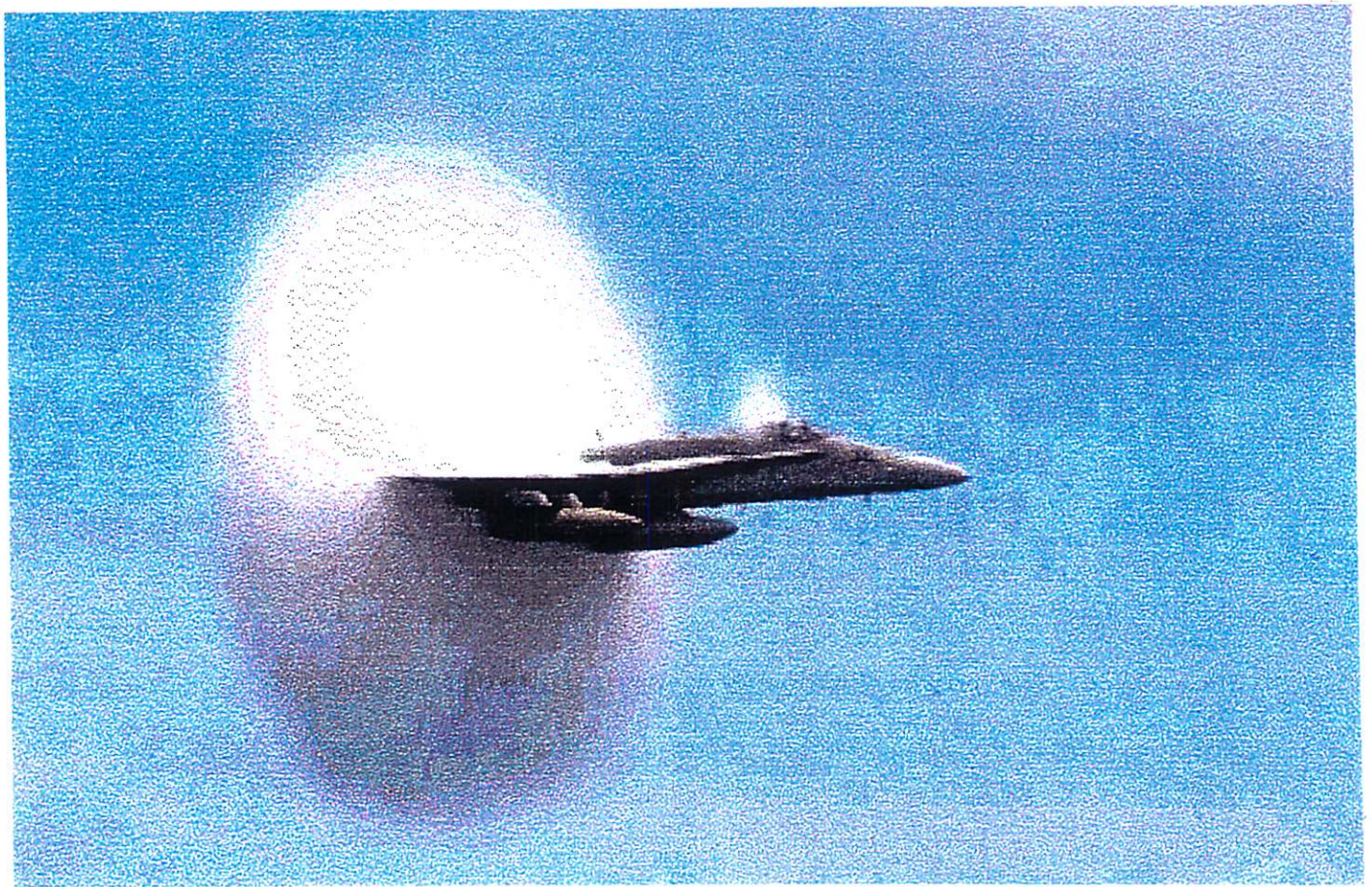




GOLDEN CONTRAILS

... 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.

August 2000



Continental
Airlines



Captains Corner

It is always great to look forward to our fall gatherings. Once more, we will be at the Tropicana. Check-in day is Tuesday, October 10th. The Nairobi Room will be the hospitality suite, where it's always fun to catch up with old friends. On Wednesday, the 11th, our business meeting will be at 10:00am. The evening reception will be at 6pm, with the banquet at 7. Guest speaker at the banquet will be Dean Engelhardt who will tell us about his experiences flying for the movies and for air shows. I'm told his talks are fun, entertaining and humorous.

PLEASE MAKE YOUR RESERVATIONS AS SOON AS POSSIBLE. Remember, in addition to making hotel reservations with the Tropicana, you must also contact Ken Alrick to specify your meal choices for the banquet. Look for the information page in this issue.

Ken Alrick will be retiring from the position of treasurer this year, having served over six years for the Golden Eagles. Ken has, without question, done an outstanding job with the membership records, rosters, dues, and banquet meal reservations and done an excellent job keeping the bills paid, too. Please join me this fall in thanking him for all his outstanding work.

At the business meeting, in keeping with the By-Laws, I will be asking the membership for an approval vote on Ken Alrick's replacement. The nominee is Captain Charlie Starr. Charlie retired from Continental in 1992. He served as president of the TI retired pilots, where he kept the records and was active in producing the group newsletter.

Also, I am requesting the assistance of the membership in selecting a nominee to replace Paul Grover whose 2-year term as secretary will be completed this fall. If you wish to be nominated or talk to a member who is interested in the position, please forward the names to Paul or to me, as early as possible.

Remember, contributions to the postage fund are always appreciated.

Some new members will be joining us this year. We look forward to adding their fellowship to that of the Golden Eagles.

See you all at the Tropicana.

Ed Gorman



RESERVE CAPTAIN'S CORNER

As the dog days of summer approach, we begin to think ahead to the cooler temperatures of fall. As surely as fall follows summer, we can look forward to cooler days and the renewal of warm friendships as we gather in Las Vegas for our annual reunion in October.

Our organization continues to grow and we encourage you to contact your friends who are not yet members, but are eligible to join. Invite them to become members and join us in Las Vegas in October. Like people everywhere, we love to gather and tell "war stories" and share our common interests and friendships at our annual reunion.

Many of us don't have the opportunity to visit with or see our old friends and acquaintances nearly as often as we'd like to. Our annual get-together gives us a definite time and place that we can plan for ahead of time and gives us all a good chance to see our friends on a somewhat regular basis.

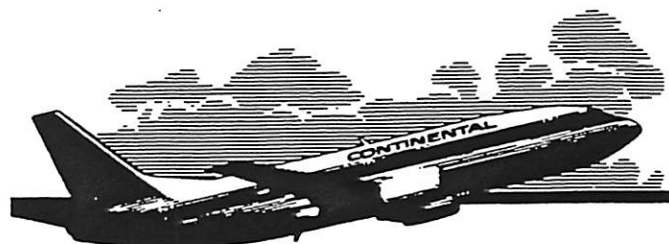
As we remember the past year, many things have happened. Retirements, births, graduations, weddings, and deaths all continue to occur as life goes on. Who built a new home on the lake? Who completed work on that home-built airplane? Who of us, or whose children or grandchildren will graduate from college, get married and open a new chapter of life? Who will win the golf tournament? Who will write a book?

