



GOLDEN CONTRAILS



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

August, 2001



CAPTAINS CORNER

Our reunion, Thursday October 18 and Friday October 19 will again take place at the Hyatt Hotel at Houston's Intercontinental Airport. Our guest speaker will be Astronaut Robert "Hoot" Gibson, 4 times Space Shuttle *mission commander*. Let's work hard to have a record setting turnout for this year's Golden Eagles event.

Our treasurer, Charlie Starr has provided a convenient *pull out* page in this issue of the Contrails for banquet meal selections. Make your choices early and send your checks to The Golden Eagles, c/o Charlie Starr at his home address. Prime rib is \$37.00, mahi mahi is \$35.00. Ladies luncheon is \$15.00. All banquet reservations must be in no later than October 8.

Please note: You must make your hotel room reservations directly with the hotel. Call the Hyatt at 1-800-233-1234. Tell them you are with the Golden Eagles. Single or Double occupancy rate is \$89.00 plus tax. September 27 is the cutoff date for the blocked rooms. After that, reservations will be based on availability. Check in time is 03:00pm; check out time is 12:00 noon.

Ben McKenzie is handling the GOLF arrangements. Those who wish to join the group for the Eagles tournament will find the appropriate sign up form in this issue.

Don Gentry and Ben McKenzie will handle the raffle again. Their remarkable effort last fall turned in fantastic results. Please give them your full support.

Business meeting:

Roland Brown will be your new Eagles President after our October reunion. We will be electing a new *president elect* at this year's business meeting. Any one interested in that position or who would like to add the name of a "*willing*" nominee, please contact Roland Brown or myself.

Effective June 2001 the IACP has merged with the ALPA. Our agenda will include a discussion of a resolution to the ALPA board of directors regarding that merger and how it may affect many of our members.

If you have any additional items you wish to include on our meeting agenda, please let us know.

Reunion updates and events schedules are available on our Eagles web site: Log on to- www.thegoldeneagles.org for more information.

Your donations to the postage fund are always appreciated.

See you in October.

Ed Gorman



**Golden Eagles Convention
October 18 & 19, 2001**

Schedule of Activities

Thursday Oct. 18 – Guest arrival, check in time is 03:00pm or based on availability.

Hospitality suite open 1pm to 10pm (room 717)

Friday Oct. 19 –

Hospitality suite, open 7:30am till 9:00am

Eagles Business meeting 10am – Monterey room

Ladies meeting 10am to noon - Tucson room

Ladies Luncheon 11:45am – Houston room

Hospitality suite open 1pm to 5pm

**Pre banquet reception 6 to 7pm - Foyer
Cash Bar**

**Eagles Banquet 7pm till 10pm - Monterey/Tucson/Houston room
- Guest speaker – Astronaut- Robert “Hoot” Gibson**

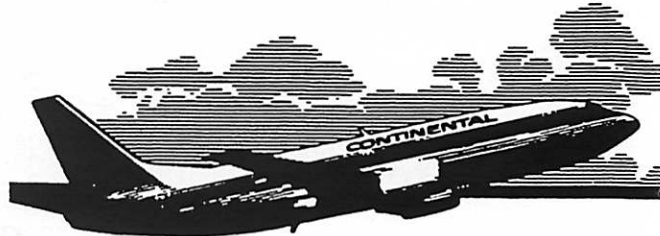
Hospitality suite open 10pm till... whenever?

Saturday Oct. 20 –

**Hosp’ suite open 7:30am to 9am.
Coffee, juice and pastries.**

Guest checkout and departure, check out time is 12:00 noon

Reserve Captain's Corner



Continental Airlines continues to be profitable, a feat becoming much more difficult in today's economy. Obviously, working together for a common goal and having a good plan to follow make a huge difference. Our hats are off to all those folks who are still working so hard.

Your Golden Eagles organization launched a plan at last year's convention in Las Vegas to expand our membership by clearly reaching out to all pilots (over age 50) of Continental and Continental's predecessor airlines. Your Treasurer and membership director, Charlie Starr, spearheaded the effort to welcome the former Texas International pilots, many of whom have accepted the invitation to become Golden Eagles.

In the past 18 years, much "water has flowed under the bridge" and most of us have discovered that "holding grudges" harms us and our outlook on life far more than it affects anyone else. Quite some time ago, I personally decided to put the politics of the past behind me and once again enjoy the friendship of those who took a different path from the one I chose so long ago.

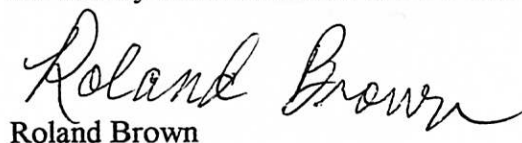
For reasons less personal and more professional, the Independent Association of Continental Pilots (IACP) has now merged with the Airline Pilots Association (ALPA) for the common good of the members of both organizations. We wish them well in their efforts.

Although the Golden Eagles organization has no political objectives, we do want to provide an environment which, in accordance with our constitution, will help to "... maintain and continue the close friendships and associations of its members ..." This is the primary reason for the annual conventions we enjoy.

We also try to keep up with the "happenings" of all our members via the "Golden Contrails", published so well by Dick Grigsby and Gene Newman, and Ken Alrick's "Eagle Info Network" and more recently with our new Web site, brought to life through the efforts of Birdie Bertrand. When you see these gentlemen at the convention this year, please take the time to thank them for all their hard work.

Convention 2001 will be October 18 and 19 in Houston at the Airport Hyatt Regency; please make your room reservations directly with the hotel. The golf tournament will start on October 17 at the Fish Creek Golf Club. Please send your convention reservations to Charlie Starr and register for golf with Ben McKenzie. Addresses, prices and other info can be found in this newsletter and on your Web site at www.thegoldeneagles.org.

We hope this will be our biggest and best convention yet. If you know of any eligible pilots who haven't yet joined us, please invite them to join in the fun and camaraderie. Membership forms are usually included herein and are also available online. I hope to see you in Houston!


Roland Brown

EDITORS' CORNER



FRONT COVER.... Shaun Ryan's colorful picture of the F-16 brings realization to his comprehensive article, "Flying the F-16", elsewhere in this issue.

TEAR-OUT PAGES.... For the first time since we began publication of Golden Contrails, and on the advice of our officers, we have made the **CONVENTION RESERVATIONS PAGE** as well as the Golden Eagles **APPLICATION PAGE** perforated tear-outs for your convenience.

Ben McKenzie's **GOLF TOURNAMENT RESERVATIONS** snip-off (bottom part of the page) has been arranged to back up to Charlie Starr's dues and address information, so that no part of an interesting article would be sacrificed to that action.

FLYING THE F-16.... Our thanks go to Shaun Ryan for his intriguing article on flying the F-16 as well as discovery of life in retirement.

POETS' CORNER.... "IN YOUR HANDS O LORD— DEAREST FATHER" comes to us from Captain Gene Newman's son, Gene, Jr. This editor, Dick Grigsby, considers it to be a rarity of poetic supplication and deserves to be read and re-read for its reverent and thoughtful composition. Thank you, Gene.

"THE LITTLE WHITE BALL" was forwarded to us by an unnamed contributor and it may spark special interest in those who plan to compete in our "Tournament of Frustration" in Houston.

BACK COVER.... Our thanks go out again to Shaun Ryan for his one-of-a-kind picture of a half-century development in Douglas airliners. To see the DC-3 and the DC-10 together operationally is a unique thrill. What we *don't* see are the DC-3 carburetor heat levers that were rescued from some warehouse bin to use in the DC-10 cockpit window locking mechanism, etc. etc.



FLYING THE F-16

by Shaun Ryan

Well, here I am retired and trying to figure out where all that leisure time I thought I would have has gone! Honestly, I am so busy that I never seem to have any time to sit on my front porch and drool on my vest. It probably has something to do with all the little things I put off while I was still flying – they have all come home to roost!

I did promise to write an article on flying the F-16 which was the last military aircraft I was current in before my retirement from the Arizona Air National Guard in Tucson. (the other birds I flew during my twenty year career with the ANG were the F-102, the F100 and the A-7). Of all these, my favorite was the F-100 but the F-16 would have replaced it had I flown it long enough.

