J. Anderson; Jean and Jack Alley; Lee Zerba; Joe Vrechek (ALPA); Donna Zerba; Dick and Dottie Hughes; Bill and Mary Stewart.

GONE WEST:

BUD WALTER died March 1, 2000. Last year BUD moved to a nursing home in Albuquerque, NM to be near his daughter. Although he used a wheelchair, he was doing well, when suddenly he suffered a stroke and died. We all remember how much BUD loved flying and anything related to aviation. He will be sorely missed.....



RON JENNINGS died August 18, 1999. In addition to the information in our last issue, RON won a football scholarship at the University of California at Berkeley,

and earned his Naval Aviator wings at Pensacola, Florida. As a Marine, RON flew helicopters (including Hueys) in Vietnam (April 1965 to May, 1966) and C-130's during the siege of Khe Sanh, and during the Tet Offensive. After RON left Continental he flew as Captain on the B-727 for Federal Express. His wife, Sabina, son, Lance, and daughter, Lori, live at 20115 Tillman Ave., Carson, CA 90746-3064.

MARILYN CAMARATA passed away in March of 1999. (A very late notice). MARILYN had been taking cancer treatment for two years without much success. Donations may be sent to the City of Hope, in Duarte, CA.

MARGARET TIEGS died on February 17, 2000. Husband, KEN, had cared for MARGARET for the many years that she

suffered from Alzheimers Disease.

MARGARET MURRAY passed away on Dec. 4, 1999. MARGARET had been hospitalized late in November, with fluid in her lungs and cancer throughout her body.

Her condition did not respond to treatment, and she died within two weeks. JACK and MARGARET had recently moved to 168 April Waters North, Montgomery, TX 77356.

DARLENE GRAY died in her sleep January 23, 2000. DARLENE had been under treatment for cancer of the lungs and liver, at an Irvine CA hospital, with her daughter FREDIANNE GRAY monitoring her medical treatment, and attending her continuously, except for four hours of sleep each night. (DARLENE was taking chemotherapy and drugs to keep her comfortable).

DARLENE learned to fly in her 20's, and met CAPTAIN FRED GRAY at Clinton Aviation, located on the Denver Airport. In addition to flying, the two loved music and played the organ and piano together. They were married and DARLENE was pregnant with FREDIANNE when a Boeing 707, piloted by FRED GRAY, fell over parts of Missouri, after a bomb aboard the 707 exploded.

DARLENE gave birth to FREDIANNE, obtained a position as secretary for Harbor Day School, and later worked as assistant catalog editor for UCI. DARLENE became known for her "enthusiasm and spunk," says her daughter, FREDIANNE. She will be interned next to her husband at Fairmont Mausoleum in Denver.

ILLNESSES/SURGERY:

TOMMY GREEN had some heart problems and was admitted to a San Bernardino Hospital on Feb. 2nd. The next day a five-way bypass was performed, and

after a week in the hospital, he was scheduled to return home for a routine convalescence. TOMMY'S son, RICHARD, and wife, ADAH MERL, were nearby during TOMMY'S critical hours. KEN ALRICK reported that, "TOMMY felt well enough to attend a QB meeting four weeks later"!

On March 15, 2000, TED RUTHERFORD wrote, *I have been only tentatively diagnosed with ALS (Lou Gehrigs Disease). There are many neurological disorders that have the same symptoms as ALS that are easily treatable. The last neurologist that I was examined by stated that she could not preclude the earlier opinions but it was her feeling that I do not have the disease but rather some other neurological problem. She also told me that because of the earlier opinions she recommended that I undergo all the exams required to see if in fact, that I do not have ALS. There is no one test that determines whether or not the disease is present. These tests all together determine that fact. The tests should be concluded within the next three to four months. But, rest assured, I am still the same optimistic, joke telling individual, I have always been! I could not be enjoying my existence on this ranch any better than I do now! Thank you all for your concerns.! Remember that old saying, "Everything matters, just not very much".*

HARRY WATSON experienced a "tightness of chest" feeling while he was jogging, and went to Hospital Emergency on Dec. 3rd, where tests showed he had symptoms of a heart attack. He spent two days in the hospital, and "looks forward to slowly getting back to his life style, with just a few alterations."

On Feb. 26, 2000, ROLAND BROWN wrote KEN ALRICK, *"Basically I had my colon removed in December, after struggling with ulcerative colitis for several years. Right now, I have an external bag but that*

will be removed next Wednesday, March 1. Perhaps I can give you an update later on, after that procedure is finished.