We've all been both spectators and participants in the ebbs and flows of life; that IS life. As we gather, see old friends and share these bits of life with each other, we build new memories to keep us connected in the coming months and years.

So please come and join us this fall in Las Vegas – and bring those friends you've been wanting to get out of the house and spend some time with. After all, we'd like to see them again, too!

Roland Brown

Roland Brown





EDITORS' CORNER

FRONT AND BACK COVERS.... Striking photographs of fighters in transition to supersonic flight. Every so often, just the right combination of conditions and events occur to create an unbelievable record... in this case (front cover) an F-18 passing through the sound barrier. Not only were the water vapor, density and temperature just right, but there just happened to be a camera ready to capture the moment. The F-18 is actually in transonic flight, with normal shock waves emanating from behind the canopy and across the wings and fuselage. The condition will last for only an instant, and once supersonic flow exists completely around the aircraft, sharp-angled sonic cones replace the normal shock waves. The odds against success with a shot like this are staggering! Thanks to Captain "Rex" Buchanan for forwarding this spectacular picture. Thanks to Dr. John Grigsby for the shot of the Phantom II at Pt. Mugu Air Show displayed on the back cover.

"I NEVER MET MY BROTHER".... Thank you, Roland, for this most interesting tale of parallel existences.

CENTERFOLD.... Richard. M. Adams, former Senior V/P, Operating and Technical Services, speaks at the dedication ceremony honoring Mr. Robert F. Six with his name on B-777 #006. Lydia Hernandez, former Administrative Assistant to Mr. Six, admires the Continental DC-3. The program included talks by Ms. Hernandez, Gordon Bethune, Greg Brennerman, and Tom Barber.

"Take Care, Mein Herr" was a poetic effort to keep 'a poor refugee' from getting banged up any more than he already had been.

WES COSS INPUT ON MILITARY FLYING.... Thanks, Wes, for your reports on the "piggy-back" Fortresses as well as use of the internet to find your lost Marine Corps Officer and friend.

KEN ALRICK REPORT.... We regret that this may be the final report from our esteemed Treasury/Membership officer. It has been with great pleasure that your editors have worked along with him. Thank you, Ken, for all of the time and effort you have given to The Golden Eagles!



I Never Met My Brother

By Roland Brown

Quite some time ago, after my sister and I were both adults, my mother told us that when she was very young she had been married to another man before she married our dad.

From that marriage a son was born, so we learned that we had a half brother "somewhere out there". Mother told us he was named Norman Sidney Simpson (She was Norma and her husband was Sidney Simpson), and she told us when and where he was born. She also told us that she had lost contact with her son because her husband and his family had sent her away, had the marriage annulled, and stripped her of custody of her child!

This happened during the heart of the Great Depression. My mother was heartbroken, but was too young, poor and naïve to do anything about it. About a year and a half later, in December 1933, she and my dad were married. I was born in March of 1936 and my sister was born in February of 1939. By then, the country was healing from the depression, and my mother's life was healing from her disastrous first marriage, although the memory, well-being and whereabouts of her first son haunted her.

My dad was a poor but proud and stubborn man, and information about Mother's first marriage must have been painful to him because she never mentioned it to us in front of him. By the time I learned of my half brother, I believe Mother had given up hope of trying to find Norman on her own, and her health was failing. I told her I would try to find him if I could, so she could know what had become of him and perhaps see him again.

I didn't know much more about how to conduct a search than my mother did. I was involved with my own life, jobs, kids, etc., so I did not accomplish anything for a long time. Mother's health failed completely and she died at age 60 in 1975, just two weeks after her dad died at age 83.

I promised myself that I would still try to locate Norman even though Mother would never know if I found him now. The idea of hiring a private detective or relative locator occurred to me, but from what I could find out that could cost thousands of dollars, which I couldn't afford, and the trail was getting older and colder all the time.

Finally in 1989, I had some layovers in San Jose, where Norman was born, and where I assumed the annulment was obtained. I went to the Santa Clara County Records Office and looked through large old handwritten record books for 1931, 1932 and 1933. The annulment record was there! I got a copy of the annulment and it confirmed the names of the principals, the date of Norman's birth and the name and address of his paternal grandmother, in whose custody he was placed.

My efforts at playing detective turned up several interesting leads, but nothing really relevant. By now, nearly 60 years had passed and my chances of finding Norman looked slimmer all the time.

In 1993, my wife's uncle died in Lowell, Massachusetts. At the funeral, I spent some time talking with Paul McGreevy, a brother-in-law of the uncle who had passed away. Paul was an attorney in San Diego (after having been a Catholic priest, then a psychologist). The story of my brother came up, and Paul said he knew a private detective in San Diego who was good at searches like this and who could at least make preliminary inquiries for me.

By this time, I had decided that if I was ever going to find Norman, I'd better get moving. I sent the information I had to Paul and his detective friend. After a couple of weeks, I received a progress report. The detective had run computer database searches of death records and found nothing, so it seemed Norman should be alive! Further searches of California driver licenses and property records turned up nothing.

What had happened to him in all these years? For all I knew, he could have become anything or been any place imaginable. He was the right age to have served in the Korean war, but no death records were found. I suggested checking military and veteran's records, and also the national drivers license database.

Soon I received another update and some computer printouts of searches trying to locate Norman's father, because nothing had turned up about Norman. The search did find a record of a death in Mississippi of a Sidney Simpson with the right birth date (obtained from the annulment records). The detective didn't know that my family and the Simpson family were originally from Mississippi. I suggested he follow up on this lead.

Before long, another report came. Sidney Simpson, Norman's father had died in Mississippi in 1990, and his widow (third wife) had been contacted there. She verified that Sidney had a son about the age we were looking for. She said, however, that he had died a few years earlier but that his widow and children were in the Dallas, Texas area, and she provided a telephone number.

Near the date of what would have been Norman's 62nd birthday, I called his widow. She answered the phone and I said "You don't know me and I don't want you to think I'm crazy, but I believe I'm your husband's half brother." After what seemed like a long silence, she said "that's possible, what's your mother's name?" "Norma Powell." Quietly she said "you are!" But, she asked "you know he's gone, don't you?" I told her I had just learned of his death and their location.

We talked for quite awhile, exploring. I said I was really sorry I hadn't located him earlier but suggested we "compare notes" to see if we had anything in common. I started off by saying that after I got out of school I joined the Army. She said "that's what he did." "After my tour in the Army, I joined the Air Force." "So did he!" "The Air Force taught me how to fly, and now I'm an airline pilot." "Who do you fly for?" "USAir." My throat tightened and I couldn't speak after what she said next: "He was a pilot for Pan Am for 34 years before he died."