The first difference in the F-16 I encountered was the fact that it was a totally fly-by-wire aircraft. There were no cables connected to the control stick and running out to the control surfaces. In fact, the stick had been removed from its customary spot in front of the pilot and relocated to the right side of the cockpit and was therefore renamed the side stick controller. (SSC) Directly behind the SSC was a wrist support so that when you are pulling the 9 g's the airplane was capable of, your arm and wrist had something to rest on.

The aircraft is one of the most maneuverable fighters ever designed and a lot of that comes from the fly-by-wire feature. Because the computer actually flies the aircraft, the horizontal stabilizer was designed with positive lift instead of the usual negative lift to balance the positive lift of the wings. The computer would then trim the stabilizer to keep the aircraft just barely balanced. In this manner, you would be generating the maximum amount of maneuverability.

Getting back to the computer actually flying the aircraft – all the pilot is doing with the SSC is telling the computer what he wants the aircraft to do and the computer then sends an electrical signal to the appropriate control surfaces. (there are actually four computers, with one actually in control of the aircraft and the others as backup) This is rather important as there is no manual control backup. If you have complete computer failure, the Immediate Action Emergency Procedure is: EJECT – IMMEDIATELY! This is because without the computer trimming the horizontal stab, the aircraft noses over very violently and if ejection is not done quickly, the negative G's could be strong enough to preclude the pilot from reaching the ejection handle which is located at the front of the seat between his legs.

The fact that the computer is running the controls is demonstrated on every flight when you do your after – start checklist. When it comes time for the control check, you push a switch on the left console and then put your hands in your lap and your feet flat on the floor. The computer then cycles the controls full deflection in a predetermined pattern that the crew chief on the outside of the aircraft is monitoring. It was really weird to sit there and watch the controls banging around without you doing it!

One of the most appreciated features of the F-16 (especially in Tucson in the summer) was the air-conditioner. As soon as you got the engine started, you could close the canopy and be totally comfortable – even with temperatures on the ramp in excess of 100 degrees F.

Now let's get to the fun part – flying the F-16: It can all be summed up very easily – Holy Shit! What an airplane! It has as much thrust as it weighs so it can go straight up and still accelerate. It has a 5 stage afterburner and when you light it for takeoff, as each stage kicks in it pins you back against your seat harder and harder. The acceleration is like nothing you have ever experienced in an aircraft. The takeoff distance of a clean (no tanks or weapons hung on the wings) F-16 on a 60 degree day in Tucson (elevation 2600 feet) is 1400 feet! Hard to believe but you have to consider the fact that the single engine with full afterburner going is consuming 38,000 pph!

You have to get the gear up rather quickly or you will overspeed it and prevent it from coming up until you slow back down. The flaps take care of themselves, retracting when the proper airspeed is reached. Normally, afterburner is not used for takeoff unless you are carrying a heavy load of weapons.

In flight, the visibility is excellent and the slightly reclining position of the seat is not even noticeable. (a design to allow more tolerance to G forces) As I mentioned before, the computer is always trimming the aircraft so it feels the same (very solid and stable) at all airspeeds. The computer also allows very rapid turns so when you roll into a 70 or 80 degree bank and pull on the SSC, the computer will instantly give you maximum G's allowed for your weight. It will not let you over-G the aircraft.

The SSC measures the direction and amount of force you put on it and gives the computer your input which is immediately transformed to control movement. (By the way, the original SSC did not move but was re-designed to have a little wobble in it so pilots would feel they were doing something!) What this all boils down to is that if you pull hard on the SSC, the airplane will go from the normal 1 G flight to 9 Gs immediately!

To give you an idea of what this little bird is capable of, let's look at my last flight in the F-16. Like the airlines, the ANG cuts you a little slack on what you can do on your retirement flight so I requested no fuel in the drop tanks and a maximum performance takeoff and climb. This was approved with the exception that I would be restricted to a maximum altitude of 17,500 feet because Tucson Departure Control could not effect a handoff to Albuquerque Center fast enough!

When I was cleared for takeoff, I ran the engine up to 100% and did the last checklist. After releasing brakes, I put the throttle over the detent to the full afterburner range and was airborne very shortly. After retracting the gear, I held the plane at about 50 feet for the length of the runway at which time I was doing over 400 kts. Pulling into the vertical, I switched to departure control and was already starting my pull-down to stay

below 17,500 feet. When I leveled out inverted, I looked through the top of the canopy and the end of the runway was right below me! What a machine!

I hope this gives you an idea of what it is like to fly one of these fast movers – I realize that many of you reading this have already flown fly-by-wire aircraft and this part is old hat but for the rest of you I hope you have enjoyed it.

See you all in Houston and my best to Jack Daniels for his kind words about me.

Shaun Ryan

P.S. The picture of the F-16 was taken at the Tucson Air Guard Facility but it was taken before we received our complement of aircraft. I mention this because those of you with sharp eyes will no doubt notice the Hill AFB tail markings. The little boy on the ladder is my son, Kevin, and he is now 30. Time sure flies!

Shaun Ryan

WINGING IT



Some rules of the air for flyboys:

- Every takeoff is optional.

Every landing is mandatory.

- When in doubt, hold on to your altitude.

No one has ever collided with the sky.

- The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

- The only time you have too much fuel is when you're on fire.

- Stay out of clouds. The silver lining everyone keeps talking about might just be another airplane traveling in the opposite direction.

- You start out with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before emptying the bag of luck.

- There are three simple rules for making a smooth landing.

Unfortunately, no one knows what they are.

POETS' CORNER

IN YOUR HANDS O LORD---DEAREST FATHER



Lord of my life,
You are the One who nourishes me fully
And sets my fears to flight.
You are He who fills my soul with song
And teaches me all that is good
From all that is not.

Only You are the blessed rain
In the dry and weary land of my soul;
Who brings forth good things
From your treasure house,
Both the new and the old.

You have called me clearly from
My earliest days, and filled
My eyes with songs of praise.

Come to me that I may come to you.
Come and hold me that
From your arms I may view
All the wonders you have made
And hear the truths only You have said.

The times we partake together
Bring me your undying Peace,
And fill me so that I, too, can give
Each to each, to all your children
That wondrous warmth that
You hold to feed to us so gently.

At your feet I beg you Lord
To climb into your lap once more
To be cherished, heart and soul,
To be cherished, and made whole.

Gene Newman, Jr.





THE LITTLE WHITE BALL

IN MY HAND I HOLD A BALL,
WHITE AND DIMPLED, RATHER SMALL.
OH, HOW BLAND IT DOES APPEAR,
THIS HARMLESS LOOKING LITTLE SPHERE.

BY IT'S SIZE I COULD NOT GUESS,
THE AWESOME STRENGTH IT DOES POSSESS.
BUT SINCE I FELL BENEATH ITS SPELL,
I'VE WANDERED THROUGH THE FIRES OF HELL.

MY LIFE HAS NOT BEEN QUITE THE SAME,
SINCE I CHOSE TO PLAY THIS GAME.
IT RULES MY MIND FOR HOURS ON END,
A FORTUNE IT HAS MADE ME SPEND.

IT HAS MADE ME CURSE AND CRY,
I HATE MYSELF AND WANT TO DIE.
IT PROMISES A THING CALLED PAR,
IF I CAN HIT IT STRAIGHT AND FAR.

TO MASTER SUCH A TINY BALL,
SHOULD NOT BE VERY HARD AT ALL.
BUT MY DESIRES THE BALL REFUSES,
AND DOES EXACTLY AS IT CHOOSES.

IT HOOKS AND SLICES, DRIBBLES AND DIES,
OR DISAPPEARS BEFORE MY EYES.
OFTEN IT WILL HAVE A WHIM,
TO HIT A TREE OR TAKE A SWIM.

WITH MILES OF GRASS ON WHICH TO LAND,
IT FINDS A TINY PATCH OF SAND.
THEN HAS ME OFFERING UP MY SOUL,
IF ONLY IT WOULD FIND THE HOLE.

IT'S MADE ME WHIMPER LIKE A PUP,
AND SWEAR THAT I WILL GIVE IT UP.
AND TAKE TO DRINK TO EASE MY SORROW,
BUT THE BALL KNOWS,

I'LL BE BACK TOMORROW.