After that procedure, which will get rid of the bag and hook up my plumbing on the inside again, I'll have an "adaption period" of several months to a year, while my body learns to function with the new configuration. Hopefully, when the adaptation period is finished, I'll be able to return to pretty much a normal lifestyle. I look forward to that time so I can take advantage of our travel privileges and do some visiting. I'm also looking forward to being able to ride my motorcycle again. My Gold Wing gets lonesome just sitting in the garage!"

On March 16, 2000, ROLAND BROWN wrote, KEN ALRICK, *"My quest to become "the perfect a.." continues as planned, although I doubt if we'll ever achieve perfection! The second of the two planned surgeries was done on March 1, and I've been home from the hospital a little over a week. Things are progressing normally, and the hardest part starts now...just being patient, and passing the time required for healing and adaptation. Thanks for caring."*

CASEY THOMPSON had three surgeries in 1998, and "now is doing fine, and she is glad to have all that behind her".

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

THIS'N THAT:

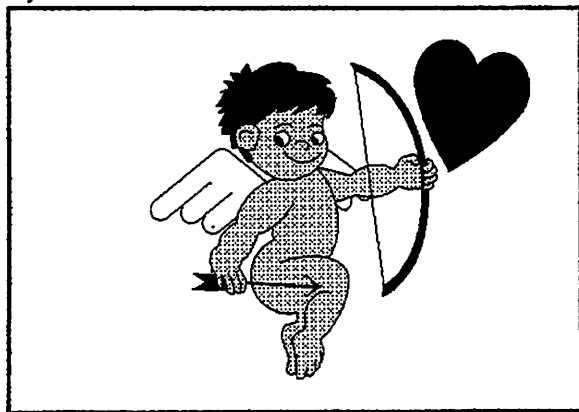
GENE and ERMA NEWMAN recently returned from a cruise on the Sun Princess, embarking at Acapulco, Mexico, through the Panama Canal, and disembarking in San Juan, Puerto Rico. It was the first cruise for each of them, and they would enthusiastically do it again!

KEN ALRICK felt so much back pain, after playing four holes of golf, that he had to discontinue play. KEN remembered that a

friend had recommended that he wear a set of magnets to alleviate his pain, so KEN bought a "THERA P Magnetic Therapy System" at a nearby store (KEN recommends MACY'S, at a cost of \$30.00). The morning after starting to wear the approximate "11x5x1/2 inch pad" (against his back, inside his undershorts) KEN played 18 holes of golf, completely without pain! AND KEN HAS BEEN WITHOUT ANY BACK PAIN SINCE!!!!!!

In a recent issue of the Contrails, we mentioned that MAXINE ROPER had remarried. Here is her story, passed on by the JAY WORLEYS, through NORM MEYER to your Editor:

This is our story. Some of you have heard it; others haven't.



Fred and I dated when we went to high school in Independence, he being the FIRST boy I ever kissed. Our paths diverged, I going to college in Liberty, Missouri, and he to Tulsa University. Fred did his graduate work at Northwestern. He taught at Brown University in Providence, R.I. for ten years, retiring from Syracuse University

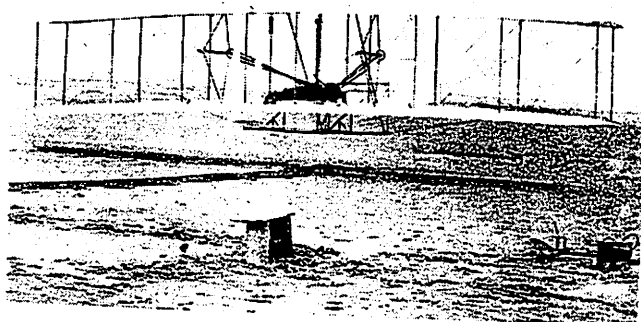
After he lost his wife who suffered a long illness, he tried to locate me by coming to Independence. Our church could not help him, because he did not know my married name. Our 65th class reunion announcement included names and addresses of surviving classmates. He called from Syracuse and said that he would be

here ASAP.

He came accompanied by the eldest of his three daughters. After daily long distance calls and several visits to Independence and I to Syracuse, we decided to spend our remaining years together starting at 83!!! We celebrated our first anniversary October 17th. His three daughters and families came from Pittsburgh, Belleville, Canada, St Louis, Tampa, and Monty from Tulsa and Mike from Tucson to our wedding.