Incredible! I had never met my brother, but we were so much alike! Later that month, my wife and I met and visited with my new sister-in-law, nephew and two nieces. We exchanged a lot of photos from the past including a portrait I had never seen of my mother as a child bride of 15. In the course of our discussions, we discovered that Norman had been married twice, so had I; he had five children, so do I; he spent nearly all of his life in California and Texas, and after I grew up, so did I! We were probably at the airport at Los Angeles, San Francisco or Dallas/Fort Worth at the same time!

My wife and I moved to Carrollton, a north Dallas suburb in 1973; Norman and his wife moved to a ranch just south of Dallas in 1976. My wife and I later moved to El Paso, but for several years Norman and I lived within 50 or 60 miles of each other and never knew it! One of the most amusing similarities is that when I located his family, I lived just across the river from Moon Township, Pennsylvania, while the Simpson family address was "Venus, Texas"!

The Browns have moved back to Texas now, and we look forward to spending more time with our newly found relatives and many of our other friends and relatives there. And Mom, if you're watching or listening, I know it took a long time, but I found him!

Epilogue

This article was originally published in the June/July 1995 issue of "Airline Pilot" magazine. At the time, I was flying for USAir, having left Continental in 1983. By publishing it there, I hoped that people who knew Norman could tell me more about his earlier life and the whereabouts of his first wife and two children. It worked. I received many letters, pictures and calls from people who knew him, including his first wife. She called me just before Christmas of 1995 and told me about herself and his other two children. She now lives in Florida.

I did not locate Norman's family until 1993. Norman died in Dallas of leukemia in 1989 at age 57. It was discovered on his "pre-employment physical" at United Airlines. He was a 747 captain with Pan Am and was to have been part of the group of pilots and aircraft acquired by United from Pan Am's Pacific Operation.

One of the most interesting twists about this true story is that Jack O'Barr and his family knew Norman and his wife because they attended the same church. I often flew copilot for Jack when we were both assigned to Continental's Dallas pilot base. If I had only talked to Jack about my missing half brother, he could have introduced us while Norman was still alive!



Dear Fellow Golden Eagles;

Two Golden Eagle re-unions have gone by and it's time to replace some of the old guard blood with new.

The recording secretary position is up for a term change and the nominating committee would like to hear from any member with an interest in filling my vacancy. From my perspective, it is not a demanding job.....take the minutes of the annual meetings, present them to the board and membership for approval at the following years convention.

**Any interested member can contact one of the nominating committee members: Don Ballard [970] 304-0472
Don Gentry [409] 582-4225
or e-mail me @ grover3@compuserve.com**

With Las Vegas being our next convention site at the Tropicana, we are expecting a large turnout and I am looking forward to sharing the event with all who are able to attend. It has been a great pleasure to serve as your secretary and I would like to thank all of you Eagles and your families for the support and enthusiasm you give to this great organization.

Sincerely,

A handwritten signature in black ink, which appears to read "Paul F. Grover III".

Paul F. Grover III

GOLDEN EAGLES LADIES AUXILIARY

Dear Ladies:

Here is the outline of the schedule of events for our gathering in Las Vegas. Please know that some of the details may change between now and then, so remember to check the notice board in the Hospitality Suite for the daily up-date.

I do apologize that I was not able to plan the Luncheon/Fashion show that we discussed at last year's meeting. My friend sold her shop earlier this year, and the new owner is not interested in such a project. Instead, I have planned an after luncheon tour which I think will prove to be both interesting and "YUMMY".

BOARD MEETING: Oct. 11 10AM Hawaii Rm.#4
Agenda Nomination and election of new Board members.
All interested parties should contact Dena Bryant, nominating committee chairperson @ [972] 838-2212

LUNCHEON: following the close of board meeting: Hawaii Rm.#3
Menu Waikiki Chef Salad w/Fresh Fruit Tart
\$15.00 per person

AFTER LUNCHEON TOUR: Ethel M Chocolate Factory
Gift Pavillion and Cactus Gardens
THE TOUR IS FREE !!!!!!!!!

PLEASE RSVP for the tour on the Banquet/Luncheon Reservation form enclosed in this issue so that I can plan for enough transportation.

My best wishes to all, and I look forward to seeing everyone in October!


Gail F. Grover



Golden Eagles Treasurers Report 8/1/2000

Balance 1-1-2000	\$9,915.58
Income 1-1-2000 to 8-1-2000	
Dues	\$3,540.00
Postage Fund	\$983.00
Total	\$14,438.58
Disbursements	
Golden Contrails	(\$2,290.25)
RAPA Dues	(\$312.50)
RAPA Expense	(\$200.00)
Memorial	(\$50.00)
Total	(\$2,852.75)
Balance 8-15-98	\$11,585.83

New Members

Jet Conger	John Solomon
Jim McDonald	Stan Poynor
Jack Switzer	Larry Krichen
Jerry Hare	

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

Please send dues payments and/or corrections to:

Golden Eagles

c/o Ken Alrick-Treasurer/Membership

30339 Channel Way Drive

Canyon Lake, CA 92587

Contributors To Postage Fund

Thank You

<i>Jane Thorn</i>	<i>Jim Barrow</i>	<i>Ed Halliday</i>	<i>Jordan Jones</i>
<i>John Grigsby</i>	<i>Tommy Green</i>	<i>Russ Coonley</i>	<i>Ray Melberg</i>
<i>Frank Vincent</i>	<i>Judy Ambrose</i>	<i>Gene McQuillan</i>	<i>Tom Holder</i>
<i>Jim Minor</i>	<i>Amous Cann</i>	<i>Hal Ross</i>	<i>Dick Grigsby</i>
<i>Moffitt Tinsley</i>	<i>Gene Newman</i>	<i>Joe O'Neill</i>	<i>Ray Booth</i>
<i>Rif Reviskey</i>	<i>Dave Wood</i>	<i>Dave Newell</i>	<i>Ralph Musser</i>
<i>Jane Goodwin</i>	<i>Tom Russell</i>	<i>C.M. Stubben</i>	<i>Bill Knowles</i>
<i>Charlie Starr</i>	<i>Bob Walker</i>	<i>Bert Lynn</i>	

These contributions help us to hold the line on dues and still publish this high quality newsletter.

If you wish to be on the E-Mail list send an E-Mail to Ken Alrick
alrickfk@pe.net

To: alrickfk@pe.net
Date sent: Thu, 13 Jul 2000 11:30:38 -0700
Subject: Re: Lost Marine
From: "Wesley G. Coss" <wescoss@juno.com>

Hi Ken: I think that I have a closure to the story of what happened to the Lost Marine Lt. Col. Harry W. Reed. I have had input from a half dozen or more CAL pilots and I really appreciate their help. I had a telephone conversation with Major General Richard Mulberry USMC (Ret) living in Dallas. The connection was through John Campbell.

He and John are hanger mates at the QB in DAL. (General Mulberry also spoke of knowing John Wall, he may also be in the QB's there)

It was a long telephone conversation with General Mulberry and he said that he and Harry Reed served together in WWII in the south pacific. Several tours actually. He stated to me and to John Campbell that he felt that Harry Reed was the finest pilot he had ever served with.

Apparently both General Mulberry and Lt. Col Harry Reed were in the DAL reserve squadron right after the WWII. When the Korean war started, Harry re-enlisted and was sent to Korea to command a Marine squadron. Soon the entire DAL reserve squadron was recalled and General Mulberry joined Harry in Korea.

