



GOLDEN CONTRAILS

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

DECEMBER, 2002



GLOBAL HAWK

Captain's Corner

My sincere thanks to everyone who helped make the 30th annual "Gathering of the Eagles" the fine event that it was. There were many people involved in hundreds of tasks which contributed to the "good time that was had by all." To those of you who were unable to attend, we missed you and we hope you can join us in Houston next year.

In Las Vegas, the Tropicana provided us with a very large, comfortable Hospitality Suite this year, which was sort of the "Great Visiting Room" for those attending. Many thanks to all our volunteer hospitality suite shoppers, bartenders and hostesses for keeping us well supplied with food and drink as we visited with our friends.

Paul and Gail Grover, assisted by Don Ballard, did a fine job with the golf tournament this year; thanks are also due to Amy Childress for her inspirational golf shots!

This year Penny Schuchat and the Ladies' Auxiliary said "Thank You" to Alice Powers for her much appreciated contributions over the years. Thank you, Alice, from all of the Golden Eagles.

Colonel Bob Ettinger showed us how full-scale aircraft are now flying reconnaissance and sometimes combat missions without risking the lives of pilots. The Air Force and Navy have plans to use more of these craft in missions that could be considered "long and boring" when flown by human pilots. Let's just hope there are no plans for Air Carrier operations with them!

Congratulations to the new officers of the Ladies' Auxiliary. During their tenure, President Chris McKenzie will be aided by Co-Vice Presidents Robyn O'Quinn and Pam Meyners and Secretary Ina Domengeaux. Ladies, we look forward to working with you all.

Convention 2003 will be at the Houston Airport Marriott on Friday and Saturday, October 10 & 11, with the golf tournament beginning Thursday, October 9. Ben and Chris McKenzie shopped the Houston area hotels, and the Airport Marriott location and proposal looked best. Please plan to join us there and if possible, bring two new members with you.

We are saddened by the passing of several of our members and friends since our last issue of the Golden Contrails. Our thanks to Ken Alrick for notifying us quickly, to Gene Newman for his help to the spouses and to Charlie Starr for providing remembrances for those gone west. Please see Gene Newman's report for more information.

Our thanks to Pleggie Sr for his service as our Chaplain and for the inspiration that he and Flora provide for the rest of us. May we all live to be retired for 32+ years, and in such good health!

Roland Brown

RESERVE CAPTAINS CORNER

What a great time we all had in Las Vegas this year. The weather was fantastic which certainly helped with travel and golf. Thanks to all of the volunteers, without them we could not have the convention. Even travel this year seemed to be a lot easier than in the past, maybe because of the new travel rules.

It was nice to see new faces joining us and was especially nice seeing all of the old guard returning to share their stories. Just think of all of the changes in aviation that have taken place in the last seventy years. Props to turbo-props to jets to fanjets, what is next? Pilots who actually flew airplanes to autopilots that do everything except takeoff-note the 777 has a rudder assist that compensates for engine loss on takeoff. Most of our group have been through this evolution of the aviation of the airline industry and it is wonderful to hear their thoughts and comments about aviation. We would like to salute all of our pioneers of aviation and hope that they continue to join us, so that we can share in their experiences and thoughts.

Please continue to come so that we can hear about how flying used to be and how much fun we have enjoying the best job in the world. Our guest speaker Col. Bob Ettinger told us about the unmanned surveillance aircraft, which is wonderful for the military, but I hope it fails miserably in the commercial airline market. Could this really happen?

Remember to bring someone new or old with you next year so that all of us can visit and share a part of the good times.

Mark your calendar for the Houston Convention in October.

Happy Holidays and Good Health.



Ben McKenzie

EDITORS' CORNER

FRONT COVER... The Global Hawk in its "ORCA" operational paint scheme is caught by the camera in a spectacular pose over the high desert of Southern California.

GLOBAL HAWK... Colonel Bob Ettinger poses with the aircraft in its hangar at Edwards AFB, CA.

THE FIRST MILESTONE OF AVIATION... This three page article by T.J. Zalar tells of plans for the Centennial Celebration of the Wright Brothers' first manned, controlled, successful flight of an aircraft to be staged by the 1940 Houston Airport Terminal Museum participants.