We survived an accident on black ice returning from Syracuse last January. It totaled Fred's car, but we only suffered severe bruises and lacerations. We have been taking ballroom dancing classes this fall. We are not going to be Fred Astaire and Ginger Rogers, but it is fun.

Our very best to all of you for this new millennium. Maxine and Fred (Sherman) late in '99



Orville Wright in first sustained powered flight,
at Kitty Hawk on Dec. 17, 1903

NOTES TO DICK GRIGSBY

Thank you so much for all your love and support for both me and Mom. I can't tell you how much it meant to both of us that you made the effort to come see Mom. Your phone calls have been so welcome. I just want to tell you how appreciative I am. And thank you again for your role as God's messenger!

GENE (NEWMAN) asked me to send a picture of Mom and her obituary. Since you asked for a picture of me I decided to send one of Mom and I. (See centerfold) I have no other pictures of Mom that she would

want me to send. I hope you understand.
Fredianne Gray 02/08/00

Just back from Mindoro. The "roughing it" is over. Tomorrow going to Singapore. After a couple of days at Raffles Hotel, will ride that "Orient Express" train through Malaysia to Bangkok. It's going to be a vacation trip of a lifetime for me. All First Class. With me, vacationing around the Philippines the last few weeks, has been my four year old Godson, named Badong. He speaks English and Tagalog. It is a lot of fun having him along to see his own country. Also with me has been his other Godfather, Eddie Aranda, who owns the premises where I stay in Tondo.

My Mom mentioned Captain Gray's monument at Fairmont Cemetery. My Grandmother's remains lie nearby. Fredianne must be a wonderful person. I can get a feeling for her nice personality from some correspondence to you (that) you made me privy to, during that scary time you had.

I hope to find a good buy on one of those digital cameras while in Singapore, so if you think you could use some pictures for the Golden Eagles publication I'll gladly send them to you.....I could e-mail them to you....Please know however, I am not corresponding with you, to get my name in the paper. I do want to keep in touch with, and share some of today's life, with a close and respected/admired friend—YOU!....If you could use something.....you're more than welcome!

Remember Mr. Six's "Golden Dragon" membership cards (that) passengers were awarded on MAC, when crossing the International Dateline? It was our only "international route" at that time....

Love and Good Thoughts.

Bruce (Webb) 02/16/00



The Lockheed Lodestar began service in August, 1940

NOTES TO KEN ALRICK

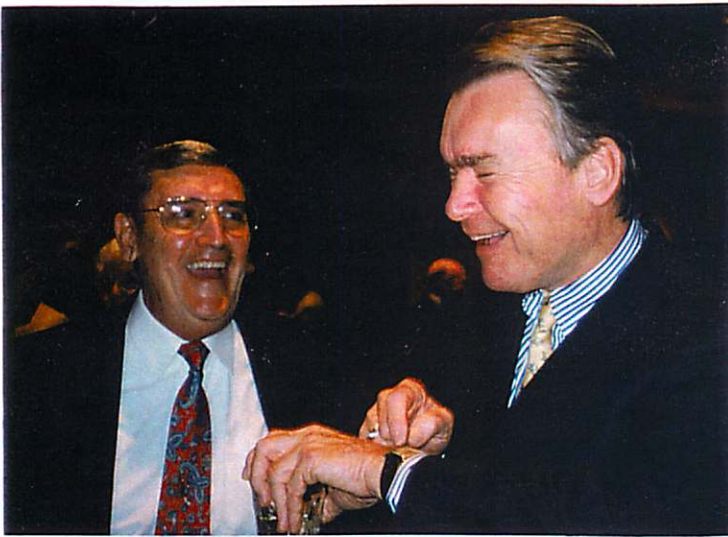
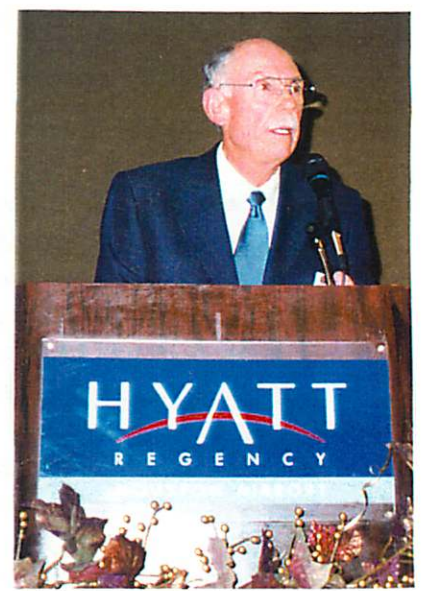
Just finished reading the new Golden Contrails. What a nice report on this year's activities in IAH. I had hoped to get there this year, but I had an opportunity to go Elk hunting on my brother's ranch in western Colorado at the same time, so I decided to Elk hunting—what an opportunity!