His squadron was flying the F4U Corsairs just as they did in most of their WWII tour. He said that Harry was involved in a mid-air collision and that he went down behind the North Korean lines. He bailed out successfully but was surrounded by North Korean soldiers. He pulled out his 45 and tried to blast his way out but was killed by enemy fire.

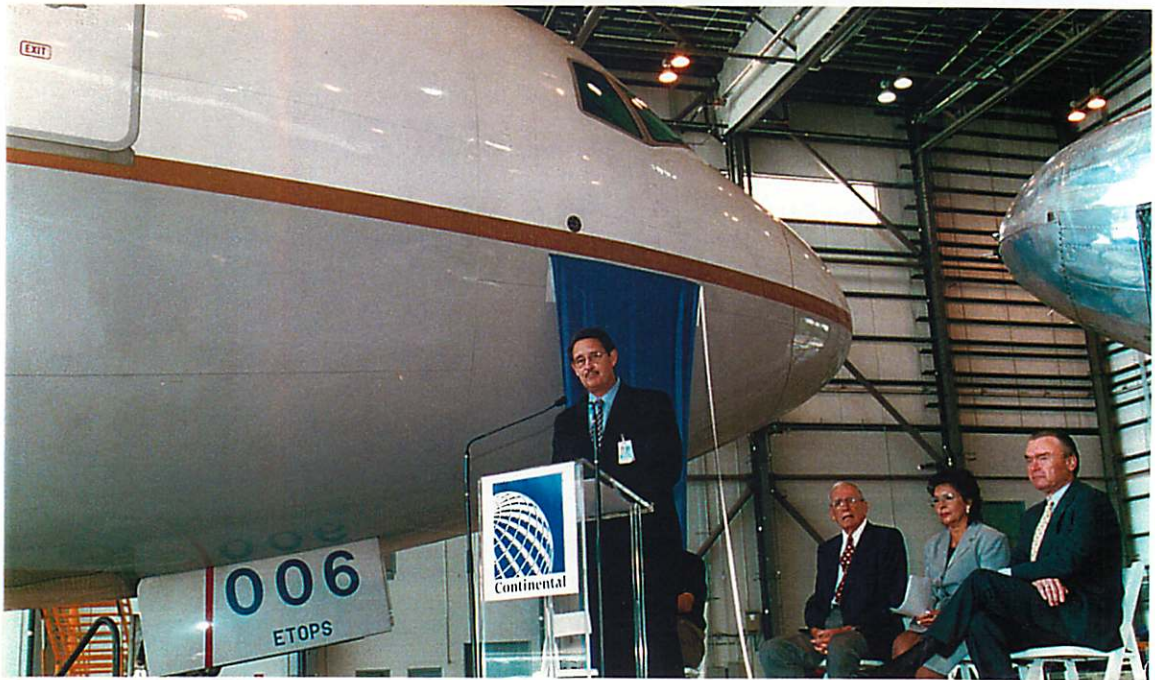
In talking to General Mulberry he said that he had many times partied with Harry and that they had gone R&R together. He knew Harry's first wife Edith (whom I also knew) and that Harry had remarried while in OKC between the wars, as I also knew.

It was a very interesting and satisfying conversation with someone who knew Harry as well as I did (or maybe even better). Harry gave me my start in aviation and I will always be grateful in that. I followed him to Canada and the RCAF and the rest is (my)history.

I apparently got the wrong info in regards to the fact that he was killed in leading a squadron on a flight in the vicinity of Colo Springs. I had, all these years, thought that was the case, but just wasn't so. General Mulberry mentioned the infamous flight of the 10 Marine or Navy Reserve Jets that went down in eastern Colo and the story about the flight in Navy Aviation News Mag titled "and then there were none". Sound like a great story, wish it could be resurrected for our enjoyment. (Golden Contrails)

If you could relay this I would appreciate it. Besides John Campbell I had input from Joe Dentz, Dick Grigsby, Don Straight, Birdie Bertrand, Joe O'Neill and several others. Dick Rogers (UAL ret) husband of Donna Rogers (former CAL hostess) started the ball rolling by contacting Joe Dentz about this mystery. E-Mail and internet is just great !!. Thanks to all.

-WES-



TAKE CARE, MEIN HERR

Adventure beckons, very special friend.
Follow, but take care.

Your heart runs wild, beguiled,
As though some siren led you to her room.
VAROOM!

But reason warns, take care, beware,
Don't hasten to your doom.

And so say I, I cry,
Take care, my very special friend.

Your Captain, Sir.

To Mira Slovak
Enroute Hnl-Lax, 1977
Re: circumnavigating the
globe in his VW glider.

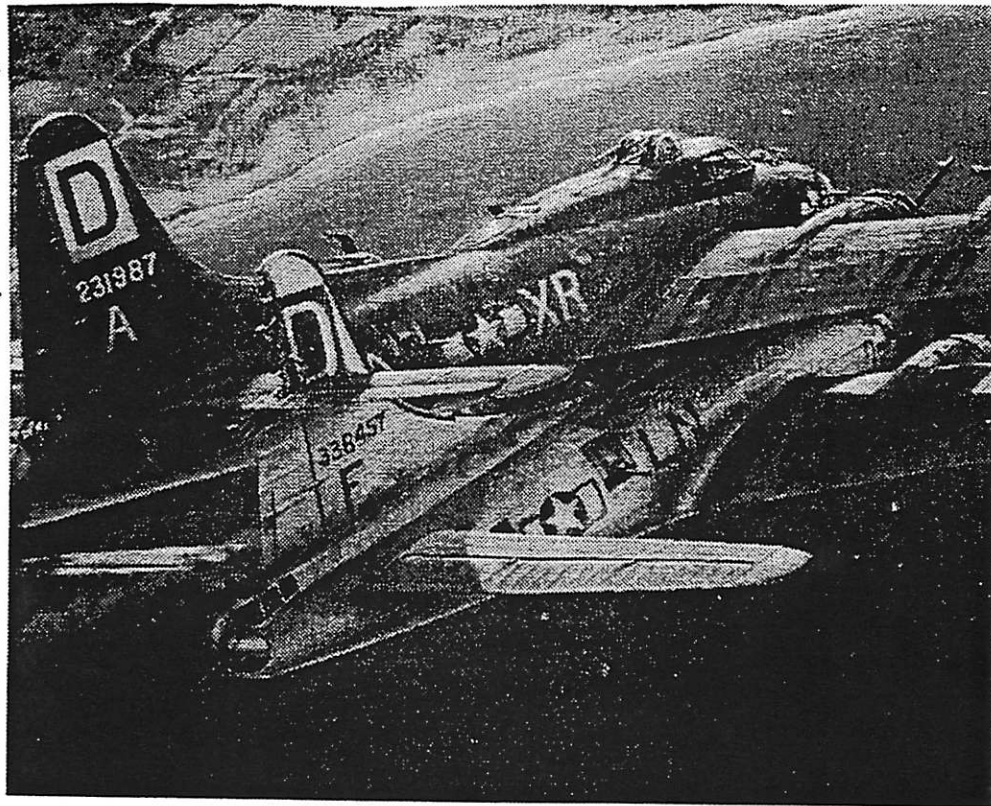
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*I gave my life
to become the person
I am right now.*

Was it worth it?

