



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.

APRIL, 2001



~~This is an actual fly-by during deployment of the Nuclear Aircraft Carrier USS Stennis. The pilot was grounded for 30 days, but he likes the picture and thinks it was worth it. Yikes!~~

RAPA RAPPORT

Captains Corner



The preliminary plans for our fall convention at the Hyatt Hotel are complete. We met with the Hyatt staff on February 14 and as usual Susan Escobar, director of convention services had all the answers and several very good suggestions. We are planning to have an outside reception on the first evening October 18th just as we did two years ago. The business meetings, dress reception and banquet will be on the 19th. Please mark your calendars. We hope, with the addition of members from the TI group, to have the largest Eagle turn out yet. We are fortunate to have astronaut Robert "Hoot" Gibson as our guest speaker at this years banquet. And we are planning to have the DC-3 back! Look for all the details on the October convention in the summer issue of the Contrails.

We have a Golden Eagles web site now. It became available early in February thanks to the diligent effort of Birdie Bertrand. The site layout and format is completely his idea and represents many long hours, not only in constructing the site but making the numerous contacts required to bring it to life. The Eagles will I'm sure, find this new communications link extremely useful in the days to come. Let's all join in thanking Birdie for his time and effort. Look for his description of how it was done in this issue, then "sign on" and let us know how you like it. Look for information on e-Ticket, on the web site, which we hope will be forthcoming soon.

As you may remember from our Las Vegas business meeting Ken Alrick has handed over the treasurer's duties to Charlie Starr. The transition is still in progress since Charlie had a lengthy and trying time over the last two months with the loss of his mother. Please direct future dues payments, donations and of course convention reservations to Charlie whose home address is listed in the Contrails on the page devoted to the Eagles Treasurers Report and on the Membership Application Form.

Remember, your donations to the postage fund are deeply appreciated.

My best to all the Eagles members, have a good summer.

E. J. Gorman

Reserve Captain's Corner

What does retirement mean to you? What has it done TO you? What has it done FOR you? Did you look forward to it, or was it thrust upon you against your will? What were your expectations? Are they being met? According to recent surveys, 28% responded that retirement should be a time to relax and take it easy. Another 65% replied that it was a time to begin a new chapter in life, and to stay active in something of your own interest and choosing.

I have found that retirement has allowed me, for the first time in my adult life, to easily plan to attend social functions or performances that were much harder to attend when a rigid schedule kept me out of town from thirty to fifty per cent of the time. If a friend says "let's drive to Branson for the weekend and catch a show or two" it's much easier to say "yes" if you don't need to check to see if you'll be in town!

Other personal or social activities like golf, tennis, building or restoring airplanes or old vehicles can now be done with more regularity and consistency. Working out at the gym, jogging, fishing or hunting are now more easily within reach if you want to do them.

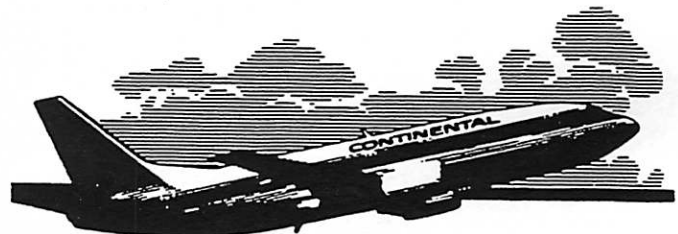
For us in the travel industry, traveling in a non-working capacity where we can stay long enough to enjoy the sights and sounds of places away from home, can be an interesting and exciting opportunity. Surely, Sydney for two weeks must be more fun than Sydney for 26 hours!

Perhaps you've had enough traveling and just want to give something back to your community. Retirees are highly sought after for many volunteer activities. In your own home town, Meals on Wheels is one way to help those who are less fortunate. In some areas, the Meals on Wheels organization also offers opportunities for service as drivers for medical appointments, shopping for or with those who need help, and even opportunities to use your "handy-man" skills making small but much needed repairs.

If you like new building projects, Habitat for Humanity will welcome you with open arms. It's very satisfying seeing a house come together for someone who really needs it, and working on it with other volunteers can be fun, too. Mentors are always in demand to help people of all ages; local programs allow you to help children or adults learn to read. Can you imagine how a 45 year old would feel when printed words began to mean something to him for the first time in his life? The words he can now read may even someday save his life!

There are stories about, and links to, many opportunities in the AARP magazine "Modern Maturity" and in the printed "AARP Bulletin" which is also available online at www.aarp.org. There are opportunities to volunteer in foreign lands as well as here at home. In short, retirement can be just about anything you want it to be - from full or part time employment to full, part time or occasional volunteering. If it pleases you, you can also just curl up with a good book and wait for the next Golden Eagles convention!


Roland Brown



EDITORS' CORNER



THIS ISSUE..... This issue is printed in black and white, except for the Golden Eagles logo on the front cover, which was provided from stock on hand. This was done to save on the high cost of color printing, for just this one issue, to compensate for the T.I.R.P.A. mailing in December. To date, we have 29 new members from that effort. **WELCOME!**

FRONT COVER..... This spectacular photo appeared on the front cover of the Winter Issue of "RAPA RAPPORT." Within this issue of Golden Contrails you will find a blank subscription form for this fine quarterly magazine. Since all Golden Eagles are automatically members of RAPA, the annual subscription rate is only \$20.

INSERT..... The stapled insert updates e-mail addresses. A complete new membership roster will be inserted into the December (post-convention) issue. Please note acknowledgment of the many contributors to the postage fund. Thank you all!

"PROP TIPS"..... We are indebted to Captain Tommy Green for UA Captain Dick Young's account of early misadventures involving Continental Airlines' own Chief Pilot Allen P. Shelly, who later taught many of us the worth of professional skill and moral conduct by his own fine example.

"WARNING LIGHT"..... Our modern media, with all of its special effects, could hardly do justice to the sequence of events which occurred during this short flight. The Wall Street Journal story was "Front Page," and much longer than our excerpted version. It was brought to our attention by past contributor, T. V. Allen, retired Navy and Pan Am navigator.