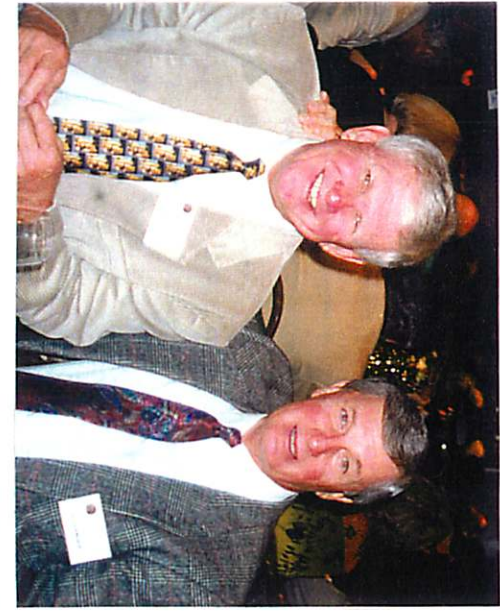
I retired on May 1st of this year, and I sure don't miss the commuting, but do miss the flying. We spent the summer on our farm in southeastern South Dakota, (and) returned to California for the winter on Nov. 3rd. Plan to go back to the farm next April. My computer is down at the moment so I will send you an e-mail when I am up and running again. Art Swanson 12/12/99

Sorry this is late again, but just got back from Korea. Working as a Training Consultant on B-747-400 for Korean Air. "There is no retirement"—Frank (Lorenzo) took care of that...Happy New Year. Wayne (Nakagawa) 01/21/00

Here's my dues check. I enjoyed the last issue, (and) I'll make the next conference as I retire 08/08/00. Have a great holiday season and New year....P.S. I think that I'll be the first female pilot to retire from Continental. Jessica (Stearns) 12/16/99

Just got the latest issue of Golden Contrails, and really enjoyed hearing from all you "old farts". It's hard to believe that after 30+ years I'm still here and finally enjoying my seniority. With a little more than 3 years left, I have to make my final





transition from the dying DC 10 to the 777. Looking back it still amazes me that when I went to work for CAL we didn't fly east of the Mississippi.....and on top of that, if someone would have told me, after a 3 year "unpaid vacation", I would be flying RED DC 9's out of EWR, I would have recommended them for a drug test. Hope you are all in good health and doing well in the New Year, and look forward to seeing and hearing from you guys in the future.. Thanks, Larry (Hall) 12/29/99

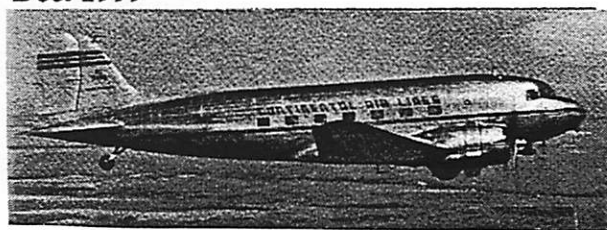
Fellows, Lynn, Stephanie, and Nancy: It is with mixed emotions that today I must bid each of you farewell. I landed at 0230 on 12/08/99 to complete my career as a commercial pilot. I think the word for it might be termed statutory senility!! I will miss the flyingand will miss the DC-8 (it is a fantastic aircraft). I will live nicely without the voice at the end of the line saying, "crew scheduling, leave a message", and "this is ATI crew scheduling, we have a trip for you". However, I am going to miss working with you. Good luck with your contract negotiations— scheduling was a tough one—now all you have to iron out is scope, regs. and pay!!! Keep the blue side up, fly them low and slow, boys, and remember I live in Pahrump, Nevada (Indian term for an elephant passing gas). I will miss all of you and ATI. Regards and safe flying! Bill Johnson 12/09/99