GOLDEN EAGLES GOLF



NOTE: LAST CHANCE TO SIGN UP SEPTEMBER 28, 2001

WHEN: WEDNESDAY, OCTOBER 17 TEE TIME 12:00p.m. (SHOTGUN)
THURSDAY, OCTOBER 18 TEE TIME 8:30a.m. (SHOTGUN)
WHERE: FISH CREEK GOLF CLUB-DESIGNED BY STEVE ELKINGTON
JUST NORTH OF THE WOODLANDS, TX

FORMAT: MIXED SCRAMBLE- ANY OR NO HANDICAP CAN PLAY

**AWARDS FOR: LONG DRIVE, LONGEST PUTT, CLOSEST TO THE PIN,
LOWEST SCORES AND SHOWING UP**

HOTELS: MAKE YOUR OWN RESERVATIONS. CHOICES BELOW-

COMFORT INN SUITES SHEANDOAH IN THE WOODLANDS, TX IS THE MOST CONVENIENT HOTEL FOR THE GOLFERS. IT IS 20 MINUTES NORTH OF THE AIRPORT AND 20 MINUTES SOUTHEAST OF FISH CREEK GOLF CLUB. OUR RATE IS \$59.95 PLUS TAX AND INCLUDES A DELUXE CONTINENTAL BREAKFAST. PLEASE MAKE YOUR RESERVATIONS DIRECTLY WITH 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)
OR

QUALITY INN ON WILL CLAYTON BLVD NEAR AIRPORT 281-446-9131
PRICE \$39.50+TAX -SINGLE AND \$44.50- DOUBLE (BLOCKED ROOMS ARE UNDER BEN MCKENZIE) FOR OCTOBER 16 & 17.

PACKAGE PER PLAYER -MALE OR FEMALE INCLUDES: TWO DAYS OF GOLF, GOLF CARTS AND RANGE BALLS

COST: GOLF ONLY-\$135.00 PER PLAYER, NOTE-DOES NOT INCLUDE HOTEL

SOFT SPIKES ONLY

RETURN BOTTOM PORTION WITH PAYMENT TO BEN MCKENZIE

RESERVATION & PAYMENT MUST BE RECEIVED BY 9/28/01

**BEN MCKENZIE
2819 LAKE FOREST DR.
MONTGOMERY, TX 77356
936-448-1386 fax 936-448-1386 bmmcgolf@aol.com**

NAME _____ ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE# _____ E-MAIL _____
_____ APPROXIMATE HANDICAP _____

GOLDEN EAGLES TREASURER'S REPORT

7/10/01

The transfer of records from our outgoing Treasurer, Ken Alrick, to me was completed on 3/15/01 and the report, below, and all records reflect activities since this date. Our balance on deposit as of this report continues to be ample for this year, however, with the rising costs of printing a quality magazine such as our *Golden Contrails*, increases in postage rates and the increases in convention costs due to inflation, the question of a slight dues increase for coming years may be necessary at the business meeting in October.

Along with the other officers and members of The Golden Eagles, I'd like to extend a special welcome to our new members; especially to those from other airline groups that are now part of Continental Airlines. It's a pleasure to have you on board!

Balance transferred 3/15/01	\$ 10,419.52
Income 3/15/01 to 7/10/01	
Dues	\$ 1,520.00
Postage Fund	\$ 350.00
Total Income	\$ 1,870.00
Disbursements 3/15/01 to 7/10/01	
Golden Contrails	\$ 1,246.00
Convention	\$ 500.00
Miscl.	\$ 55.95
Total Disbursements	\$ 1,801.95
Balance 7/10/01	\$ 10,487.57

POSTAGE FUND CONTRIBUTORS

Since 3/15/01

Pat Adams	Sid Alexander
Garth Blakely	W. F. Brennan
Roland Brown	A. J. Cann
Charles Cheeld	Wes Coss
Bill Hill	Doug Kricken
Max Meinen	Frank Mills
Ralph Musser	Wayne Nakagawa
Maurice Saroni	Frank Sawin
Charlie Starr	Jim Stephens
Charles Sullivan	La Verne Thornberry
Allan Timms	Mary Wenholz

A sincere thank you to all who contributed to the postage fund. Contributions to the postage fund free up dues payments for other uses

Charlie Starr - Treasurer

PLEASE NOTE: The red numbers or letters on your mailing label denotes your dues status of record (i.e. "02" means that your dues are paid through 2002). The letters: "W" = widow, "H" = honorary, "L" = lifetime, CT = Contrails magazine only. Members who are in arrears (paid only through 2000 or before) are subject to removal from the mailing list. To continue membership, please send your dues check now. Please include your phone number and e-mail address (if you have e-mail) on all dues renewals.

Dues are \$20 Per Year, Payable Jan. 1st Each Year

If your records differ from mine, please contact me. Please send dues payments, postage fund contributions, corrections or Reunion meal reservations (see reservations form on separate page) to:

Charlie Starr, Treasurer - Golden Eagles
4328 Sunset Beach Circle
Niceville, FL 32578-4820
phone: 850 897-0898 e-mail: cws1932@home.com

Also, please send a change of address notification when moving!
The post office will only forward mail for a limited period.

LADIES AUXILIARY

DEAR LADIES;

HERE ARE THE PLANS FOR OUR GATHERING IN HOUSTON:

LADIES LUNCHEON MENU: SOUP OF THE DAY
 TRIO SALAD CONSISTING OF
 PASTA SALAD
 TUNA SALAD
 FRUIT SALAD
 ROLLS/BUTTER
 KEY LIME PIE

PRICE PER PERSON \$15.00
PRICE INCLUDES TAX AND GRATUITTY
SEND YOUR CHECK TO CHARLIE STARR

WE ARE TRYING TO GET A TOUR TO SPRING TEXAS. LOTS OF ANTIQUE STORES, AND SHOPPING. IT DEPENDS ON YOUR REPOSE IF WE HAVE ENOUGH PEOPLE. THE LUNCHEON WILL START AT 1130. WE HAVE A SHORT AFTERNOON BEFORE THE EVENING FESTIVITIES.

THE HOSPITALITY SUITE WILL BE OPEN FROM:
THURS OCT 18TH 1:00-5:30... OPEN AGAIN AFTER THE OPENING
NIGHT COCKTAIL PARTY
FRIDAY OCT 19TH 7:00-9:00AM/ 1:30-5:30 AND AFTER THE
BANQUET
SAT OCT 20TH 7:00-10:00AM

WE WILL HAVE A SIGN IN SHEET FOR VOLUNTEERS TO MAN THE HOSPITALITY SUITE. IF YOU CAN DO AT LEAST 2 HOURS IT WOULD HELP A GREAT DEAL. WE WOULD LIKE AT LEAST 2 PEOPLE PER SHIFT. MORE IS BETTER.

THE RAFFLE! WE HAVE SOME GREAT STUFF TO GIVE AWAY, BUT WE CAN ALWAYS USE MORE. E-MAIL ME OR ED GORMAN IF YOU HAVE ANYTHING YOU WOULD LIKE TO CONTRIBUTE.

LOOKING FORWARD TO SEEING EVERYONE IN OCTOBER.

Penny Schuchat

PENNY SCHUCHAT



A WEIGHTY PROBLEM

The following e-mail message was forwarded by Hugh McTeague, a friend of the Golden Eagles who lives in Glen Haven, Colorado. Hugh is a Private Pilot, a Fly Fisherman, and a sometime Amateur Boat Builder.

He received the message from his daughter who works at Boeing in Long Beach.

Please excuse our copying the e-mail format, but we wouldn't want to change the terse engineering lingo and chance losing the droll humor of the whole situation!