*Richard
Bach*



*From the artist, G.M. Thompson. Oil on Canvas.
The painting now proudly hangs in the Museum.*

PIGGY BACK 100TH BOMB GROUP

On 31 December 1944 the 100th Bomb Group took heavy casualties coming off target from Hamburg, Germany. When one of the Group's aircraft fell out of formation, two B-17s tried to fill the gap at the same time and slammed together, one on top of the other, in a jarring mid-air collision. The bombers remained mostly intact but jammed together. Amazingly, they maintained forward flight, although the pilot and co-pilot of the lower plane, 1st Lt. William MacNab and 2nd Lt. Nelson Vaughn in 43-38457, had been killed. The upper B-17, 42-31987 "The Little Skipper," was piloted by 1st Lt. Glenn Rojohn. Rojohn shut down his own damaged and burning engines and, using the three remaining engines of the lower plane and the flight controls of his own,

held the two bombers steady long enough for four men to bail out of the lower plane and seven to get out of "Little Skipper." Knowing that the two aircraft would spin out of control if he left his seat to jump, Rojohn ordered his co-pilot, 2nd Lt. William Leek, to bail out. Leek refused, and by sheer

strength the two men wrestled the coupled planes around and headed back towards Germany. Rojohn and Leek were able to belly-land successfully in a German field, at which point Rojohn's "Little Skipper" slid off of the lower B-17 and skidded another 100 yards. Three men of Rojohn's crew died either in the collision or when they landed in the frigid North Sea after bailing out. Five men were

killed in the lower B-17. Rojohn, Leek, and four other members of their crew were taken prisoner and remained POWs for the rest of the War. The four men of MacNab's crew who had bailed out survived as POWs as well.



GONE WEST:

BUD WALTER'S death was reported in our April issue. His daughter, **PATRICIA MEAD**, sent the following: **BRUCE HESKETH WALTER** died suddenly Wednesday afternoon, March 1st, 2000, at Manzana del Sol, Good Samaritans, in Albuquerque, New Mexico.



Born on October 2nd, 1923, in Taber, Alberta. Grew up in Spring Coulee where his parents, the late Herbert and Sybil Walter farmed for nearly fifty years. Shot down over Denmark in 1944 on his 13th mission with RCAF squadron 405 Pathfinders. Flew for Braniff Airlines in Central and South America, and Riddle Airlines, on the D.E.W. Line, before joining Continental Airlines in 1959. Retired in 1983, then flew with Pride Air, MacClean Airlines and MGM Grandair until July 1993.

He is survived by his two sisters, five children, Patricia Walter Mead of Albuquerque, Michael Walter of Cedar Falls, Iowa, Valerie Walter of Berkeley, California, Douglas Walter, pilot-at-large, and Thomas Walter of South Pasadena, and four grandchildren.

AUDICE (RIP) RIPPY died on May 3, 2000 (his 82nd birthday). RIP had been suffering from lung cancer, which spread to the liver. RIP and **BONNIE** had been married for 55 years, and memorials may be sent to a charity of your choice. Condolences may be sent to **BONNIE** in Florence, Oregon. (Reported by **ELLIE FRAZIER**, Flight Attendant, and wife of **TOM**).

ANDY CAMARATA was the Senior Vice President of Operations for Aramark Services. On June 12th, he was in his office with two employees, when he was shot and killed! There were two Funeral Masses; one in Burbank, CA, and the other in Martinez, CA, where **ANDY** grew up. Past President, **GARY WILSEY**, attended both services, and submitted this information. The death of **ANDY'S** wife **MARILYN**, in March of 1999, was reported in our last issue, and all donations may be sent to "Andrew John Camarata Alhambra High School Football Scholarship Fund, c/o Union Bank, 634 Ferry St., Martinez, CA 94553.

BETH BALLARD (Wife of **CAPTAIN DON BALLARD**) died July 13, 2000. **DON** stated that "the veil of darkness was lifted, as **BETH** stepped into the light to be with her Lord for all eternity". In lieu of flowers, donations can be sent to: The Hospice of Northern Colorado, 2726 W. 11th Road, Greeley, CO 80631.

AUDREY BERTRAND (wife of **J.T. BERTRAND**) died of cancer on May 26, 2000. A memorial service in Duluth, Minnesota followed on the following Thursday.

TOM DEMPSEY, Travel Agent for Continental, and a great friend of the pilot group, died May 25, 2000, at his home, from a heart attack. **TOM** sent many notes of cheer, congratulations, and friendship to many Continental people, including your editor.

CHARLES (CHARLIE) BUCKS (long time **PAL** and **CAL** executive) was admitted to the Hospital, paralyzed from the waist down, on May 30, 2000. E-mail from **KEN BERTRAND** on June 8th, stated that **PLEGGIE** had advised that **CHARLIE** died, with services scheduled for Forest Lawn on June 12th.

ILLNESSES/SURGERY:

LA VERNE THORNBERRY has been hospitalized twice for a series of tests that were considered none-threatening. However, after the tests, **LA VERNE'S** reaction was so severe

that a trip home to recuperate was necessary. Another hospital visit followed, and LA VERNE is now resting at home, with a promise that she will be "on her feet soon".

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

THIS'N THAT:

You might like the following photograph, which we believe was taken early in 1941. It shows FRED GRAY, Chief Dispatcher DON DAVIS, I.R. (OLE) OLSON, JACK WEILER, WADE JOHNSON, UNKNOWN PILOT, AND JESS HART.



Among those attending the June 14th Oxnard Quiet Birdmen Barbeque and Air Show were RAY MELBERG, BARNEY BARNWELL, BILL CHILDRESS, GENE NEWMAN, TED DANIEL, TOMMY THOMPSON, JIM LOSEY, JOHN BENDER, PHIL LANDRY, ROGER PASKELL, STEVE GRIMES, and early MAC copilot JOHN MEYERS.

The Denver ARECA Annual Potluck Dinner was held at the ranch of NORM and BLONDIE MEYER again this year (July 15th)

In June, GENE and ERMA NEWMAN caught 75 blue-gill sunfish during their week of fishing near Alexandria, Minnesota. ERMA won the "best fisherman" award, catching almost ten more blue-gills than GENE!

MAYBEL RANIER (Golden Tale) reports that RAY JEHLIK has a cherry orchard in Montana, and recently left Colorado Springs to take care of this year's crop.

SHAUN RYAN enjoyed a pleasant July 4th—both his kids came from San Francisco for a visit, and they wore him out!

ARECA will hold its semi-annual Convention in Las Vegas this year. Golden Eagles might add a day or two to their Las Vegas stay, in order to attend both Affairs! ARECA's FALL FLING will be at Circus Circus on October 11th and 12th....