Even though your name is from "my other life" I still so love getting news of all of the people with CAL that we knew. I guess the only ones I have contact with are Maxine (Roper) Sherman, occasionally from Marian Hersche, and from the Mills. It was through a virus alert from Carol Mills that I got your e-mail address. I remarried (1990) a little over 2 ½ years after Dean (Stone) died. Lloyd had an insurance and real estate agency (with partner) in Odessa and had also lost his spouse to cancer. We play a lot of golf and a good bit of traveling, both driving

and flying). Our permanent residence (for half the year) is Ruidoso, NM, and in the winter we head for sunshine (AZ). I definitely will watch for the virus warning you forwarded on to Carol (though part of it sounded a bit like a pitch for some software). Please do send news of the "old gang" and their families. I would really enjoy an update!!! Hugs to Both.. Marilyn Stone-Moman 03/05/00

Hi Captain Ken: Sorry I missed seeing you, and many other very special people, when Marge and I made a short visit to your hospitality room in IAH. What a wonderful, wonderful group you have in the Golden Eagles. Marge and I took a ride in the DC-3 (a teary ride) when at ARECA Meeting. The days of IQ-LX-PU are a treasured spot in our lives. We have been blessed to have known you. Use the enclosed as needed. Sincerely Charlie (Brooks) 11/22/99

Enclosed is my dues for the next two years, and some money to help with the postage fund. I really enjoy getting the newsletter. It allows me to keep up to date on what many of my old friends are doing. I am sorry that Dee and I have missed the last two reunions, but we are planning to attend the next one. See you in LAS. Tom Long (Dispatcher) Dec. 1999



The DC-3 began service in December, 1944

NOTES FROM NORM MEYER

(Editor's Note: Norm made about 15 calls to retired pilots in the Denver area, but with only one response he was about to give up. His wife, Blondie, was more persuasive on the phone, so Blondie should get much credit for the following items.)

Ken (Tiegs) says that he will now abandon his efforts to finish the rebuilding of his 1927 Travelaire 2000, and sell the project. Ken's son, Ken Jr. lives in Salida, flies for UPS, and now has a seniority number around 55 or 60 of 1800 pilots. Ken stays on the Boeing 727 as check airman because he likes his days off. Ken (Sr.) reminded me that we were flying together in the DC-3 into Kansas City on the day of the huge flood in that city.

Bill Arcamuzi retired last June after 36 years of airline flying. He spent 19 years with Continental but didn't go back after the strike, moving instead to Tower Air, where he finished up flying the Boeing 747 worldwide, out of Kennedy in New York. Bill has an easement to live on the airport at Elizabeth, Colorado, a most exclusive fly-in community with only two homes. Bill has purchased a Gruman Cheetah in which his daughter Michelle has soloed and built up 45 hours. She is a student at Arizona State and wants to be a commercial pilot.

Frank Vincent has downsized his hobby of restoring farm tractors, through Wheel Horse models and now down to lawnmowers. Instead, he has gotten into computers and associated equipment and activities. Frank is also active in genealogy, helping and advising other folks. His own and spouse Lillie's family histories are already fairly well covered. Frank's sister has excellent records of their family. Lillie's father is from the Salt Lake City area and has expertly tapped the Mormons' records for her side of the family. Some members' E-mail addresses make interesting reading for me,.. The first half of Frank's e-mail address is "flew to 91".

After 15 years of effort and tons of money expended, your scribe and son Norm Jr. have succeeded in getting county and state approval for rezoning to commercial for 29 acres on the far west end of our ranch. The main anchor will be a King Soopers store, accompanied by other retail, office and

restaurant uses.



The Convair 340 began service in 1953

FROM SHAUN RYAN

This will be my last article as a working Continental Pilot. When I turned 60 in January of 1999, I decided to fly as a second officer on the DC-10 for about a year as a way of easing my way out the door. I think this is one of the best decisions I have made and I want to thank all of those pilots who preceded me and because of their legal proceedings that made it possible for me to do so. I will be retiring for good on the 31st of May, and am really looking forward to it. I find it hard to understand how all of you that had to go from the left seat to civilian life managed as well as you did. The year of flying as second officer on the same airplane that I had been a Captain and check airman on has made my decision to retire very easy.

I look back to 1966 and wonder where the years have gone. I was so lucky to be involved with the MAC flying and having the privilege of flying with some of the senior captains who had been involved with making Continental the premier airline it was. We flew our trips with little or no communications with anyone once we (were) west of HNL—remember the old radio call, Manila Radio, Manila Radio, Continental *****? Or, Tokyo Radio, Tokyo Radio, Continental *****? The old AM HF radio was somewhat lacking and how many times did we call in to our

station at Clark AFB to request the weather and be assured by Ollie that the weather was sufficient to hold a Sunday School Picnic - only to find out on short final that it was ½ mile in heavy rain?