Developing the New Golden Eagles Web Site

By J. T. Birdie Bertrand

Having attended the Las Vegas Reunion, Golf Tournament, and business meeting in October 2000, I suggested that the Golden Eagles should consider development of a web site. Its purpose would serve as a quick reference bulletin board, a way to invite more pilots to become members, and a general informational tool for the officers and membership alike. After much discussion I volunteered to - "make it so" - as Captain Kirk of Star Trek would say.

I went to work on a very preliminary site that included several subjects that I thought would make a good informational, historical, and educational site. That basic concept was routed to the Golden Eagles Officers and suggestions flew all over the place. Armed with the suggestions I went to work on design of a concept and put it up on my personal web site. Graphics, pictures, hot links, and other information was manipulated as I thought appropriate. I purposefully made most of the language on the site in a rather large font so that those members who have trouble reading approach plates could actually read the information. Then there was another critique period and the site was formalized. During this process, we set out to get a domain name for the site and after two weeks of administrative glitches, - thegoldeneagles.org - was selected as the name of our site. We then selected Dellhost as our host site.

Once the name of the site was selected and the host acquired we then uploaded the site and waited four days for worldwide propagation of our name. It all happened by January 1, 2001, but the site was not truly active until January 8, 2001. The web site currently has 8 pages with a variety of information including, the Golden Eagles officers, the Golden Eagles wives, news updates, convention and golf tournament information, membership forms, hot link information to other web sites, a Golden Contrail section, with much room for expansion. At the moment, future expansion includes putting the Golden Contrails newsletter on the site.

So from this point forward, it is our site and as with all web sites, it is a work in progress. I would hope that the general membership would make suggestions for its improvement. Those suggestions should be filtered through the officers of the Golden Eagles.

I would like to upgrade the first page and add the old Continental Indian Logo. Many of us have never seen that logo, but it is historic in the industry. If anyone has a good color copy, please have it scanned in .jpg format, send it to me as an attachment to an e-mail and I will upload it to first page of the site. Alternatively, send me the graphic and I will scan it and return it to you. I have scanned a lot more graphics into my computer than are currently on the site and will use them as changes occur. If anyone has a unique graphic that they think belongs on the site don't hesitate to forward that to me also. My e-mail is birdie.b@home.com

To view the site: <http://www.thegoldeneagles.org> OR just type in your browser, thegoldeneagles.org. I suggest bookmarking the site on your computer just in case CRS disease has taken hold.



**GOLDEN EAGLES
GOLF TOURNAMENT**

WHEN: WEDNESDAY, OCTOBER 17 TEE TIME 12:00p.m. (SHOTGUN)
WHERE: FISH CREEK GOLF CLUB-DESIGNED BY STEVE ELKINGTON
JUST NORTH OF THE WOODLANDS, TX

WHEN: THURSDAY, OCTOBER 18 TEE TIME 8:30a.m. (SHOTGUN)
WHERE: FISH CREEK GOLF CLUB

FORMAT: MIXED SCRAMBLE- ANY OR NO HANDICAP CAN PLAY

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INCLUDES
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THEM AT 800-228-5150. WE HAVE A BLOCK OF ROOMS UNDER GOLDEN EAGLES/BEN
McKENZIE FOR OCTOBER 16 & 17.**

**IF YOU PREFER TO STAY NEAR THE AIRPORT, OUR CONVENTION HOTEL IS THE HYATT
HOTEL AT BUSH INTERCONTINENTAL- A LIMITED NUMBER OF ROOMS ARE AVAILABLE
PRECEDING OUR CONVENTION. IF YOU PLAN TO STAY AT THE HYATT ON OCTOBER 16,
PLEASE MAKE YOUR RESERVATIONS AS SOON AS POSSIBLE. OUR CONVENTION RATE AT
THE HYATT ON JFK BLVD IS \$89.00+ TAX (1-800-233-1234)
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PRICE \$39.50+TAX -SINGLE AND \$44.50- DOUBLE (BLOCKED ROOMS ARE UNDER BEN
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**PACKAGE PER PLAYER -MALE OR FEMALE INCLUDES: TWO DAYS OF GOLF, GOLF CARTS
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COST: GOLF ONLY-\$135.00 PER PLAYER, NOTE-DOES NOT INCLUDE HOTEL

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STATE_____ZIP_____PHONE#_____

E-MAIL_____APPROXIMATE

HANDICAP_____

G

O

L

F



Boeing D-12 Pursuit



PROP TIPS

By Capt. Dick Young



This is a story of an airline incident that happened in Santa Fe, NM on Sept. 25, 1939, one pilot's solution to the problem, and his determination to complete his flight.

I was operating a one-man, one-airplane operation in southwestern Colorado, but wasn't earning near enough to eat so I took a job with a new firm just starting up in Santa Fe, NM. I was the charter pilot, instructor, mechanic, bookkeeper, janitor, and whatever else needed to be done. The airline had been in business for four or five years and its office was in one corner of the hangar. The pilots would taxi off the runway, and stop in front of the office to load and unload passengers and mail.

On Sept. 24, a Sunday, a dedication ceremony was given for a newly completed W.P.A. project, which consisted of paving the main runway, building a hangar, building a new taxiway from the runway around in front of the hangar and back out to the runway. The event went well. We hopped a few passengers and gave a little air show. Political speeches were also given.

The city workers had built a platform out of heavy bridge timbers from which the local politicians had made their speeches. The platform, about 2 feet high and 8 feet square, was placed in front of the hangar in the middle of the taxiway. The organizers fully intended to move it once the event was over, but the following morning when I came to work, there it sat in the middle of the taxiway in front of the hangar with no flag or marker.

My first thought was that sure could cause a pilot some embarrassment if he didn't know about it. I went through the airline office and mentioned this to the agent. He commented that the platform was too heavy; the city workers would get more help tomorrow and come back for it.