J.T. BERTRAND has written a book about the events leading up to the 1983 bankruptcy, the subsequent strike by the pilots, the final settlement, and beyond. Five hundred books have been printed and

one can be purchased by sending a check for \$23.50 to J.T. Bertrand, 2309 Irvine Ave., Newport Beach, CA 92660. (Includes Calif. Sales Tax, and mailing charges) Allow 10 days for J.T. to put it in the mail—his phone number is 949-646-9727.

— end —

NOTES TO DICK GRIGSBY

Last week Luverne and I (Ken Alrick)) received a note which warmed our hearts. It was an announcement of the graduation of



of the University of Washington School of Medicine on June 3rd, 2000. Fredianne is now a physician. For those who might not know her, she is the daughter of our revered friend, Captain Fred Gray. She lost her mother this last year, and put her schooling on hold to care

for and comfort her mother in her illness. When Darlene passed away, Fredianne gathered herself together and resumed her studies. We are very proud of her and know she will be a caring and compassionate member of her chosen profession. Please join us in congratulating Fredianne. The

latest address I have : Fredianne Gray, 333 NE 58th Street, Seattle, WA 98105. Luverne and Ken Alrick (06/04/2000).

Thank you very much for your sweet graduation card....and gift. Your gift will be a month of bass guitar lessons. Music is a real passion of me, and though nothing can fill Mom's place, music gives me some meaning. (Editor's Note: Fredianne's father, Fred Gray, was an excellent piano player).I want you to know how many meaningful moments you have created.... for me. Honoring my father with the Golden Eagles, my mother with your and Susan's presence and love, and me in so many ways with your love and support..... I'm thinking of you, as always, and thought I'd send along the graduation picture I promised! Jackie was here as were a few friends. They all made the day more special and of course you are always here in my heart! Love....Fredianne (Gray) (06/07/00)

Thanks again for sending me the April issue of the Golden Contrails. I always enjoy reading your fine publication.....You can see from the letterhead we have moved from Encino to Dana Point.....Our first major downsizing is a lot more complicated than our many previous moves. We are in a very nice upscale retirement community here in a lovely location.....Did you know that Continental is christening a 777 with Bob Six's name on Thursday, June 29th in Houston? I am very pleased that the current management has decided to honor Bob. We are happy to have been invited to attend the ceremony.....All the best. Dick Adams (06/14/00)

The ceremony naming the 777 for Bob Six went off very well, I thought. While I did take a backup photo of the 777 nose with the CAL DC-3, it will not compare with the photos the professional photographer took. They have promised to send me some of the

professional prints, and I will forward them on to you. I am going to needle them



President R.F. Six

tomorrow because I thought I would have received them by now. I enjoyed the opportunity to see some of your old comrades who showed up in full uniform and added a lot of class to the occasion.

More later. Dick Adams. (07/09/00)

— end —

E-MAIL TO DICK GRIGSBY

Dick/Gene, great job on the Golden Contrails—paper quality, photos, and text were really first class! Terrific letters from everyone! Best regards Gary (Wilsey) (04/03/2000)

Alice and I had a great time at my Air Force class reunion this past weekend at Wright-Patterson AFB. We are off to Seattle Friday to attend Capt. Bill Knowles wedding! At 75 he's doing pretty good, don't you think? Then we are off to Maine for another wedding and finally, by the 1st, we plan to be in Cape Cod. I talked with Jon Chir at the Tropicana yesterday and told him we do have a TAX ID number. That should save us some money since we are a non profit group. I also asked if he would check on an item in our contract that says "meeting room space will be free." The contract mentions in another paragraph, \$150 each for meeting rooms, so I asked him

for a clarification. I checked on the meal gratuity charge, it is 17%! I believe that is the same figure we were dealing with last time in LV. Bill Bynam is still working on the proposed new Eagles Web site. Perhaps we'll have it available by mid-July. Alice and I will be settled on the Cape by June 5th. I hope to have our computer set up shortly thereafter so we can continue to communicate. My best to you all.

Ed (Gorman) (05/17/00)

— end —

E-MAIL TO GENE NEWMAN

Congratulations on your marriage. It seems that life has just been going up, up, & up for you. I would like to think that our nice flight to North Carolina helped with the send off. I am really enjoying the Golden Contrails—so much in fact that I resubscribed. I will have forty-one years in May and at the recent Awards Dinner was given an award for being the most senior flight attendant in attendance. I loved the last issue of the paper as it had pictures of some of the first aircraft I flew and interesting stories about the MAC days. I don't care for the sadder news but that is life. I plan to send a E-mail to Freddiane Gray. I had a chance lunch with her Father in the old LAX Terminal about a week before his death. He was telling me how happy he was about the coming baby. I thought she might enjoy the story. My very best to you and your new wife. I am not looking forward to retiring so I just won't think about it. If one day I croak in the aisle, they can prop me up and put a turkey sandwich in front of me. I promise to get them to Houston. Just a joke, but the crew loves it. One has to call it like it is. Sincerely, Pat Starke Brown. (04-/06/2000)

— end —

NOTES TO KEN ALRICK

Thought you might enjoy enclosed news

release. Continental is now official carrier of N.Y. Yankees, and Dad has been the Announcer for the team for 50 years. They're giving him a day at Yankee Stadium, in May, 2000. Both of his sons; my brother, Paul, and I, went to the Airlines for their careers, and consequently, Dad has a lot of non-rev miles logged—in between ball games. Best Regards—Chris Sheppard (F/O B-727 LAH—4/07/00)

Editor's Note: Bob Sheppard is a treasured legend for the Yankees, as evidenced by the following quote from the news release: *Said life-long Yankee fan, Billy Crystal, of Sheppard: There are three things that are perfectly Yankee—the pinstripes, the logo, and Bob Sheppard's voice. When I go to heaven, I want Bob Sheppard to announce me....the comedian....Billy Crystal....the comedian.*

I think we are close to settling back to the MN way of life. I didn't know you were from the White Bear Lake area. I imagine that the area has really grown since you were there. It's still a nice place to live. We almost bought a place in Mendota Heights but finally found what we were looking for in Burnsville. Although two of my sons are living close by in the Twin Cities, when we retire, Charlotte and I will live half the year in the U.P. of Michigan the other half in El Paso. I've been getting some nice stick time in the 747 so will stay around for little while, but I am anxious to spend a little more time on my Bob-Cat moving dirt and clearing brush (smile). Hope to see you in Las Vegas. Thanks for all the good work.

Joseph (Joe) Masini. (April 17, 2000).

Hello ,everyone. A big day in our lives, and a big change in life-style. Today we closed the sale of our ranch, and in the next two weeks will be completing our move to our lake house and hopefully a much more simplified life style, ie. less work and property to maintain. Effective 22 May, our mailing address will be : Lee and Pam

Meyners, 204 Riverside Drive, Kingsland, Texas 78639 (915) 388-3948. We've had and been enjoying this place for several years. It's now going to be our permanent address and residence. I'll be on line with this e-mail address until 21 May, and then probably have a new provider. Been waiting several years for this to take place and we're very happy it finally did, but will really miss this beautiful ranch.

Regards: Lee & Pam (May 5, 2000)

I look forward to each issue of the Golden Contrails, and appreciate the great work all of you do to make it so interesting.