Remember the great fun of using Doppler Radar to navigate by, only to have a calm sea cause the Doppler to drop out and force a dependence on Loran A? The people I fly with these days think that Loran C that gave you a position is archaic. I can remember taking fixes with the Loran A that said we might be within 50 miles of where the Doppler thought we were (or worse). We hardly ever saw another airplane between the West Coast and Hawaii.

Things are different now - probably for the best, but definitely not for the production of the type of pilot we were used to. When we started to use INS on the DC-10s to go to Hawaii, we suddenly found out that there were other airplanes out there! Now that we are using GPS, the other airplanes are aligned with our fuselage! Flying from EWR to Europe, we can see a steady line of aircraft lights in front of us. We can also see them on our TCAS (Threat Collision and Avoidance Scope) and know not only how far in front or behind us they are but what their altitude is. If they get too close, we get a warning and indications on our VSI to either maintain our altitude, descend or climb. The airplanes involved are talking to each other and their computers decide which will climb and which will descend.

You old 707 and early DC-10 drivers will be glad to know that our HF comm has not improved that much. Remember in the old days of AM HF being told that the military had single side band capability that made talking on a phone patch from somewhere over Viet Nam to your wife in Oklahoma a piece of cake? Don't believe it! We in the

DC-10 community are still using single side band HF and most of the time it sucks! The 777 drivers on the other hand are well equipped with SATCOM phones that allow them to call anywhere in the world just by dialing a number!

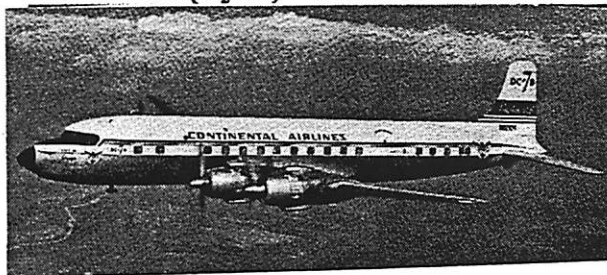
I have not had the opportunity to fly an aircraft with the glass cockpit but due to the need to jump seat to commute from Tucson to Newark the last 10 years, I have been able to observe what is available to today's modern aviators. The 737 and 757 aircraft that Continental has with the glass cockpits are simply amazing! You don't even have to take out an enroute chart for a domestic trip because the computer has the route stored and displays it on the primary TV screen for both pilots. Not only that, but no more laborious loading of the computer - when the flight plan is filed by dispatch, it is also transmitted to the aircraft by AIRINC. Also, no more calling in with out, off, on and in times. That is also transmitted automatically. (A point of interest, Southwest and America West do not have this automatic reporting - guess why they seem to have the best on-time records?)

I guess what I am trying to say is that all of us left when we thought that the flying job was getting easier and it is no different today that it was when I flew Harold Hall's last trip from HNL to LAX back in the 70's. Can you imagine a computer that will not only show the holding pattern on a screen in front of you but automatically do the correct entry and then compensate for wind so that your flight path corresponds exactly to the pattern as depicted on your chart? So much for the dreaded holding pattern on your check-ride.

The job is changing and becoming more automated. The people are the same great folks we flew with over our careers - whenever that was. We have a total mix of

new hires and I have been very pleased with the results. I think we can all sit back and know that the Continental Airlines I am retiring from is one that we can all be proud of and one that will continue to be one of the top rated airlines in the world. I just want to say thank you to all of the great people I had the opportunity to fly with and to call my friend.

Shaun (Ryan) 02/26/00



The DC-7B opened "Gold Carpet" service on the Los Angeles-Chicago Route on April 28, 1957

NOTES FROM LA VERNE THORNBERRY

(Dallas-Fort Worth Area)

HERB & JOAN JONES had a nice trip to St. Petersburg Fla. attending HERB's high school reunion; HERB visited with seven former classmates. At that time this was a Military School which closed, and the building now houses a Law School. Soon after this trip they drove to Louisiana, around the Lafayette area, seeing many things, and everywhere the azaleas were blooming beautifully. They were invited to a real fun dance, where they danced to that marvelous Cajun music.

BAILY & SUE GORDON, JR. had a great trip to Rancho Cucamonga, CA. and they also visited with friends in Scottsdale. Their trip was very pleasant for them; driving throughout the country was wonderful and beautiful...