I went back to the shop area and later looked out the window to see a very active line squall approaching from the west. It looked as if it would hit the airport dead center. The southbound airliner would arrive soon. It was a Lockheed 12 with a full load of 6 passengers.

I stepped back inside and asked the airline agent the location of the incoming plane. I pointed out that there was a line squall moving in. He said that the pilot was about five minutes out and his eye on the squall. He was going to try to get in and out before it hit. He wasn't going to shut the engines down because all he needed to do was exchange the mail sacks.

I thought, this operation should be worth watching. The airliner landed and taxied to its parking area. When the pilot parked, the left engine was directly in line with the platform. I thought the pilot must have seen it when he taxied in, and that he intended to make a sharp right turn and proceed out to the runway on the same strip he came in on. The hangar doors were cracked open so that I could stand on the side of the ramp and observe the whole operation. The mail sacks were exchanged, the plane door was shut, and the plane was waved away in short order.

As the pilot started his taxi forward, I saw that he was not going to turn and that he was not going to stop. I hurried out of the hangar door and signaled him to stop, to cut the engines. But the pilot only looked at me with a curious expression on his face. Then he slowly ran into the platform and the plane stopped immediately. There was minimal propeller damage only - about three or four inches curled up on each blade tip. The passengers were unloaded, the plane was pushed back into the parking area, and the squall blew through.

I returned to my work in the shop. Soon the pilot came in and stood beside me, drinking coffee and squinting at my work. We engaged in small talk about the events of the day. Eventually he asked if I had a step ladder, a tape measure, and a hacksaw. After giving him the tools, he then asked if I could lend him a hand.

I had some idea what was going to happen. We went out to the airplane and set up the ladder. The pilot measured from the hub to the damaged part of each blade and sawed the damaged tips off. He then started the engine, gave it a thorough run up, loaded the passengers, and took off for Albuquerque.

There the trip was cancelled. The airplane was pushed into the hangar, and the doors were locked. I was later told that some time during the night, someone had removed the propeller. It had simply vanished. I guess the C.A.A. is still searching for it and the culprit who removed it.

A month or so later, I received a letter from the airline president. He understood that I was witness to the events that day and wanted my version of them. I thought that maybe the airline was going to give the pilot a bad time. I answered the letter with one of my own explaining the events that day. I made no mention of the propeller blades being sawed off. I stated that I could have possibly distracted the pilot at the last minute, causing him not to be able to stop in time. I never heard any more from the

airline president.

Soon afterward, though, I received a letter from the C.A.B. wanting the same information. I gave it some thought. I was leaving the area for a new job in a couple of days.

I tore up the letter and threw it away. I moved and forgot about the entire incident. That is until two years later.

I was working for a flight school in the Bay Area, CA, when Pearl Harbor took place. All flying on the West Coast stopped and the company I worked for transferred the flight school to Cheyenne, WY. I was getting antsy and thought I should be contributing more to the war effort. I went down to Denver and arranged an interview with the airline president - the same president who was involved with the Santa Fe incident.

The interview went well, he accepted my application and said I would be called when there was an opening. Just as I was leaving, he said, "I would like to have you meet our chief pilot." He took me to the chief pilot's office and introduced me the fellow who sawed the propeller blades off a couple of years earlier. The chief pilot didn't recognize me. But, while he was showing me around the airline facilities, he said that I looked familiar and asked if I had ever been around Albuquerque, NM. I told him I had been now and then. After a while he asked, "Where is it we've met?"

I may as well tell him, I thought. "Do you remember the platform in front of the hangar in Santa Fe?"

"How did you find out about that?" he asked.

"I was the guy standing in the hangar door. That was my hacksaw. You owe me a new blade."

"Damn," he said. "I almost got in trouble over that."

The subject was dropped and never mentioned again. I never went to work for that airline because another one called me first. I had the chief pilot on board one of my trips a few years later. He was on his way to San Diego to look at Convairs his airline was purchasing. In later years, he became VP of Operations. The airline is still in business and he retired an old airline employee.

I can't help but laugh when I think of him and recall his "solution" to the damaged propeller. But the memory is tinged with some sadness as he "went west" in 1999.

Cast of Characters

Bob Six, President of Continental
Ted Hauter, CAL's VP of Flight Operations
Al Shelley, Chief Pilot.

RAPA REPORT

The Executive Board of RAPA met via teleconference on March 10, 2001.

As related in our December report to the Golden Eagles, the focus of RAPA continues to be:

- 1) finding someone to replace the retiring RAPPORT editor, Ted Larussen, and,
- 2) devising some method by which RAPA can better communicate with the individual pilot-retiree members of RAPA.

My own thoughts are that the second of the above items/issues is the more important. Since all individual members of each RAPA pilot-retiree group are RAPA members, our primary concern should be to communicate with those members.

While the RAPA magazine, the RAPPORT, has become a very classy magazine under Larussen's care, our problem is that it only reaches the officers of RAPA, the officers of pilot-retiree member groups of RAPA and associate members of RAPA (at \$20.00 per year).

It would appear that if we could spend the same amount of money on a RAPA website as we have been spending on RAPPORT, we would be better able to reach the majority of all RAPA members equally. That should be our goal.

Perhaps our search should be for a web-site manager rather than a magazine editor (no matter how classy our RAPPORT has become).

We'll see what can be arranged.

Best regards,

A handwritten signature in cursive script, appearing to read "Bob Hiesters". The signature is written in dark ink and is positioned below the typed text "Best regards,".

SUBSCRIPTION INFORMATION

For RAPA RAPPORT: THE RETIRED AIRLINE PILOTS ASSOCIATION QUARTERLY

PLEASE INDICATE: () RENEWAL ☒ NEW SUBSCRIBER () ADDRESS CHANGE?