>
>>> CAL-IAH-01-01321H 14 JUN 01
>>> ATA 2520-00 MODEL 777
>>> LARGE PASSENGER TRANSPORT - SUMO WRESTLER
>>> REF /A/ CAL-IAH-01-01059F /C/
>>>
>>>
>>> The following message was sent to C. G. Anderson (FSR-IAH) with a
>>> copy to D. W. Hendrickson (FSR-HOU).
>>>
>>> Ref /A/ message states that Continental will be transporting a
>>> sumo wrestler from Japan to Newark on a 777. He weighs 590 lbs
>>> and his physical measurements are; bust and waist each 190 cm and
>>> height is 200cm. Basically CAL needs to know whether the 777
>>> floor (including the lav) can withstand his weight. They believe
>>> he is going to end up sitting in the back taking three coach
>>> seats. He is probably going to enter the aircraft from the front
>>> and either walk or be hauled (using a wheel chair) to his seats
>>> in the back. CAL contacted Japan Airline and they indicate that
>>> they carry sumo wrestlers all the time on their 747s without any
>>> floor re-enforcement.
>>>
>>> Ref /A/ message requests to know what particular measure/
>>> precautions, if any, are needed as far as cabin floor or lavatory
>>> floor is concerned. Any limitations/restrictions... etc.?
>>>
>>> Response:
>>>
>>> Unlike the 747-400, the 777 floor panel edges are offset from
>>> the floor structure, the edges of the floor panels are
>>> connected with slice plates. To minimize the potential for
>>> damage, CAL could load the passenger through Door 2 Left to
>>> reduce the walking distance to the seat. This location was
>>> chosen due to closeness of the entry door, economy seat section
>>> and also lavatory location. We do not recommend usage of a

A WEIGHTY PROBLEM (Cont'd)

>>> wheel chair. Use of a wheel chair may damage the floor panels.
>>> We recommend that the wrestler wear soft-soled shoes and walk
>>> slowly and gently. Boeing performed an analysis on a 590 pound
>>> (1G) step load. There is a small margin of safety against the
>>> ultimate bending strength. Temporary floor panel reinforcement
>>> could be used during passenger loading and unloading in order
>>> to increase this margin of safety. We do not recommend leaving
>>> the temporary reinforcement in place during flight, unless it
>>> can be properly secured, and proven to meet all applicable
>>> flammability regulations.

>>> Because of size constraints, we recommend that the passenger
>>> use a handicap lav which has a wider door width of
>>> approximately 23 inches. Once inside the handicap lav, the
>>> passenger can maneuver since it is designed for a wheel chair
>>> to turn around in. The other lavatories will have a door width
>>> of approximately 21 inches. CAL airplanes have the handicap
>>> lavs located aft of Door 2 Left.

>>> Note The toilet seat is designed for 500 lbs static abuse load.

>>> We recommend locating the passenger in the front of the economy
>>> class section near the left handicap lav for convenience.

>>> We recommend that CAL remove the first left side row of the
>>> economy seat to allow the passenger to sit on the second row.
>>> The front row economy seat arms can not be stowed. Removal of
>>> the forward row of economy class seats is recommended to help
>>> meet running shear requirements of the floor structure, as well
>>> as to provide comfort for the wrestler. We have calculated
>>> interface loads for a single occupant of 590 lbs located at the
>>> center of a standard economy class center triple seat. These
>>> loads are acceptable to the seat tracks and floor structure.
>>> However, we recommend that CAL contact the seat supplier,
>>> Koito, to see if the triple economy class seat structure can
>>> accommodate a 590 lb passenger.

>>> Please advise if further assistance is required.

>>> Julie Chin Payloads - Everett
>>> Wolf/Stephen Wilhelm - Everett Airline Support Manager
>>> Boeing Service Engineering
>>> ORGN M-7250 M/C 04-ER

GONE WEST:

KEN (ALRICK)—just a note to you that **JIM KETNER** passed away of a massive heart attack yesterday. (Saturday) Jim was driving his truck, alone, and was able to get off the road and miss all traffic. He went over a 14 ft. embankment. The air bag blew, and he didn't get a bruise from the impact. Help was unable to revive him as it arrived too late.....No other info is available at this time. Jim retired from AA (SIM Instructor all these years since the strike), just three weeks ago. Thanks, Leon (Hayes). (E-mail to Ken Alrick 04/29/2001) Editors Note: Jim Ketner was not a member.

JAMES ABNEY died of colon cancer on May 16, 1'2001. **JIM** (age 66) died rather suddenly. We have no other details, except that his wife, **ROSE**, has been mailed a letter expressing the regret of the Golden Eagles.

A.E. (SHY) SCHEIHAGEN died July 17, 2001 from congestive heart failure and



emphysema. **SHY** soloed in a 65 HP Taylorcraft on Oct. 12, 1940, and a f t e r obtaining his commercial license and f l i g h t instructor ratings, **SHY** instructed

student pilots and Naval Cadets in Kilgore, TX. Soon after **SHY** began flying for TWA in 1942 **SHY** accepted a commission in the U.S. Navy, and flew R4D's (DC-3's), and R5D's (DC-4's), in the Pacific theater, for the Naval Air Transport Service. On Feb. 3, 1947, **SHY** joined Pioneer Airlines, and

in October of the same year he was promoted to Captain, flying DC-3's.

SHY was flying Martin 202's when Pioneer merged with Continental in 1955, and he flew as Captain in Convair 240-340-440, Boeing 707, Boeing 720, Boeing 320C, and Douglas DC-10, completing his airline career with 33 years of service and 27,000 hours. In addition to flying, **SHY** was Director of the Community Choral Society of Huntsville, TX. **SHY** was a vocalist as well.....He will be greatly missed. (See George Didlake "e-mail" later in this column).

ILLNESSES/SURGERY:

JACK MURRAY is doing very well. His son, **JOHN D.** advises that he reads our e-mails, and enjoys hearing from everyone. **JACK** likes to get out and travel, and hopes to take a trip or two soon. (E-mail to **KEN ALRICK**, 03/28/01).

JACK DANIEL stated that he is recovering nicely from the insertion of a 10 1/2 inch stint, and he and his wife, **LoOuita**, "are thankful to be alive, and are enjoying life together"...(E-mail to **KEN ALRICK**, 05/16/01).

FRANK RHODES is in the hospital. He had back surgery, but the present problem doesn't seem to be necessarily connected. The Doctors in Tulsa have decided to send him to Mayo's for more in depth diagnosis. I talked to **ARLENE**, and she said they plan to take him there Sunday. I will advise when I have more information. Ken Alrick. (E-mail 05/23/2001)

"Dad (**FRANK RHODES**) became very ill while waiting to travel to the Mayo Clinic for his scheduled appointent, so Mom had to take him back to Saint Francis Hospital in Tulsa. They decided to review and update some of the tests that they had previously done and they discovered that Dad had a mass of some kind, by his brain.

They felt that he was not stable enough to make the trip to Minnesota, so exploratory surgery was performed at Tulsa. The diagnosis was not what we might want, but finally they did come up with the reason Dad had been feeling so terrible. He has Non-Hodgkins's lymphoma of the brain and his treatment will be chemotherapy. Dad had his first treatment of the chemo today, and at this time, he was feeling no adverse side effects. We will keep you informed during his treatment. Please keep him in your prayers. Sincerely, Karen Rhodes" (e-mail to KEN ALRICK, 05/09/01).

"The good news is I'm here to write this e-mail. (One handed) The bad news is I had a motorcycle accident on Tuesday. I didn't collide with anybody or anything, except the pavement. You might say I busted my asphalt! I had been on a 200 mile ride and was about two miles from home. I was turning a corner to the right and the street was contaminated with mud, sand, water, or something slick. I had just left the stop light, so I was not going very fast, probably about 25 or 30 mph.

The bike laid down on the right side and I hit the pavement on my right side. I think the bike is repairable, we'll see what the insurance adjuster says tomorrow. As for me, the doctor has spoken, and fortunately, I'm repairable, too! I broke my right collarbone, my right shoulder blade, and one or two ribs. Fortunately, I was practicing what I preach, so I had on all the proper protective gear, or it would have been worse.

Needless to say, I'm very disoriented right now. The broken bones will heal themselves, but I'll be on pain medication for awhile, and all travel plans are scratched (ow) for now. My sister Elouise, was supposed to arrive today to house-sit while I traveled this summer. (She) arrived a day early, only to discover that I needed

a "sitter" more than the house does. After nursing me back to health, Elouise plans to marry an old friend.....I'm happy she's found someone to bring her love, companionship, and contentment.....If you have any "fast healing" prayers laying around, I'd sure appreciate one or two! Roland Brown." (E-mail to KEN ALRICK (05/10/10).

"The newest "little Brown" was born June 25, 2001, to my youngest son, Glenn, and his wife Tisha. His name is Ethan Andrew Brown, and he weighed in at 7 lbs., 6 oz. Unfortunately, he has some serious heart and lung problems.... He has what is called pulmonary hypertension, which means that his lung blood/oxygenation is not functioning properly. Roland Brown." (E-mail to KEN ALRICK 06/28/01).

"Ethan (Brown) has improved so much and so fast it's hard to believe it!We found out about Ethan's problems on Tuesday.....we heard from the doctors on Saturday that his heart and lungs were now functioning normally! I know that modern medicine is good, but I have to believe that God's healing hand played a major part in clearing up these problems this fast.....In a few more days Ethan will be released from the hospital.....Thank you all for your individual prayers and the prayer groups you've enrolled him in..... God bless you all! Roland Brown and family." (e-mail to KEN ALRICK, 07/01/01).