LEON GREEN had cataract surgery on one eye; he does not yet have the 20/20 vision which he expected, but he is doing well – **BETTY** says he is just impatient. **BETTY** came to Dallas for doctors'

appointments, some business, and pleasure with friends. She loves the lake, water, etc. but does miss Dallas friends and restaurants.

RANDY & SUSAN RAWLS are very happy and well settled in their home near **JENNY & BOB**; in fact, on adjoining land. And **JENNY & BOB** are very happy having them so near....

LILA & JIM MAGEE were snowed in (during our two-day snow) on the ranch and enjoyed the time. They still maintain a small herd, but sold about half of their cattle, due to the drought and feed shortage. There is not much profit when you have to buy most of your livestock feed!!

LEN ORA CORBETT could not keep her golf date on the snow day; but did keep a beauty appointment. She was saddened by the recent loss of her long time friend and lawyer, who died of stomach cancer. He was one of her friends who sat at the hospital during her stomach cancer surgery seven years ago.

We were saddened by the death of **MARY LOUISE ELKINS (Mrs. VAN)** on February 18, 2000. Her memorial service was at the St. John's Episcopal Church, Corsicana, Texas. Among those who attended her service were **JENNY** (sister-in-law) & **BOB RAWLS**, **RANDY & SUSAN RAWLS**, **LEON & BETTY GREEN**, **NINA ANDERSON**, **BEN WILLIAMS**, **JOAN & HERB JONES**, AND **LA VERNE THORNBERRY**.

Another great Battleship of WWII is a new member on Battleship Row in Pearl Harbor. Fifty-five years after the **Mighty Mo** was launched by President Harry S. Truman and First Lady Bess' daughter, Margaret, she reentered public life. The 887-foot, 45,000 ton **Mighty Mo** is now berthed about 1,000 feet from the **USS Arizona**. The **Arizona** sank during the surprise Japanese attack on Pearl Harbor.

A website which uses Government files has held some surprises; your picture might

be in the database without your knowledge.
<http://209.69.229.50/FBI/default.asp?B=&P=0303&R=0100>

MACY'S THANKSGIVING DAY PARADE – CONTINENTAL WAS THERE!

"Broadway's Ragtime" (a four-time Tony winner) was the magnificent exhibit, totally sponsored by Continental Airlines—What a sight, what an honor!

CONTINENTAL'S most recent honor - In its October 11, 1999 issue, *Fortune Magazine* published a list of the "World's Most Admired Companies". Continental was named Number 2 "Most Admired Global Airline", topping traditionally renowned international airlines like British Airways, Lufthansa and Qantas, and above all U.S. carriers except Southwest!

CONTINENTAL is sending publications to retirees (i.e. *CO TIMES*), and there are some duplicate mailings which are costly. If you are receiving more than one of these, please clip the mailing label and return to Continental so that one of the publications can be canceled. Please send both labels to Continental Airlines, Inc., P. O. Box 4607, Houston, Texas 77210-4607



The British built turbo-prop Vickers Viscount
began service in 1959

FROM TOMMY THOMPSON

(e-mail from Grigsby, from Tommy, from
MRS.JHOB.@aol.com, from SCHNEE 729
@aol.com)

Story # 1

World War II produced many heroes. One such man was Butch O'Hare. He was a fighter pilot assigned to an aircraft carrier

in the South Pacific. One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly he dropped out of the formation and headed back to the fleet. As he was returning to the mother ship, he saw something that turned his blood cold. A squadron of Japanese Zeroes were speeding their way toward the American fleet. The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet. Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 40 calibers blazed as he charged in, attacking one surprised enemy plane and then another. Butch weaved in and out of the now broken formation and fired at as many planes as possible, until finally all his ammunition was spent. Undaunted, he continued the assault. He dove at the Zeroes, trying to at least clip off a wing or tail, in hopes of damaging as many enemy planes as possible and rendering them unfit to fly. He was desperate to do anything he could to keep them from reaching the American ships. Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival he reported in, and related the event surrounding his return. The film from the camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He was recognized as a hero and given one of the nation's highest military honors. And today,

O'Hare Airport in Chicago is named in tribute to the courage of this great man.