<input checked="" type="checkbox"/> <u>Retirees of Member Airlines</u>	\$20.00/Year
Retirees of Non-Member Airlines (Incl. Membership)	\$25.00/Year
Foreign Subscribers (1st Class Mail)	\$35.00/Year
Mail to Dual Addresses	\$06.00/Year*

Subscribers with multiple addresses, please note:

If you do not choose to pay for mail to dual addresses, we ask that each subscriber tailor his/her mail forwarding with their respective post office. The post office will not forward bulk mail(the *Rapport*)*

NOTICE! YES YOU! If you don't want to cut or tear out this page, just send a check with a note containing the following: 1.) The code that indicates your last paid issue (e.g. 0012 which means December 2000 or the winter issue. The code is on your mailing label on the other side of this page. 2.) Any changes we should know about, such as your new address...??

☒ **NEW SUBSCRIBERS:** We'd like as much of the information requested below as you're willing to give.

FULL NAME: _____ SPOUSE'S NAME: _____

ADDRESS: _____

PHONE NUMBER: _____

RETIREMENT DATE: _____

AIRLINE / AVIATION AFFILIATION: _____

EMAIL ADDRESS _____

MAKE CHECKS PAYABLE TO:

RAPA

MAIL THIS FORM AND CHECK TO:

RAPA TREASURER
P.O. BOX 844
OSPREY FL 34229-0844



A MESSAGE FROM YOUR TREASURER

As your newly elected Treasurer, first I want to once again thank you for your show of confidence by allowing me to handle the financial affairs of this organization. As this issue of the *Golden Contrails* goes to press, the accounts and records are being transferred to me, here in Florida.

Several members have e-mailed me about a delay in processing your dues checks – perhaps fearing they may have been lost in the mail. I sincerely apologize for this delay. Since mid-November, my wife and I have been away from our home, almost constantly, caring for a very ill parent in Kentucky. Ken Alrick, your retiring Treasurer, has graciously agreed to carry on his job until I could return home and have access to my computer and its records. During these past few months, it has been necessary for me to accumulate a number of your dues checks or address changes that were sent to me and then forward them to Ken for posting – thus the delay.

This problem has now been rectified. We are finally back in home in Florida, and the Association's records and accounts are being transferred.. Future postings should be on a timely basis; and to all who have been inconvenienced or have had concerns – my sincere apologizes. If you have any concerns or questions, you can reach me by e-mail at cws1932@home.com by "snail mail" at 4328 Sunset Beach Circle, Niceville, FL 32578-4820, or phone: 850-897-0898.

Let me add my "thank you" to all who have contributed to our postage fund - thus freeing your dues payments for other worthwhile uses. Also, let me add a warm welcome to all of the NEW Golden Eagles members, especially to the twenty-plus former TTA/TXI members who have joined.

Charlie Starr, Treasurer

I understand that the company is now trying to contact retirees with information on accessing the Continental Employee Web Site, (coair.com). They are proceeding with this through U. S. Mail and/or if they have an e-mail address, through the Internet.

This site is a great benefit and a very helpful and useful tool. You can access all kinds of information about the company and more importantly through the 'Employee Res. Function' you can check on flight schedules and passenger loads, list yourself and get an e-ticket for travel. No more hanging on the phone or standing in lines at the ticket counter.

We would like to encourage you to contact the Employee Travel Center and get signed up for this benefit.

K. D. Thompson

To all eligible Golden Eagles members who have not yet received a Travel Center letter and form regarding the new "e-ticket" pass procedures: The company has asked that we publish the contact phone numbers for the Employee Travel Center. If you are eligible and have not received the letter and form, you may call either of these numbers between the hours of 08:30 AM and 5:30 PM and they will "take care of your needs." The Employee Travel Center numbers are:

Toll-free..... 1-887-324-5555 or

713-324-5555

Ed Gorman.

Golden Eagles Treasurers Report 3/15/01

Balance 1/1/2001	\$5,557.14
Income 1/1/2001 to 3/15/01	
Dues	\$3,640.00
Postage Fund	\$1,095.00
TTa Pilots Fund	\$600.00
Total	\$10,892.14
Disbursements	
Hyatt Regency,(Conv)	(\$500.00)
Total	(\$500.00)
Balance	\$10,392.14

New Members

Since Last Issue

Dennis Perrot	Larry Knowles
Scotty Roberts	Bill Brennan
Reagan Jackson	Rick Watkins
Dick Wright	Jim Bush
John Fontaine	Dick Thobe
Zim Zimmerman	Herschel McAlister
Jim Connel	Kelly Steele
Jack Little	Van Skiles
Mike Blair	Hap Wilson
Jim Cunningham	John Painter
Travis Shelton	Bill Sellmeyer
David Franklin	James Coleman
	Fred Self
	Gary Humphries
	Robertson Barrett
	Lemuel Hanlan
	Eddie Simmons

Your Mailing label denotes your dues status.
Please note the number on the bottom of the label. Those members who are in arrears. (Paid through 1998 only.) are subject to removal from the mailing list after Jan. 1st of 2001

THE RED NUMBER INDICATES THE YEAR FOR WHICH YOUR DUES ARE PAID

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 Charlie Starr/Treasurer/Membership

4328 Sunset Beach Circle

Niceville, FL 32578

Phone 850-987-0898

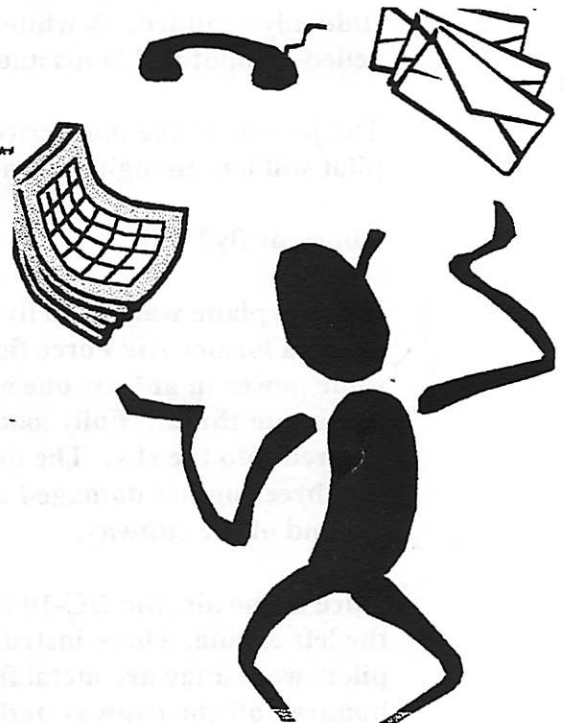
E-Mail cws1932@home.com

Due to circumstances over which we had no control, Charlie and I had to take a bit more time transferring the records. Therefore, the above report is from my records. The transfer is now completed. Please send all payments to Charlie as stated above

Ken Alrick

P.S.