Although all of the magazine is good, sometimes a particular article catches my fancy. Such article was the one written by Shaun Ryan in the latest edition. First and foremost, I am always startled to hear that so many of those downy-cheeked young pilots are now 60 years old! Altho they were extremely bright and personable, I remember them as kids with a wonderful future. Shaun was indeed one of those whom I remember as a most dependable and able member of our Continental family. Not only did he bring back memories of MAC, which had to be the most enjoyable of my career from '66 -'72, he also compared new innovations such as GPS (whatever that is) TCAS, glass cockpits; to our old Doppler and Loran navigation. It reminds me of the old saying "What won't they think of next?" Because at 84, and having been retired for 24 years, I am not exactly what could be called "up" on things. Thanks to Shaun for a most enjoyable interlude and thanks to you, Gene, and Dick, for bringing it to us.

Jack Daniel. 5/09/00

Ralph and Shirley Ann Musser would like to report to you on the outstanding performance of Continental Airlines, at the time of a tragic family event. (The loss of our thirty-six year old son, Mike A. Musser, at a construction site accident on April 12, 2000.) A call was made to CAL pass

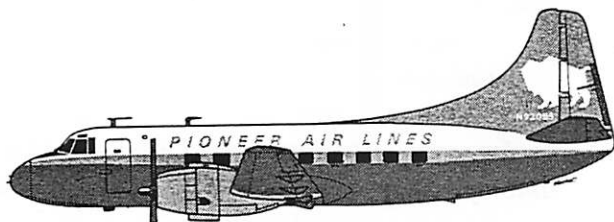
bureau IAH, and we were issued an immediate positive space transportation from South Bend, Indiana to LAX. Also an upgrade SA Class, for the return. Continental only serves Cleveland from SBN, so we went to CLE on CAL Commuter, a Beech 1900, and CLE to LAX, non-stop on a B737.

Mike and his attorney wife, Coleen (Patterson) Musser, and 8 year old daughter, Michelle, made their home at 44861 Viejo Drive in Hemet Calif. 92544. We spent time with Coleen and Michelle, and we also spent time with our son, Thomas P. Musser, and family, who live in Lake Forest, California. On the return, Continental came through again, giving Shirley and I two open First Class seats to CLE. That day only one seat was open to SBN, which Shirley accepted. I was able to find SA passage on CAL's new Embraer Regional Jet to Chicago MDW, and then Limmo bus service to Elkhart, Ind. Another thanks to CAL for easing pain after a great loss.

Mr. and Mrs. Ralph Musser (5/11/00).

Two years dues and some Postage—thanks for your hard work. Three years into retirement, and I wonder how we ever fit “work” into our days, when we had to go off on trips and interfere with all of our other activities. I’ve become re involved with flying, through the American Heritage Flight Foundation (C.A.F.) and am flying co-pilot with one of the first Captains I flew with at CAL in 1960, Norm McGowan. And, oh yes, the aircraft is an R4D (Navy DC-3). Great Fun, and I highly recommend it.

Russ (Coonley) (No date given)



Pioneer Airlines Martin 202
at time of Merger in 1955

E-MAIL TO KEN ALRICK

Please be kind enough to call my dad this weekend and wish him Happy 80th Birthday. His number is 520-474-0762. He is still living the life of oil lamps and jerk beef in Arizona (yes he still has his own teeth) and not Internet. Hell, he just got cable!!! He is doing very well (I still think he can take me) and shoots trap in the mid 90's. His oldest son, professional yacht Captain and sometimes Lear pilot.

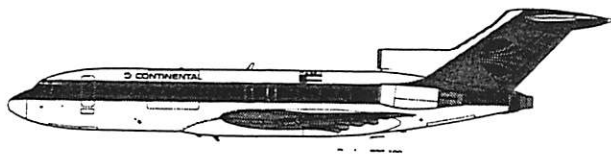
Capt John Wampler (04/09/2000)

I am happy to announce that we have a willing and very capable replacement for our hard working Ken Alrick.. At the October meeting we will make it official, but preliminary talks have already begun so the changeover should be greatly accomplished by then. The individual who has graciously volunteered to take over the position of treasurer is Charlie Starr. Charlie is a retired Continental Pilot, previously a Texas International Captain, and comes to us with a background that is ideal for managing the Eagles records. Charlie handled all the retirement records for the TI group for an extended period, so has the experience we need. Ken and I are extremely pleased and confident that you will all agree on Charlie taking the position and we assume that his acceptance to the membership will be a foregone conclusion. Best regards to everyone.

Ed Gorman. (04/20/2000)

Yesterday, I, along with several pilots, flight attendants, mechanics, and assorted other Company personnel, attended a dedication of 777 A/C #006 to “ROBERT F. SIX”. It took place in the Continental Hangar in Houston. GORDON and GREG spoke, of course. However, the surprise was “DICK ADAMS”. He spoke and was accompanied by his wife. They both looked great. It was an outstanding tribute to Mr. Six. Just thought you’d be interested. —

LEE— (Meyners) (07/01/2000).



The Boeing 727-100 opened
Air Micronesia Service in 1968

NOTES FROM NORM MEYER

"Pete" Peterson and Connie have a second home in Burland Ranchettes east of Bailey, Co. near the starting point of the 11,000 acre forest fire that swept the area recently. They are most happy that the flames missed their place by ½ mile or so.

The Pettersons spend every February enjoying a condo on Maui. Last March they took a cruise with their daughter and son-in-law from Bangkok to Vietnam then to the Philippines and Hongkong. They are still active in their church and Pete plays golf.

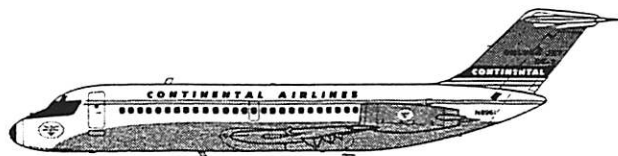
Jack Burt retired in December for a second time, after four years as Second Officer on the DC-10 and nine years of commuting to Newark. Jack began flying in 1960 with the United States Army and along with other assignments spent an enjoyable three years in Alaska. He began 20 years with Frontier in 1966 and 14 years with Continental in 1986. Jack's first retirement was off of the Boeing 727 in 1995. He and Pat, his spouse of 46 years, live in Aurora. Jack enjoys golf and fishing.

Guy Casey signed on with Continental in 1966 and left during the bankruptcy of 1983. After working for some small airlines, he has been with United since March of 1989. He instructed in their training center on the DC-10, A-320, and Boeing 777, spending a little of that time in England and Germany on the A-320. In March of last year Guy's retirement age forced a seat change and since then he has been flying as Second

Officer for United on the 727 out of the Denver base. Guy likes to fish and spend time with his eight grandchildren.