Story #2

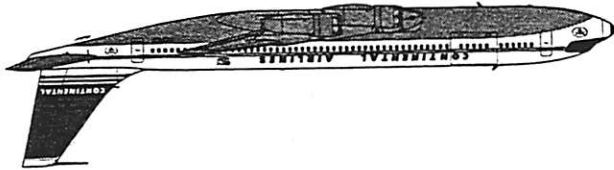
Some years earlier there was a man in Chicago called Easy Eddie. At that time, Al Capone virtually owned the city. Capone wasn't famous for anything heroic. His exploits were anything but praiseworthy. He was, however, notorious for enmeshing the city of Chicago in everything from bootlegged booze and prostitution to murder. Easy Eddie was Capone's lawyer and for a good reason. He was very good! In fact, his skill at legal maneuvering kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big. Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago city block. Yes, Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot however. He had a son that he loved dearly. Eddie saw to it that his young son had the best of everything, clothes, cars, and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Yes, Eddie tried to teach his son to rise above his own sordid life. He wanted him to be a better man than he was. Yet, with all his wealth and influence, there were two things that Eddie couldn't give his son. Two things that Eddie sacrificed to the Capone mob that he could not pass on to his beloved son: a good name and a good example. One day Easy Eddie reached a difficult decision. Offering the son a good name was far more important than all the riches he could lavish on him.

He had to rectify all the wrong that he had done. He would go to the authorities and tell the truth about Scar-face Al Capone. He would try to clean up his tarnished name and offer this son some semblance of integrity. To do this he must testify against the Mob, and he knew that the cost would be great. But more than anything he wanted to be an example to his son. He wanted to do his best to make restoration an hopefully have a good name to leave his son. So, he testified. Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago street. He had given his son the greatest gift he had to offer at the greatest price he would every pay.

I know what you're thinking. What do these two stories have to do with one another?

Well you see, Butch O'Hare was Easy Eddie's son.



Boeing 707-320C used on Military Charters 1964-68

Aaronsen, Lew
Abney, Jim
Alrick, Ken
Alverson, Ron
Ambrose, Judy
Anderson, Frank
Appleton, Bob
Ashton, Bill
Baker, Les
Ballard, Don
Barnes, Jim
Barnwell, M.P.
Barrow, Jim
Battley, Bud
Battley, Bud
Bellarue, Ken
Bender, Mike
Bertrand, J.T.
Blakely, Garth
Brawner, Phil
Brown Roland
Bryant, Jim & Dena
Buckley, Tom
Burke, Mike/Carla
Burroughs, Don/Patti
Bynum, Bill
Cameron, Casey
Cameron, Harold
Campbell, Betty.L.
Campbell, John
Cann, A.J.
Capp, Dick
Carl, John
Casey, Guy
Chancy, Gene
Cheeld, Chuck
Childress, Bill
Chowen, Wes
Christian, Darryl
Collins, Annette
Colombo, Lou
Combest, Ray
Cook, Les
Coop, Cooper
Coss, Wes
Coy, Larry

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Dentz, Joe
Didlake, George
Donevant, Jerry
Dowling, Dan
Duffer, Don
Duncan, Ken
Eckel, Paul
Engle, Dick
English, Bob
Farrow, Jim
Foley, Bob
Furuli, Dave
Gamber, Marlan
Gorman, Ed
Grady, Jack
Gray, Fredianne
Green, Thomas E.
Green, Thomas W.
Greer, Bob
Griffin, Don
Grigsby, Dick
Grimes, Steve
Grover, Dee
Grover, Paul
Haas, Dale
Hague, Dick
Hall, Larry
Hallee, Bernie
Hallee, Sandy
Hane, Steve
Harr, Mil
Hartigan, George
Hayes, Leon
Hemphill, Virgil
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Johnson, Kay
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Kricken, Doug
Leeper, Bill
Lemon, Ron
Leseberg, Don
Levander, Pete
Lipsky, Lee
Long, Tom
Lycan, George
Marinelli, Dr.
Masini, Joe
Mathias, Monroe
McGar, Tom
McGowan, Norm
McKenzie, Ben
McNulty, Jim
McQuillin, Gene
Melone, Ed
Meyners, Lee
Miller, Ray
Mills, Carol & Dick
Mills, Frank
Minkner, Carl
Moman, Marilyn (Stone)
Moran, Dave
Morin, J.J.
Murphy, George
Nakagawa, Wayne
Nash, Phil
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Slater, Dave
Smith, Neil
Sparks, Art
Spencer, Keith
Spores, Harold
Sproat, Ric
Stark, Charlsa
Starr, Charlie
Stewart, Pat/Karen
Straight, Don
Streit, Dave
Sullivan, Jim
Swanson, Art
Thayer, Bud
Thompson, K.D.
Thompson, Tommy
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Millennium 777