I plan to continue Our E-Mail network.



The following is excerpted from an article in the January 2, 2001 Wall Street Journal. It proves that heroes continue to surface throughout the generations of the Airline Piloting Profession!

WARNING LIGHT

A Tense Incident at Newark

NEWARK, N.J. — Seconds before a Continental Airlines DC-10 lifted off at Newark International Airport last April, pilots heard a "boom" as their left engine partly disintegrated. Like shrapnel from an artillery shell, shards of metal bounced off the runway and smashed into the right engine, damaging it, too. Only the tail engine was functioning normally as the big jet thundered into the sky.

What followed was a chilling 34-minute flight as the pilots circled over New Jersey, dumping tons of fuel to get the crippled plane down to landing weight. In the cabin, flight attendants had the 220 passengers chanting "bend over, heads down; bend over, heads down," in preparation for the emergency landing. As the jet came in - smoothly and safely - Newark's tower controller radioed to the pilots: "Continental ... , beautiful job."

That evening, as Capt. Doug Schull gunned the DC-10 down the runway at nearly 160 knots, beginning Flight 60 to Brussels, all seemed normal until the "boom" suddenly sounded. A white light flashed on the instrument panel. "Power failure!" yelled co-pilot Bill Duus and engineer Bob Mazur.

The jet was at the most critical moment of takeoff, "V1 speed," below which the pilot still has enough runway to abort but above which he must take off.

Abort, or fly?

"The airplane wanted to fly," Captain Schull recalls in an interview. And co-pilot Duus, a former Air Force fighter pilot, yelled "Go, go, go!" Knowing he had lost some power in at least one engine, the captain pushed all the throttles forward to maximum thrust. Fully loaded with passengers, baggage and 80 tons of fuel, the jet labored into the sky. The decision to fly was right; with thrust reversers on two of the three engines damaged and inoperative, aborting would have meant running off the end of the runway.

Once in the air, the DC-10 began shaking violently. Capt. Schull reduced power on the left engine, where instruments indicated trouble. But shaking continued. The pilots were unaware metal fragments from the partly disintegrated left engine had bounced off the runway and damaged the right engine. Instinctively, Capt. Schull reduced power on the right engine. The shaking stopped, surprising the crew, who now realized they had two bad engines out of three.

And there were other problems. Engine fragments had blasted 27 holes, some as big as basketballs, in the fuselage and wing and had damaged several tires and the landing gear.

Flying in Traffic

Meanwhile, because it was lower than its normal flight path, the jet had to dodge other planes. "We need you to turn right immediately to avoid" a Beechcraft landing at Teterboro airport, farther north in New Jersey, a controller radioed. "We're going to try to climb to 2,500" feet to avoid it, co-pilot Duus replied.

The DC-10 did make 2,500 feet, then 3,000. The copilot took the controls so Capt. Schull could oversee emergency checklists. Continental's "engine failure/fire" checklist calls for shutting down the suspect engine. But as Mr. Duus put his hand on the left-engine shutdown lever, he said, "We don't really want to do this." Once shut down, the damaged engine might not restart. "You're right," the captain said. They kept it going.

As the jet flew over Teterboro, the blast from the left engine continued taking its toll. Parts of the plane began falling off, including a three-foot engine cowl that dropped onto the roof of a medical laboratory near that airport.

A controller asked the pilots to climb to 5,000 feet and fly west over Pennsylvania to dump fuel in a remote area. The altitude would help ensure that the fuel evaporated before reaching the ground. But climbing also would mean trying to increase power in the ailing engines, and moving far from the airport could spell disaster if they lost power. Co-pilot Duus, declining the controller's request, radioed: "We've got a real possibility of losing a second engine here," leaving just one, "so we need to get back into Newark as soon as possible."

They flew a tight ring around Newark, leaving just enough time to dump fuel. As they returned to the airport, passengers were calm. "I told them we had a problem, and we weren't sure what it was," the captain recalls. "I told them to listen to the flight attendants, prepare for the worst, but we'd get them all home."

As the jet made its final approach, the captain took the controls again, gingerly adjusting only the tail-engine throttle to attain landing speed. Because of some blown tires, spotted by another pilot, landing would be dicey. As the jet approached the runway, the 220 passengers began their "bend over, heads down" chant, startling the pilots— who at first thought a group of Hare Krishnas was on board.

The touchdown was smooth, the remaining tires holding up. Then, with the big jet careening down the runway with only one of three thrust reversers operative, the pilot had to hit the brakes extra hard - so hard they generated blazing heat and finally locked the wheels. But the plane rolled to a safe stop. "By God," Capt. Schull said softly, "we did it!"

Ed:

At the bottom of each page of the TWA DC-4 flight manual was found the following statement: "Nothing in this manual shall take the place of good judgement on the firing line."

GONE WEST:

AL O'NEAL died at home on December 16, 2000, of metastatic pancreas cancer.



AL began his flying career as a civilian flight instructor of the Army Air Corps cadets in 1942. He volunteered for the Air Transport Command in 1944, and served with 1340th AAFBU in Kunming, China, until January 1,

1946. **AL's** first airline flying (along with fellow Continental pilots, B.J. Anderson, "Shy" Scheihagen, and Charles Hayes) was for Texas Air Lines, which was in existence for less than a year. Then on December 1, 1946, **AL** joined Pioneer Air Lines, which merged with Continental Air Lines in 1955. The DC-3, DC-6, DC-7, DC-10, M-202, M-404, VC-700, VC-800, B-707, and B-720, were some of the planes he flew. **AL** is survived by his wife, **BURT**, daughters **KAREN LEITCH**, and **TERESA PIEKOS**, and four grandchildren.