AN AIRPLANE STORY

ED Mehlin doesn't have a direct connection to Continental but is known to many older CAL pilots because of his decades of involvement in the Denver area general aviation industry. In 1950 Ed was ferrying the fifth to be built 165 H.P. Beech Bonanza to its new owner in Lordsburg, New Mexico. Having stopped at Cutter's Flying Service in Albuquerque to check his oil, Ed was climbing out when with a loud bang, oil was blown out through the air intakes and covered his windshield. He was next enveloped in smoke from an oil fed engine fire. Peering out as best he could through the side storm window, Ed managed to maneuver to a landing near Belen on a highway paralleling the Santa Fe railroad. On the tracks was a slowly approaching freight train. As Ed exited his smoking airplane, the engineer of the now stopped train climbed down from his cab, hopped the fence with a large fire extinguisher and used it on Ed's engine. "You're on fire, boy, but I guess we got her out!" he said. Years later Ed was at the Tucumcari, New Mexico airport when a very old pilot approached Ed and said, "You don't remember me, do you?" Ed said, "No, should I?" The old man said, "Yes, I was the Santa Fe locomotive engineer who stopped and put out the fire in your airplane engine!" It's a small world....



The Douglas DC-9-10
began service in 1968

FROM SHAUN RYAN

Here it is the Fourth of July, 2000, and I had anticipated that I would be fully retired, sitting on my porch rocker and drooling on myself. Instead, I am still a DC-10 second officer commuting from Tucson to Newark. What happened is that shortly before my retirement date of May 31st, I found out that the accounting procedure that Continental Airlines uses to determine the lump sum calculation is changing, effective the 2nd of December, 2000, and it would greatly benefit me to stay until then.

The present plan uses the PBGC interest rate to determine the lump sum payment (the annuity payments are not affected but most pilots are opting for the lump sum) and the Company changes this rate twice a year under the current plan. The change dates are 1 January and 1 July. I had a 5% interest rate locked in as long as I retired prior to 1 July. This meant that I had to have my last day of work no later than the 31st of May since any work done in June would not be paid until July 15th.

I realize this sounds confusing but what you want is the lowest interest rate you can get because your lump sum will be higher. I had that all figured out and my retirement papers were in for the May 31st date. I had a firm figure on what my lump sum would be, and was a happy camper.

Then, thanks to a bulletin from the Union, I found out that things were changing. As of Dec. 2nd, the interest rate the company uses to compute our lump sum, changes to the 30 year T. Bill rate of return. Even more significantly the actuarial tables used to compute your expected life span were revised to include the female population of the pilot group and this added another 3 YEARS to the computation value. The figures I received from the Union and the Company were

right in line with each other and it added up to roughly another 10% being added to my lump sum - even with an anticipated 6.5% rate of return on the 30 year T-Bill. Well folks, it fortunately didn't take a rocket scientist to figure out that another 6 months of work would be in my best interest so got busy retracting my retirement papers and was assured that everything was taken care of. Almost.

The first problem I noticed was that my direct deposit paycheck did not get to the credit union. That was a simple problem with a simple solution - go to work for my next flight and deposit it. Not so quick Ryan, there was another problem that I didn't notice until I showed up at the Tucson Airport to start my commute and suddenly found other, very junior, non-revs being cleared before me. Yup, my pass classification was SA4-R, and the America West folks who handle Continental at Tucson were going by the book! My password that allowed me entry to the crew scheduling computer had also been canceled so I was kind of in limbo..... Suffice it to say that over the period of a week all of this was cleared up and I think everything is back to normal but I won't celebrate until my July 16th paycheck gets deposited to my account!!

One of the nice things to come of this was during my many phone conversations getting things corrected, I was informed that Continental will be issuing restraint kits for use with unruly passengers. If you remember one of my letters a couple of issues ago, I was actively engaged with a very large, very strong, mentally disturbed passenger who was very much in need of being restrained. I'm glad to report that the 4 male flight attendants who were sent to the hospital because of this event are all back flying. I'm sure glad that we had them on board since I still claim that I was

hired to be a lover, not a fighter!

That's about all the news out of the company other than the DC-10 replacement program is accelerating and might also lead to the remaining 10's being based entirely at HNL. These are mostly rumors at this stage, except the last bid does reflect a large reduction in Newark DC-10 flying effective June 1 of next year. Oh well, I won't have to worry about that - I'll be retired. Won't I? See you in Vegas.

Shaun Ryan (07/04/00)



The Boeing 747-100 began
Service in 1970

NOTES FROM LA VERNE THORNBERRY

(Editor's Note: In our "ILLNESS/SURGERY" section, we noted that La Verne had two recent hospital visits, and was unable to submit her usual contribution about the Texas people). Some items from her May, ARECA column follow:

The Texas Tornado which ripped through downtown Fort Worth must have been comparable to the aftermath of war. It then continued on into Arlington, Grand Prairie, and the southwestern part of Dallas, leaving destruction in its path. How sad five lives were lost, but what a blessing the count was much greater in dollars than in lives.

LENORA CORBETT and others were fortunate that the tornado missed their area, bringing only a hard rain which was

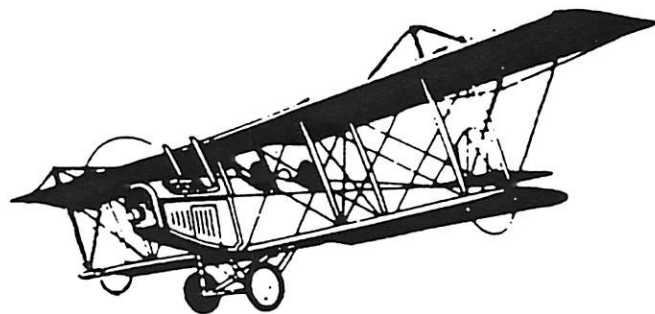
needed. She had just had her windows washed when the storm struck. Fortunately, the last window was just finished when the first wind blew in. Lenora kept a flashlight nearby but did not have to use it, as there was no power loss.

As the storm traveled toward Ennis, it changed its path so JENNY & BOB RAWLS, LUCILLE & I.G. GORMAN were fortunate. They got some wind and rain, which was welcomed.

Our president, HERB (JONES) would like some input for summer entertainment. Would you like a day at the Arboretum with lunch on the way, a Saturday in Grandbury, or perhaps see *The Promise*? LEN WRIGHT is in this performance every weekend; we might impose on him and MARTHA to get tickets and make arrangements for us. Any suggestions and ideas will be appreciated.

MAURIS INGRAM is again home from the hospital for muscle strengthening. He also has a weekly heart treatment to prevent pneumonia. DOTTIE has been treated by an orthopedist and podiatrist with little relief. She is now seeing a doctor who treats for pain and has had great success. We trust Dottie will be in the success group.

GOD BLESS US,
AND GOD BLESS OUR AMERICA!



World War I Curtiss Jenny
powered by water-cooled OX-5 engine



F-4 Phantom II Caught Breaking the Sound Barrier.

Using a 35mm camera, a telephoto lens and ASA 400 film, Pat Maloney, an engineering planner, photographed an F-4 Phantom II at the moment it broke the sound barrier at the Annual Point Mugu Naval Air Station Air Show. "The photograph of the visible shock wave is rare," stated Maloney. "It required a humid day, split second timing and no small measure of luck." Maloney frequently practices photography at the many air shows he attends.



TMAA SCAN