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

THIS'N THAT:

(e-mail from George and Mae Didlake, 07/18/2001). LEONA, we are so very sorry to hear of Shy's passing. We were fortunate to have been seated with you at the Golden Eagles banquet last year in Las

Vegas.. We notified Rube and Shirley Cage who are on vacation in New Mexico. They said to send their best to you also. I had my very first trip with Shy in Aspril of 1957. He always has told the story of me not having a uniform yet. In Midland a change of flight attendants caused a little concern when I tried to reenter the airplane for the next leg of our trip. She would not believe that I was the copilot. Shy came up and assured I was.

The trip series was 180/181. We left Love field with stops at Amon Carter in Fort Worth, Mineral Wells, Snider, Sweetwater, Big Springs, Midland, Hobbs, Roswell (my home town). Albuquerque, Santa Fe and back to ABQ, where we laid over to return to Dallas, with the same stops.

I had a number of trips with Shy after that. I also remember another trip where we had over nighted in Midland. The station operations people sent our flight plans to dispatchers in Denver. Starting to type the names of the crew he hollered at us and said, "I should get a raise for typing these names, Scheihagen, Didlake, and Fitzgibbons". Shy replied, "yes, us too,—we have to put them in the logbook."

These are fond memories that people speak of. Believe me when I say that all of us that knew this great person, have the highest rteward. If we can do anything from our end please let me know. In great sorrow. George and Mae Didlake...

After nearly two decades, effective June 1, 2001, the 7,000 pilots and flight instructors of Continental and Continental Espresss have rejoined the Air Line Pilot's Association. Captain Pat Burke, former president of the Independent Association of Continental Pilots, and now Master Executive Council Chairman for Continental, said the occasion would mark

a turning point in the history of Continental pilots with ALPA. Editor's Note: What a very welcome development!!

The April, 2001 issue of Aviation International News published the following: **PILOT SHORTAGE CITED FOR BILLS LIFTING AGE-60 RULE**, by Paul Lowe. *The Senate Commerce, Science and Transportation Committee voted 13-8 last month to raise the maximum age of FAR Part 121 airline pilots from 60 to 63, and the bill now must go before the full Senate for further consideration.....*

Introduced by Sen. Frank Murkowski (R-Alaska), S. 361 also gives the FAA the authority to require those pilots who choose to remain at the controls past age 60 to undergo additional medical and cognitive testing for certification.....

This rule was established more than 40 years ago in a somewhat arbitrary manner, Sen. McCain (R-Arizona) said. Since then, technology has dramatically changed the way we fly, and life expectancies have significantly increased This bill makes sense and will make an important step in addressing the current shortage of qualified airline pilots.....

Increasing the retirement age for airline pilots has generally been opposed by pilot unions, who mostly cite safety as their reasons. But an increase in the retirement age also would slow the progression of younger pilots into the more lucrative jobs...

At least two groups of retired or soon-to-be retired pilots.....and the National Transportation Association supported S. 361 as a means to modernize an outdated regulation and potentially slow the attrition rate for airline pilots that affects the ability to meet th nation's need for on-demand air transportation, while at the same time ensuring safety.

Most of the notes I have received are regarding a member's dues status or address changes. I have tried to enlighten

members (in my treasurer's report) by asking them to take note of the red numbers on their Golden Contrails mailing label. This number shows the date that the records show their due to be paid through -- i.e. 01 means dues paid through 2001. I have also included a "PLEA" to please send a change of address card if moving since the post office will only forward for a brief time. Perhaps you can mention this.....No other concerns at present. Charlie Starr (e-mail to Gene Newman 07/16/2001)

BARNEY BARNWELL, JOHN BENDER, DICK DAHSE, TED DANIEL, RAY MELBERG, GENE NEWMAN, and BIM RICHARDS were among the more than 500 pilots who recently attended the Quiet Birdmen Oxnard Air Show.

To my fellow pilots: Many of you know me from my 17 years with Braniff and 18 years with Continental...I've had to go out on long term disability due to Parkinson's disease and quadruple bypass surgery. However, now I am affiliated with one of the largest cruise agencies dealing with airline personee, Bon Voyage Cruises, out of Houston, Texas.

We offer many specials to airline personnel such as the one I just returned from—a 7 day Alaskan cruise on Holland America Lines for \$314.00 plus port tax. If you are interested in the vacation your lifetime or would like to hear some of our other specials, please feel free to-mail me at dwood10593@msn.com or call me at (281) 364-9030. I look forward to helping you out in any way possible Dick Woodson (e-mail 07/09/2001)

Editor's Note: Previous to 1964 Continental flew only domestid routes. At the beginning of the Viet-Nam conflict, President Bob Six took advantage of the opportunity to fly overseas by obtaining contracts to fly military flights to

Southeast Asia. Chief Pilot Don Straight requested pilot bids for flying to Viet-Nam, and five crews began training for overseas navigation. Among those original five were: Captains Wade Johnson, Bob Current, Cliff Pleggenkuhle, Bob Powers, and Rex Buchanan. Copilots included Bob Hiemstra, Bill Knowles, Bob Bauer, and Ted Janczarek.

Since Continental had no overseas flying experience, the Military Airlift Command (MAC) primarily authorized cargo (munitions and supplies) flights. Some crews flew a round trip from the West Coast to Hawaii, others a round trip from Hawaii to the Philippines, and one crew a round trip from the Philippines to Saigon. The trips to Hawaii and to the Philippines required a layover for crew rest.

Some time later, after Continental had established a safe and reliable MAC record, and after the need for additional troops in Viet-Nam became evident, Continental's military contract expanded its capacity to carry troops, and added airplanes and crews to the MAC flying (for a total of 10 Boeing 707-320C's). Each crew was scheduled to fly the entire route, normally West Coast to HNL (layover), HNL to Clark Air Base (layover), Clark to Saigon (discharge military personnel, and board veterans who had completed service), Saigon to Okinawa (layover), and Okinawa to the West Coast. A normal trip took 6 to 11 days, depending on the frequency of the trips at that time. Other stops included Wake Island with a layover (when HNL airport was closed for weeks due to runway construction) Bangkok, Hong Kong, Seoul, Tachikawa, Tokyo, Cold Bay and Anchorage.

Comments by Art Henriksen, Continental's Manager of Navigation Planning and Procedures, follows: .