JIM TYRA died about November 24, 2000. **JIM** began his career with Continental as a Flight Engineer on the Continental-American Interchange DC-6 Flights between El Paso and Houston. During the Flight Engineer strike, **JIM** chose to accept the Company's offer to continue flying and he began flying as a copilot since he met the airline's pilot requirements. We believe that **JIM** retired

as Captain on the Boeing 727.

JIM CROCKER died Feb 22, 2001, after a tragic snowmobile accident. Non-member **JIM** was a Captain on the B-737, B-757, and DC-10. After his 60th birthday, **JIM** was a Second Officer out of Newark. **JIM** is survived by his wife, **MARYANN**, and his children, **TAMARA**, **CLYDELLE**, and **CODETTE**.

Just received word that BEA PASH passed away. Services to be at Calvary Church, Vicente, CA. (E-mail from KEN ALRICK) 02/20/2001

ANN LEGGIO died last night. (E-mail from KEN ALRICK) 03/11/2001 (More on ANN LEGGIO in La Verne Thornberry's Notes)

ILLNESSES/SURGERY:

Thought you might want Ken's (MORGAN) address as it seems he will be there for another week. He is being tested now to determine why he is anemic and has lost so much blood. After that is corrected then he will have heart valve replacement surgery, along with clearing one artery that is clogged. He seems to be pretty good spirits—joking a little today. Regards to all. Rube Cage 12/22/2000 NOTE: More on KEN in La Verne Thornberry's Notes.

The following relayed by JOHN DeSHURLEY: Last week Helene Streit had surgery for lung cancer. The lower lobe of the left lung was removed. According to Dave, she is doing well. Some of her friends might want to send cards, so here is their address: 6180 Upper Miller Creek Road, Missoula, MT 59803. (406)251-2115. Please join Luverne and me in wishing her well. Ken Alrick 01/23/2001

JACK DANIEL had surgery in Phoenix on February 23, 2001. Read "e-mail to KEN ALRICK" for additional information.

My dad (JACK MURRAY) is well and always enjoys hearing from friends. (E-mail to KEN ALRICK, from JACK'S son,

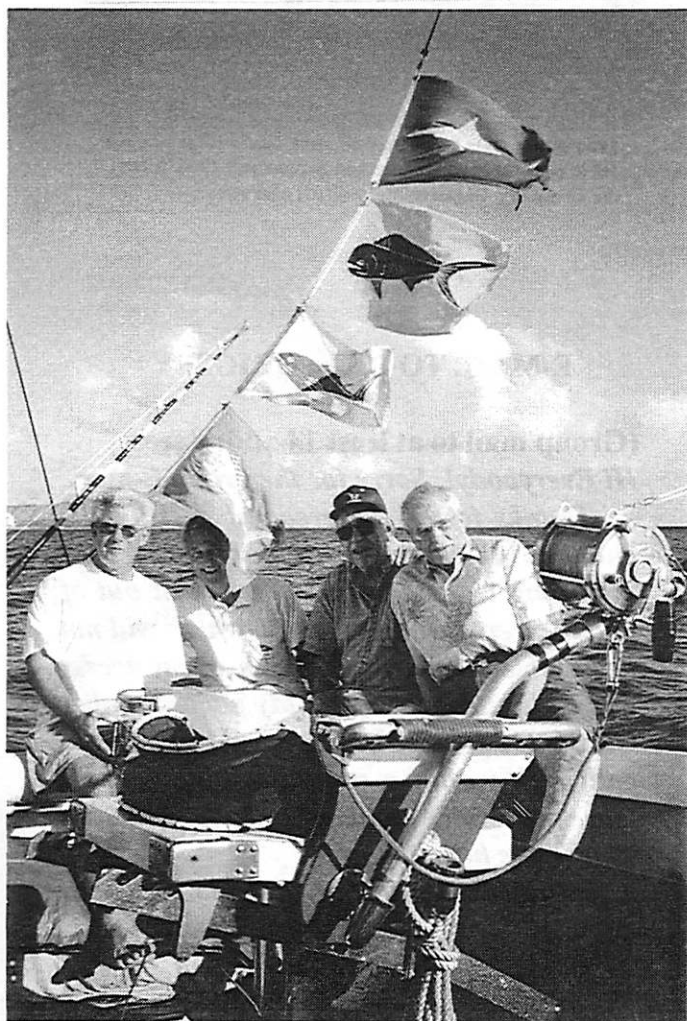
JOHN D. MURRAY. 03/13/2001

In between a pleasure trip or two **HALDIS (RAUCHFUS) TOPPEL** (Cabin Attendant in the '60's) spent most of last year taking diagnostic tests, waiting for insurance approvals, surgery, and recovery. As of December 23rd she was enjoying all the beautiful Christmas Decorations set up by her husband, **KURT TOPPEL**, and son **CURT TOPPEL**.

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

THIS'N THAT:

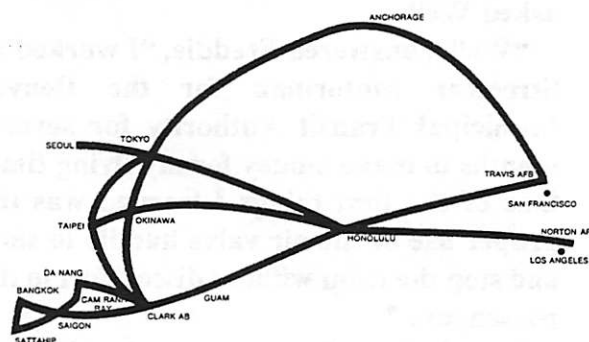
Last October **DICK GRIGSBY** invited **GEORGE CRAMP** and **TED HERBERT** to join him for a day of deep sea fishing. Off Ewa Point, (10 miles west of the HNL Airport, and in waters 9,000 feet deep)



They boated a 291 pound Pacific Blue Marlin. When the fish was brought to gaff, it was found to have been line-fouled, probably when it struck the lure, and had been fighting tail-on to the boat for over an hour!

The three retired Captains also caught six Mahi-Mahi, with **TED** catching the largest—a 54 pounder! **Carl Adams**, the skipper of the *Mazel Tov*, which means "Good Luck", says that **DICK** brings his boat good luck, and the photo-copy below and left, with flags identifying the day's catch, certainly proves his contention. In the photo (from the left) are **TED's** neighbor, **JIM FINLEY**, **TED HERBERT**, **DICK GRIGSBY**, AND **GEORGE CRAMP**.

JOHN BENDER dined in a wheelchair at the Quiet Birdmen meeting on February 12, 2001. **JOHN** is over 90 years of age so his legs have weakened appreciably, but his appetite was good, and he enjoyed his steak dinner!



In a 34 page booklet, Continental began advertising its presence in the Pacific. The map above shows the areas that Continental served in 1964, under a contract with the United States Military Airlift Command.

NOTES FROM DICK GRIGSBY

Here's an anecdote about Captain Fred Gray which reaches back to our initial

qualifications on the B-707/124, the infamous "Water Wagon". As you may recall, Boeing had provided for a loss of wheel brake hydraulic pressure with a system of compressed air, shuttle valves, and a control handle in front of the Captain just below the glare shield and appropriately painted red.

Each of us PIC trainees was afforded the opportunity to try this system, always at slow taxi speed and near a ground maintenance facility, because our unfamiliarity with the feel of a compressed air valve almost always resulted in locking the brakes and skidding the tires. This was more in the form of a demonstration than a hope for proficiency in the use of a system which, hopefully, one might never be called upon to use again.

Chief Pilot Jack Weiler was instructing Captain Fred Gray and was very surprised when Fred artfully modulated the compressed air valve through several hissing "on/off's", bringing the aircraft to a smooth stop.

"How did you know to use it that way?" asked Weiler.

"Well," answered Freddie, "I worked as Streetcar Motorman for the Denver Municipal Transit Authority for several months to make money for my flying time. One of the first things I learned was the proper use of the air valve handle to slow and stop the tram without discomfort to the passengers."

Captain Fred R. Gray was a hard one to get ahead of!

NOTES TO DICK GRIGSBY

To All the "Golden Contrails":

May your holidays be peaceful,

Your new year be prosperous.

God bless you all!

Love, Dick & Linda Lane 12/2000

Dear Dick:

I sure love the pictures of you, Ted (Herbert), your Mahi Mahi, and Marlin. Such fun you must have had! Thanks for letting me live vicariously!

In two more weeks I'll be halfway finished with the first year of Residency. I'm happy to be able to be of service, but am grateful for each week that is finished, at the same time. My gosh, what a crazy lifestyle. I'm really looking forward to beginning at Stanford next July, for the final 3 years. Sometimes a change is good !
Fredianne Gray About 12/01/2000



Traditional hula girls greet the first Continental Golden Jet to pass through Honolulu in September, 1964, when the Company began military airlift operations.

E-MAIL TO DICK GRIGSBY

(Group mail to at least 14 addressees)

Hi Everybody! Sorry for the group E-mail.

Thanks for all the great support for the changes in my life! After March 8th I'll be in a long transition and pretty well out of touch except through E-mail, which will not be reliable for timely messages as my access will be limited, or pager. My pager number is 206-215-0425. Unless you'd like me to call back within a couple minutes, please leave me a voice mail and I'll call back after I leave the hospital.

The last stretch of the intern year is

teaching me a lot about humility.....Boy, has the taskmaster been tough! I've decided to stay on task though, and will continue as originally planned.

The last of the preparations are being made and I'll head out with the truck later this week to take the things I've kept for storage until I make the job change later this year. My flight back is Monday night. Leaving the house is harder than I'd like to admit....I'll miss it. But perhaps that's another indication that it's time to let it go. Big hugs to all. Fredianne (Gray) 02/26/01

Dick:

I want to thank you for the help you gave Mae in getting our son Tim included in the last issue of Contrails. He knew so many people with the company and loved them dearly. He was probably most recently around the Alley's, Cann's, and Tommy Green.

When he graduated from Hi School I took him on a trip with me on Air Mike. He had a ball with the guys on Guam. Ted Herbert took him fishing and flew a trip for me to Japan so I could take Tim to Saipan for a tour of all the old war relics.

Coming home the flight was full and an FAA Inspector was on the jump seat. I asked him if it would be ok to put him on the other. He said, "By all means—we don't want to leave that young man here by himself." Needless to say, the station agent was livid. Tim spent most of the trip helping the flight attendants and visiting with all the passengers.

We have many memories of Tim that will be with us until the end.....gdidlake@uno.com (George Didlake) 12/28/2000

NOTES TO KEN ALRICK

Yesterday I had breakfast with HAL SPORES, GENE HERSCHE, VIRG HEMPHILL, and TED McCLARD. We're

all doing fine. By the way, my e-mail address is wash713@aol.com. Say hello to all the guys for me. Walt (Honan) 11/18/00

Check for postage included. I don't read the magazine from Houston, but I like Contrails—even though the ones I know are thinning out!... Harold Spores informed me that he couldn't reach me by the number listed in Contrails. It should be (915) 591-7760. Mary (Stone) Huffman 12/21/00



Included in Continental's mission for the Military Airlift Command is transporting families of servicemen. In this photo taken at Clark Air Base in the Philippines in April, 1965, Director of Passenger Service, Bob Goodwin helps a little boy off the aircraft steps.