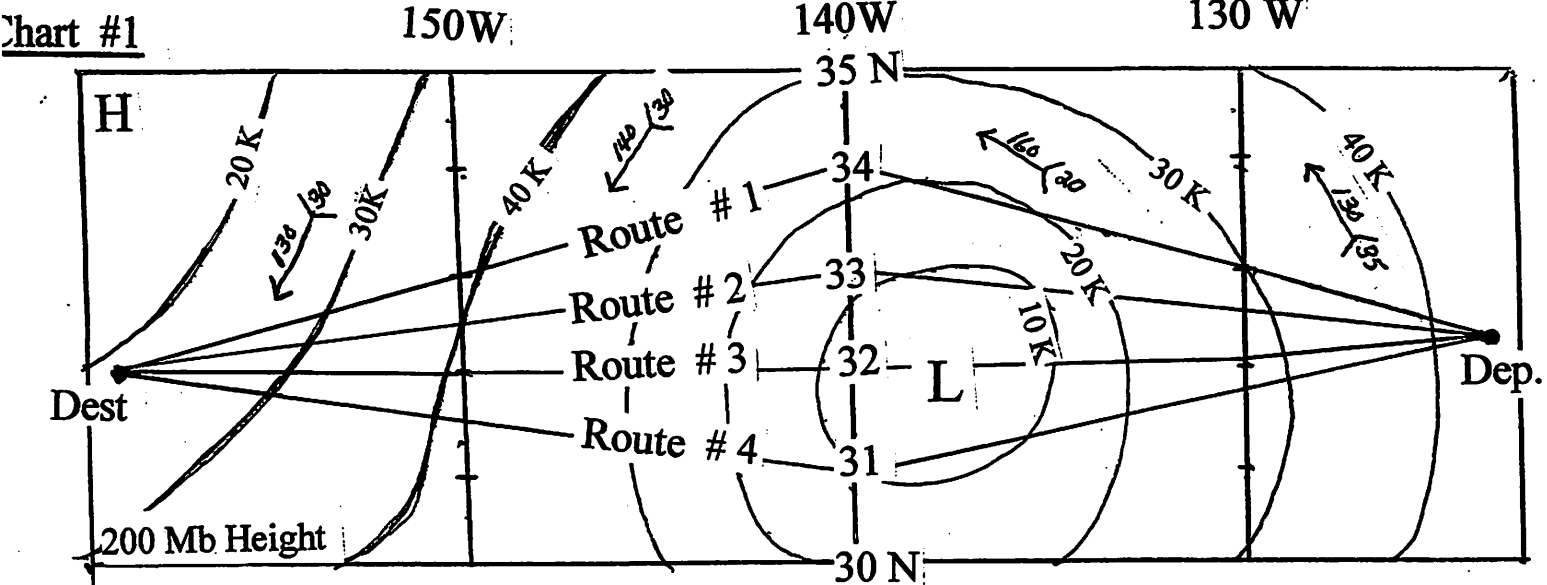


Chart #2

		<u>Wind Component</u>									
		<u>Wind Angle---Measured from A/C heading in degrees.</u>									
		0	20	40	60	80	100	120	140	160	180
<u>Wind Velocity</u>	10	-10	-9	-8	-4	-2	+2	+5	+8	+9	+10
	20	-20	-18	-15	-10	-3	+3	+10	+15	+18	+20
	30	-30	-28	-23	-15	-5	+5	+15	+23	+28	+30
	40	-40	-37	-30	-20	-7	+7	+20	+30	+37	+40
	50	-50	-47	-38	-25	-9	+9	+25	+38	+47	+50

Chart #3

		<u>Zone flight times</u>									
		<u>Wind component</u>									
To		+50	+40	+30	+20	+10	0	-10	-20	-30	-40
130w		:45	:46	:47	:48	:49	:50	:51	:52	:54	:55
140w		1:08	1:10	1:11	1:12	1:14	1:15	1:17	1:19	1:20	1:22
150w		1:08	1:10	1:11	1:12	1:14	1:15	1:17	1:19	1:20	1:22
Dest.		1:01	1:08	1:04	1:05	1:06	1:07	1:09	1:10	1:12	1:14

Chart #4

Continental Airlines Flight Plan

Route # 1 34N 140W

To	M.C.	Dist	Alt	Zone Time	Total Time	Fuel @ 12000 lbs. Per Hr
33N 130W	269.2	375	35000	+ 48	+ 48	9600
34N 140W	267.3	603		1 + 12	2 + 00	24000
33N 150W	245.2	602		1 + 12	3 + 12	38400
Dest.	241.3	540	↓	1 + 05	4 + 17	51300

CONTINENTAL AIRLINES

Navigators, Doppler & Canned

Flight Plans

It is very hard to believe that it is thirty seven years since I had the opportunity of joining Continental as Mgr. of Navigation Planning and Procedures. At the time I arrived, I was asked by Mr. Six what my thoughts were regarding using Doppler for navigation instead of navigators. At the time several other airlines had Doppler installed but it was used as an aid to the navigators. I had the opportunity prior to this time of making several trips with both United and T.W.A., while at World Airways to observe their use of Doppler. I informed M. Six that I thought it would be possible, however I had heard that over smooth water it did not work too well, and this was encountered quite often over the South Pacific. Anyway the decision was made to hire all the navigators through L.A.S. Co.

When each navigator was hired they were told that the position with Continental would be temporary, since we intended to proceed installing Doppler, with the goal of having that as the primary means of navigation. Since no other airline had accomplished this they all felt that we would not succeed, and they would probably remain at Continental for some time.

We then obtained the navigators and started ground school. Everything went along extremely well and I was impressed with the way everyone became enthused and interested in learning about over-water navigation. The subjects included the use of Doppler, Loran, and Flight planning, and a few even went so far later as to learn Celestial Navigation. The only hitch that we ran into was during the first ground school when explaining enroute re-filing, such as from HNL to Clark. While explaining when we were weight restricted

and could not lift the load, we would file to Guam and prior to reaching there we would call in and refile to Clark. This would save us from carrying approximately 3600 lbs of the required 10% reserves. I was told that we were not a non-sched airline, and didn't have to do this sort of thing. I let it go as I knew that once we got started every one would learn the necessity of having this option available, which they did. Continental can be really proud of the effort our check pilots and pilots made to make the entire MAC operation such a success.

When we started out the navigators took care of the flight planning and this took considerable time even though we had a system that was a lot easier to use than some older methods, using the E6B Computer. When we finally received Doppler approval, we realized one of the major problems to overcome was flight planning. After kicking various ideas around we came up with the idea of planning several routes between the various airports of our operation. We then pre-calculated the flight times between the check points, and flight planning became very easy and fast. Note the following example:

To	Wind	Component	Zone Flight Time
130W	130/35	+22	:48
140W	160/20	+18	1:12
150W	140/30	+23	1:12
Dest.	130/30	1:05	<u>1:05</u>
Total			4:17

Using this method our flight crews became very good and could make a flight plan in short order. (Editor's Note: we know that one pilot, using this system, was within five minutes of his flight plan on two 11 hour, 45 min. flights from Okinawa to El Toro!)

Continental was the first airline to receive world wide Doppler approval, over both the Pacific and the Atlantic Oceans. The next big step in flight planning which increased the accuracy and savings was Computer Flight Planning and this eliminated the work load completely.

Due to the success of our Doppler program we in turn helped the following Airlines to obtain Doppler approval and the elimination of their navigators. Thanks again, with the help of our check pilots and their efforts, this program went ahead as scheduled. Also our ground instructors played a very vital part. To obtain approval these carriers also had to use Continental's engineering and maintenance. The airlines were--World Airways, Capital Airways, Airlift and Varig.

Our Computer Flight Plans were also sold and used by the following: Seaboard World, World Airways, Trans International, Frontier, Alaska, Capitol Airways, Airlift, Varig, China Airlines, Phillipine Airlines, Pakistan, British Caledonian, Korean, and Air Siam. Our flight planning dept. utilized several of our navigators, who were then hired as permanent Continental employees.

One incident that I think of many times was when I received a message from our Mgr. in Saigon, asking that we send him a complete set of our canned flight plans. I put together a completed set and took them to the local hardware store and had them sealed into a large tin can—we then had a real nice label made stating "One set of Continental Airlines Canned Flight Plans." I often wonder if they fell into Vietnamese hands and what they thought they were for?

How I wish that it was thirty seven years ago and we could start this all over again, I really miss those years and the opportunity

of working there with everyone at Continental.

Art Henriksen

Other Stories by Art Henriksen

Prior to the first trip into Saigon we had been talking about going into the terminal and having something to eat. I had been telling the crew about the fantastic French Onion soup and rolls. We we landed we all went in and ordered the soup, rolls, and large Coke. When the waiter brought out the coke, as a joke, I immediately took my spoon and removed the ice. One of the others asked, "Why did you do that?" I answered, "Would you drink the water?" At that point the ice cubes flew out of their glasses!

One time I was on the way to Travis to leave on a trip, and on the way, I decided to go by World Airways and finish some business we had to complete. After the meeting Mr. Larson asked where I was heading and I explained that CO had a trip departing and I was heading to "Travis to go along. He stated that I was wasting my time as the field was forecast to be closed due to heavy fog. I explained tha we had our own meterology dept. And they said it would be open. I departed and while driving to Travis it became very foggy, and on arrival, the field was closed. We went to the Met. Office and they said it appeared the field was closed for the night. We decided to stick around as we hated to cancel and have to put up the pasengers. Anyway, we went to Met several times and on the last check we asked how the runway was as far as fog was concerned. They looked at us like we were crazy, being the runway was only a short distance away. To make us happy they got a Jeep and we drove out to check... Lo and behold, the runway visability was ok. They agreed to stay out and keep us informed by radio, and we could load the passengers, which we did.

We then taxied out and departed and were the only aircraft to get out that night. On arrival in HNL, I sent a message to World saying, "I told you so!" We have talked about that many times afterwards.....

Art Henriksen

Comments from Bill Knowles, Int'l Chief Pilot

Thoughts on the MAC Operation

We often hear of the dedication of various labor groups when we read the morning papers or listen to the evening TV news. I sometimes smile when I read such items. Usually none of these stories can even slightly compare to the dedication of all the employees of Continental who were a part of the MAC Operation.

As International Chief Pilot during the bulk of the operation I am somewhat prejudiced toward our pilot group, but we cannot forget, ever, the terrific job done by all the folks who looked after the needs of our passengers and took such good care of us in the cockpit. Our Flight Attendants, along with our crew schedulers, the mechanics, both in LAX, and throughout the Pacific, the station personnel at Honolulu, Travis, Clark, Saigon, Danang, Okinawa, and on and on, dedication to the job at hand was the order of the day.

I remember one day, in my office, when Mr. Six, in for a chat said, "The MAC Operation is paying all the fixed costs of the Airline", everyone involved "out west" did their part with true dedication, to make this happen.

Here are a few thoughts about that period on the Airline:

1. Getting a call in the middle of the night, from a very concerned Vice President, saying "Bill, I think we have a problem in Travis, I have a report that "3 of the pilots

are loaded"— needless to say, a hurried call to Travis was initiated. The caller was correct in saying that 3 were loaded, BUT they were PALLETS for westbound freighter—not our crew of PILOTS!.

2. Watching the Flight Attendants getting on the aircraft at Honolulu, for flight to Clark, with their arms loaded with 'real milk' for, perhaps, some GI they knew in Saigon. They were always thinking of someone else. Remember the Easter or perhaps Christmas parties they threw enroute, just to make the GI's on board more comfortable. What a great bunch! More dedication..

3. When Captain Hersche had a bad engine at Saigon that required overnighing the aircraft and crew there, during a period when Tan Son Nut was receiving nightly attacks, he agreed to do a 3 engine ferry out of Saigon, contrary to the Pilots Agreement (after I had hurried calls with the LEC and MEC, who agreed to the plan). Captain Hersche had one question for me when I called him on our line to Saigon, "Where do you want the aircraft?" My reply was "Gene, I would prefer Clark, but if you are more comfortable with Bangkok, then take it there." A few hours later came the message from Saigon, "Captain Hersche and crew departed Saigon atenroute to Clark." This was but one of the many acts of dedication by a member of our pilot group .

4. After landing at Bangkok and smelling, when the main cabin door was opened, the pungent aroma only smelled in Thailand. Visiting the Thai silk factory, and watching a meriad of emaciated women turning out that lovely Thai silk under, what appeared to be 10 watt light bulbs. Feeling guilty when you purchased same and hoping that your purchase might somehow improve the weaver's life.

5. Enjoying, after a long flight, those

refreshing hotsey baths at various locations throughout the Orient.

6. Ordering, in Okinawa, after a long flight from Honolulu, a large bowl of shrimp fried rice (pronounced lice) and a bottle of Asahi beer.

7. Passing over Iwo Jimaa on a clear Sunday morning with a load of Marines bound for Okinawa, and announcing our location to the passengers in the back of the aircraft.

8. Other Carriers, before they "started their MAC Operation", usually came to us for advice, because we had the reputation as being "the best".

9. We had the highest aircraft utilization of any carrier in the world with our Boeing 320C's; the Air Force, and most other Carriers studied our Maintenance procedures.

10. During the "Doppler Program" the hours and hours of enroute training until that great day when the FAA gave their approval and we were a "3 man crew airline" on International flights.

"DOZO"

Bill Knowles

Comments from Rex Buchanan, one of the original Five Captains on MAC:

As we started the program (Sept. 1964), all five of the MAC crews were put on an airplane in LA, headed for Tokyo. I heard that Bob Six said, after we took off, "I have five of my best crews all on that airplane together — maybe we should not have done that."

We arrived in Tokyo for dinner. The next day we flew on to Clark Field in the Philippines, where the junior crew, that's my crew, stayed in a motel on the base. The airplane that dropped us off at Clark then flew on to Guam and Honolulu, and back to Los Angeles. The second junior

crew was dropped off in Hawaii.

We were at Clark Field three or four days before the first airplane arrived from Honolulu. I flew this airplane on to Saigon.

On one of my first trips to Danang, while on final approach, we were shot in the wing by small arms fire.

While at Clark Field, I had to take care of my crew, the flight planning — we were away from a Dispatcher so I had to do all the planning. I also planned side trips for the crew. We played golf, went trap shooting, went to Manila and the summer capitol, Baguio.

The Negritos (little blacks) were pygmies who lived around the perimeter of Clark Field, and were the guards. They were known to eliminate anyone who tried to enter Clark Field by shooting them with blow guns with poison darts.

After a month we were transferred to Honolulu where we were based for about a year. One of my first trips from Honolulu to Guam — I had probably the best navigator by the name of Joe Sores. He was an ex-Marine and navigation instructor. Approaching Guam, he gave me a heading to the entry point. About five minutes later, he came up with a new heading about 30 degrees to the left, then in about three minutes, 15 degrees to the right. I decided that I would learn celestial navigation from Joe Sores. For the next year I spent several hours during each trip at the navigation table. The reason I wanted to know celestial navigation was because the Loran and Doppler did not work all the time.

Continental/s navigators were hired as contract employees. Bob Six asked me what he would have to do to have the cockpit do the navigation. I said, "Pay the Captain \$10, the copilot \$5, and the Second Officer \$2. So Six negotiated with the ALPA. The

ALPA said that was too much!

(Editor's Note: Agreement signed as follows: Captain \$3.00, copilot \$2.00, and S.O. \$0.50 (per hour of flight).

Later, I was selected to fly the first trip without a navigator. Management said that if I could fly from Los Angeles to Honolulu, the FAA would authorize Continental to get rid of the navigators. So, I flew the first trip on April 7, 1966.

After quite a few trips to Asia, Bob Six said the Marines we were flying deserved more than the military requirement for meals. He decided the meals were unsatisfactory, and put on better meals, and also movies. This prompted the military people to request Continental.

We later on had a new MAC Director, Bill Boyd, who was non-union. He wanted my crew to deadhead from Honolulu to Guam (nine hours), then round trip to Saigon (six hours). I told him the union didn't allow me to fly 15 hours. He said he didn't care and told me to fly the trip. My crew deadheaded to Guam, flew on to Saigon, and had an eight hour layover. Later, when Bill Boyd told Bob Six about this, Six said that I was absolutely right.

On a flight to Saigon we had a hydraulic leak in the non-pressurized hydraulic lines. The mechanics said they did not have the parts to correct the problem. I said, "Let's wrap it with speed tape." They said they would not write it off, because that wasn't a correct procedure. But, they put on the speed tape and I wrote it off. I signed off the log book, and the airplane flew two trips before the correct repair was made. I received a letter from Bob Six, and he said he was very happy with the way I handled the trips and kept the airplane moving.

In 1967 I was ferrying an airplane from the Philippines to Los Angeles. About the time we got up around Japan, the Doppler and Loran both were not working properly.

I probably should have landed there or flown back to the Philippines, but I decided to get out the sextant because I could navigate by the stars. So I flew on to Los Angeles. I took a celestial shot every hour, and I was only using the North Star. My time at the navigation table paid off, as I not have to divert the trip.

I don't know if many people remember, but part of our operation was to start in Los Angeles and layover at Wake Island. From Wake we went on to Guam. Other airports that I flew into were Saigon, Danang, Bangkok, Okinawa, and Tachikawa in Tokyo, and Kimpo, Korea.

On one trip from Clark Field, I believe to Kimpo, Korea, I received some ground-pounder talk along the way in broken English. They were trying to divert me into North Korea. . But, I decided I didn't like the way they were talking and I changed frequencies and talked to somebody else in Kimpo.

When returning from the Orient, the flight crews went through U.S. Immigration upon arriving in Honolulu. The Flight Attendants were first in the baggage check line. One time, I saw one of them sliding a bottle of liquor along with her foot on our side of the counter. Unfortunately, a customs official also saw her. He sent my whole crew into another room where all our baggage and flight kits were inspected. I told this flight Attendant that on all future flights, she would be the last one in line.

Captain S. R. Buchanan

Comments from Capt. John Blackis

As you all know, we have all had many interesting experiences flying MAC. Perhaps my most interesting began after a midnight Honolulu departure for Kadena (Okinawa). About 60 miles north of Wake

Island, Joe Henry, who was deadheading with his cockpit crew, came to the cockpit to report that his copilot, Virg Hemphill, was in extreme pain. I called Wake to check for medical facilities. They had none—I was facing a “return to Honolulu decision” when an Air force Medivac who was west of Wake, heading for Honolulu, offered to meet us on Wake to take Virg to Honolulu. Within 30 minutes we were on Wake, transferred Virg to the Medivac, and were on our way to Kadena. Later I learned that Virg had a life threatening problem corrected with surgery. I think that about does it.