E-MAIL TO KEN ALRICK

JACK DANIEL called last night and he had just returned home from PHX where he had surgery on Friday. He said he felt great and would get some sleep now, and not worry about that time bomb he was carrying

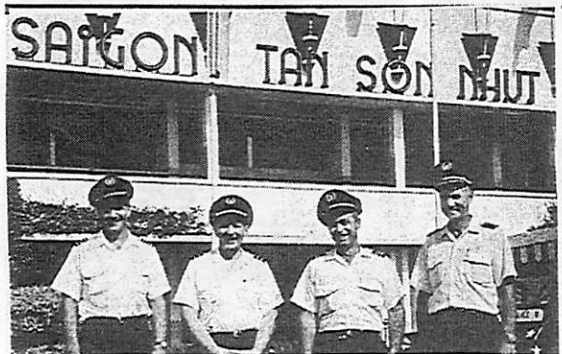
around... A 10" stint was inserted in a stomach aorta. You fellows in ELP, please let Tommy Green know. George (Didlake) 02/08/2001

NOTES TO CHARLIE STARR

Many thanks for doing the Treasurer duties. I enclose \$20.00 for the dues and \$10.00 postage help...Still enjoying my little Cessna, but miss the "heavy iron". Best wishes, John Gaylord 01/13/2001

FROM NORM MEYER

Editor's Note: We are very sorry to report that for this issue we have no response to our request for items of interest about our Colorado members.



Cocaine crew of the Golden Sea crew that brought a full load of 165 passengers from Clark Air Base to the Tan Son Nhut Airport in Saigon. From the left, in this April, 1965 photo, are F/O Ted Janczarek, Navigator Roy Banfield, S/O Mike Gambino, and Capt. Gene Newman.

FROM SHAUN RYAN

Editor's Report: Shaun sent Dick Grigsby a "terrific article, with color picture, on flying the F-16", which Dick will put in our next issue, since this Contrails will not have

any color, in order to minimize our publishing costs.

NOTES FROM LA VERNE THORNBERRY

(Dallas-Fort Worth Area News)

JOAN & HERB JONES had a recent trip to Treasure Island and St... Petersburg area for his Hi-school Reunion. This was the 46th reunion of the Florida Military Academy and HERB visited with eight of his former classmates.

JOAN JONES was rushed to the hospital with severe kidney stone pains. Fortunately, she was treated without surgery and returned home the following day.

PEGGY & NORM McGOWAN, as you know, both have heart problems and treatment; PEGGY has a pacemaker and NORM had balloon-plastic surgery and stints. Both are doing well and remain faithful to their diet and exercise programs. NORM just passed his FAA check and stays active in the CAF and CAP local units; he is enjoying excellent eyesight, after cataract surgery. He recently conducted ground school for the CAF and CAP. One student, a former RAF WWII pilot, said the rumor that NORM is a "bloody-fine instructor" is correct.

The CAF is shortening its list of suggested names for the change. An appointed committee will present the four finalists for an organizational vote at the October meeting and the new name will be effective January 1, 2002.

ED WALKOWITZ is happy to be rid of pink-eye, which we think of as a child's "thing". He learned from his Doc it is for everyone as it is an air-borne bacteria. We extend sympathy to MONTY in the loss of her sister. She and ED had a recent trip to visit her other sister in Houston. Since the "pink-eye cure" they are enjoying being well and happy together.

KEN MORGAN had a severe heart attack, followed by by-pass surgery. He is home and slowly recovering. He enjoyed a nice visit with **DICK DAHSE**. **DICK** is now retired and is renewing friendships of other days since he has much more time.

JIM MAGEE sold most of his livestock herd due to the Texas drought; now with our rainfalls his seven lakes are completely filled and we are continuing to get rain. **JIM** says there is plenty work to keep him busy; besides the cattle, he has his children and grandchildren nearby.

BEN WILLIAMS continues to do well since his heart surgery and stroke. In his busy schedule, he is Cancer Patient Coordinator for Trinidad-Gun Barrel City and Tyler area. He is now making preparations for the ARECA which he will host in May at his lake home. The lake is full so he will do the catch, and he and his chief chef, **WILLIE MORRISON** will clean and cook the catch. **LEM BELL** may be well enough to get into the fishing. His broken wrist is mending well.

BETTY and **LEON GREEN** attended the christening of their granddaughter, **ELLA CAMERON VAREL**, parents Carrie (Green) and Mark Varel. **ELLA** is **BETTY**'s first, very own, grandchild; although, she and **LEON** have enjoyed the other grandchildren for many years.

ALICE POWERS has retired—for 30+ years she has furnished favors for all the ladies attending the Golden Eagles banquets. Alice, we will always remember those little packages at each plate which you secured, wrapped and trimmed before placing them at our plate. **THANK YOU** from all of us for this personal favor of love.

Our new ARECA member, **MAXINE CREASON CAPUA** was a CAL stewardess before marrying the late Joseph Louis Capua, a pro basket-ball player. **MAXINE** has just been informed that Joe will be inducted posthumously, into the Sports Hall

of Fame, at Wyoming University of Laramie. Joe was All Conference, All Score, and received All American in the 1955-56 Season. Senator Allen Simpson will M.C. the event. He was Senator of Wyoming and now professor at Harvard. Maxine and Joe were married 27 years when he passed away in 1988. They had two children, Michelle and Louis, Jr.,—sadly he passed away in July 1996.

We are so sorry to report that **ANN LEGGIO** passed away March 11, from complications of pneumonia.....**ANN** and **BETTY GREEN** (married to **LEON GREEN**), flew together as Cabin Attendants, and **ANN** will be greatly missed by all her Continental and Texas friends.....She is survived by her son, Jerry, stepson Larry LEGGIO, a granddaughter and a step granddaughter. Her Memorial was at Christ the King Catholic Church on March 17.



Occasionally the Military Airlift Command scheduled a Flight into Bangkok. In this photo taken in April, 1965, barefoot Thai workmen marvel at the huge Continental Airlines Boeing 707-320C. By 1967-68 Continental had about 12 of these Golden Jets, flown by almost 75 cockpit and cabin crews, involved in the Military Airlift Command operations!