Captain John Blackis

(other MAC flying stories are solicited)
— end of MAC History & Comments—

Dear Dick (Grigsby), Thank you for your kind note of April 23, along with the April issue of Golden Contrails. I always enjoy reading your excellent magazine. I am sorry that I still have not gotten around to sending you a story or two. This has been a particularly rough winter health wise for both Annabel and myself. Things are on the upbeat side now so hopefully the summer will be a lot better. At that point my fledgling authorship might bloom. Don't hold your breath! In the meantime, all the best to you and yours and the Golden Eagles. Dick Adams. (05/18/2001)

Hi Gene (Newman), Just leaving for 2 months on our boat, and remembered your letter (asking for MAC comments). Hope this is ok—wish I had longer to think about “incidents”—Best regards to you, Gene.

Bill Knowles (06/13/2001)

As a SPECIAL Mother's Day gift, all of the Continental moms are included in a novena of 30 Masses at St. Anthony Catholic Church, El Segundo, CA. be-

ginning on Mothers Day, Sunday, May 13th. Ken (Alrick), I hope this adds a bit of Divine flavor to the wives page. Love LOTS, Joan Barnwell (e-mail 05/08/2001)

Hi Folks, We are packing up to leave Green Valley and head back to Pacific N.W. by way of Texas, Missouri, Iowa, and Montana. Don't plan to arr. In Vancouver till towards end of month. Will be checking e-mail periodically however, please hold off on the funnies as it really loads up the old lap top. Hope everyone is well. K.D. & Casey (Thompson) e-mail (5/02/2001)

Dear Everyone—I've enjoyed receiving Contrails very much! I look forward to reading each issue catching up on the latest news. I'm still a Flight Attendant (Hostess) completing my 44th year with Continental starting in 1956. So you see, I really do remember flying with all you super pilots! For the past year i've been based in Houston, working our Tokyo-Narita Flights. A long way from working the DC-3 trips between Denver-Kansas City, with something like ten stops. I feel like I've seen it all—I've heard it all—I've done it all—I just can't remember it all...

However, I do remember Bob Wampler, after eating his lunch—he tossed a banana peeling out the window of the DC-3 & it got caught on the tail. We went bumping up to the gate in Kansas City with it like that. The ramper was pointing & laughing!

Nothing this day & age can top all the past, funny & delightful days. I “thank” all of you pilots for the marvelous memories & especially all the safe flights & smooth landings! You're the best, Pat Adams. (Letter to Charlie Starr, 05/10/01)

Bob (Wampler) won a Gold Medal in the Arizona Senior Olympics for trap shooting this year. I was out to see him last month...I am no slouch at trap, but he took me every time. John Wampler (e-mail (05/01/2001)

Reservations form for Reunion Banquet and Ladies Luncheon
(All meals include tax and gratuity)

please print

TEAR-OUT SHEET

Last Name _____, First Name _____

Address _____

City _____ State _____ Zip _____

Phone () _____ E-mail _____

My significant other half (spouse) will attend ☐

	<i>Price</i>		<i>number</i>	
Ladies Luncheon	\$ 15.00 each	x	_____	= \$ _____ .00
Banquet Dinner (Prime Rib)	\$ 37.00 each	x	_____	= \$ _____ .00
or (please choose)				
Banquet Dinner (Mahi Mahi)	\$ 35.00 each	x	_____	= \$ _____ .00

No. in party _____

Meal total:

\$ _____ .00

Please remit this amount

Please send this completed form along with your check for both the banquet (indicate banquet meal choices - beef or fish - and number) and for ladies luncheon, payable to:

Golden Eagles
C/O Charlie Starr, Treasurer,
4328 Sunset Beach Circle,
Niceville, FL 32578-4820.

Deadline for meal reservations is Oct. 5th. Banquet or luncheon refunds or cancellations after Oct. 5th, subject to refunds by hotel.

If you are including a dues payment or postage fund contribution, please send a separate check for meal reservations.

IMPORTANT

Hotel room reservations and payments must be made directly with the Hyatt Hotel. Their toll free number is:
1-800-233-1234



Retired and over Fifty

APPLICATION FOR MEMBERSHIP

(Please print or type)

From the By-Laws, the following is quoted:

PURPOSE: To maintain and continue the close friendships and associations of the members, and to promote their general welfare, as well as to assist those active pilots who are approaching retirement in the problems relating thereto.

MEMBERSHIP: Regular Membership shall be limited to Retired Continental Airlines pilots and to Active Continental pilots over the age of 50.

An Active Pilot is defined as one who is on the Company Payroll as a Scheduled Airline Pilot.

A Retired Pilot is defined as one who flew as a Scheduled Airline Pilot, and who was on the payroll in such capacity at any time for Continental Airlines; it's predecessor companies; or any of it's merger partners.

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City and State _____
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Signature _____ Date _____

Dues are \$20.00 annually

Make checks payable to Golden Eagles. Please send your check and application to the Treasurer:

**Charlie Starr
4328 Sunset Beach Circle
Niceville, FL 32578-4820**

Editor's Note: Bob Wampler named his son, John, after Honorary Member John Bender.

Ken (Alrick)! I was happy to note that you were still going to be the keeper of the e-mail, and the distributor of same. I finally joined the information age. Now I can get the latest directly from you instead of by relay through J Worley.

Things are still fairly routine here, considering my and Blondie's age is 84. Gee, that's ancient, isn't it?

I'm still putsying around (as Harry Taneyhill used to say) in my Cessna 180. My latest to get me off the ground occasionally, is this: For local fund-raising groups, silent auctions, or raffles, I offer a scenic airplane ride over mountain or plain or both. I have to be careful that folks understand they are only paying for the privilege of my giving them a FREE ride.

I also disguise my age as much as possible. I figure that if folks knew how old I really am, they'd be likely to say, "Surely that old basket doesn't still know how to fly an airplane,—I'm not going to fly with him".

It's a win-win-win situation. Folks get a ride, groups get some money, and I burn the soot out of my engine, again as Harry Taneyhill used to say. Cheers, Norm Meyer. (e-mail (07/19/2001).

Hello Ken (Alrick)! Thanks for your letter. I can just hear Taneyhill saying Hey, Stud— let's do so and so." I don't remember what he applied it to, but one of his phrases was "That's just like milking a mouse". Blondie recalls when Harry was offering bottles of perfume. She says they were all water, but I said "Oh no, I don't think over half". She says charitably that Harry himself may have been taken when he bought them in Juarez.

Then there was Harry's occasional practice, when passenger boardings down

the Arkansas river permitted, of being off the ground for the next leg, even before he was scheduled to land. Dear old Continental would have been dull without characters such as Harry Taneyhill and Freddy Gray. And what a multitude of tales could be told if we were all to milk our memories.

Yes, you may pass my mumblings along to Dick and Gene. Cheers Norm (Meyer). (e-mail 07/19/2001)

Dear Ken (Alrick): Just got back from Oregon to see my folks and visited Jim Bauer on the way. I called Jim on the phone and told him I would be there in an hour or so, and would like to take him to lunch. He said he would fix lunch.

As you might know, Jim lives in the last ranch house on the last road out of Elkton, Oregon - population 76 folks. I arrived and was duly greeted by Kaiser, the dog.... I stayed in the car....Then Jim showed up and all was well....The first thing I noticed was that Jim had one arm in a makeshift sling...(Editor's Note—Jim had tried to pull up a 3 inch tree by the roots).

We had lunch—he cooked it (steak) one handed. I did the salad. Kaiser got the left overs, which were gone faster than a computer mouse double click.

I told Jim he ought to find a good "live in" woman to help around the house with the chores....like pulling tree stumps. He laughed....Well, Jim is doing good, and the next time I go through his area I will give some notice so he doesn't damage his hand before I get there and will help him with the tree stumps. He invited me stay over night and drink a glass of wine or two. Then, he says we will go to the Indian casino, some 20 miles away, and chase squaws and win all the money in the joint. I'm looking forward to that "win the money" stuff. The squaw bit...I'll leave to Jim. Birdie(Bertrand)(e-mail 07/21/2001).