CENTERFOLD... Pictured here are Golden Eagles in attendance at the October reunion in Las Vegas. Thanks to Shaun Ryan, B.J. Bellerue, Ben McKenzie, "Bud" Battley and others for supplying the fine photographs. There were many more sent than we have room for here, and the rest will be posted to Golden Eagles albums for viewing in Houston next year.

Shown are, left to right and top to bottom of each page: Joyce and Bob Sykes, Joe Domengeau, Dick and Penny Pekrul, Stan and Novel Poyner, "Sonny" Logan, "Butch" Meier, Sandra Alverson with Kenna Tinsley, Cynthia and Charlie Starr, Ernie Islava, Gene Freeman, Ben McKenzie.

Don Griffin, Lee Meyners, Terry Owens, Maryanne Leseberg, B.J. Bellerue, KayNewell, Dave Newell, Ed Cox, Karen Cox, Fredianne Gray, Don Burroughs, Don and Diane Ballard, Judy Ambrose.

INSERTS... Inserted into this issue, along with a current list of e-mail addresses and an application for membership, is a complete new roster. It is collated in such a manner that you may, if you wish, store it lengthwise in a folder or notebook, flipping up pages as needed.

BACK COVER... Pictured here are: Bob Ettinger, Ed Gorman with Roland Brown in a special presentation of a plaque and gavel to Ed for past service, the 2002 Ladies Auxiliary Board (Casey Thompson, Penny Schuchat, Chris McKenzie and Margie Kricken), the 2003 Ladies Auxiliary Board (Ina Domengeau, Chris McKenzie, Pam Meyners and Robyn O'Quinn), Trova and Ray Melberg, Ken Bellerue with Cliff Pleggenkuhle and Matt Bomis.

GLOBAL HAWK



Global Hawk is a large, autonomous, unmanned aircraft capable of flying high altitude, long endurance reconnaissance missions. It has a wingspan of 116 feet and weighs about 25,000 pounds, 10,000 pounds of empty aircraft and 15,000 pounds of fuel. So far it has flown a mission of over 31.5 hours. The engine comes from Rolls-Royce Allison. It has the core of the C-130 engine with a modern technology fan. The same engine is used in the Citation 10 Business Jet. It has about 7500 pounds of static sea level thrust. The Global Hawk has an Electro Optical (EO)/Infrared Sensor (IR) and a Synthetic Aperture Radar (SAR). It can take over 1900 2km x 2km spot images or map the area of the State of Indiana in one day.

To date Global Hawk has flown 186 sorties for 2,792 hours including 65 missions and 1,260 hours in combat during Operation Enduring Freedom. Six different pre-production Global Hawks have flown so far with a seventh due to fly before year end. The first production aircraft will be delivered in June 2003. So far the USAF intends to buy at least 51 aircraft, and the U.S. Navy may buy 200 aircraft to replace the patrol role of the current P-3 aircraft. Global Hawk is changing the face of aviation by demonstrating practical unmanned aircraft operations worldwide.

Bob Ettinger



GREETINGS TO ALL,

I THINK WE HAD ANOTHER GREAT GOLDEN EAGLES "HAPPENING" THIS YEAR. IT TOOK A LOT OF WORK AND A LOT OF PEOPLE PITCHED IN TO MAKE IT HAPPEN.

I WOULD LIKE TO THANK, ED AND ALICE GORMAN, BUD BATTLE AND HIS WIFE LAVERNE, CHRIS MCKINZIE, CASEY THOMPSON, MARGE KRICKEN, ROLAND AND JUDY BROWN, ALICE POWERS, WHO IS ALWAYS THERE TO HELP US, AND LAST BUT NOT LEAST...JOE AND INA DOMENGEAUX WHO HAULED OUR BALLS FROM HOUSTON TO VEGAS, GAZING BALLS THAT IS. WHAT A GUY. IF WE LEFT ANYONE OFF OF THE LIST I DO APOLOGIZE AFTER ALL WE ARE OLD .

AND THANK YOU TO ALL WHO PITCHED IN WORKING THE HOSPITALITY SUITE. IT SEEMED TO BE BUSIER THAN EVERY, AND EVERYONE WHO HELPED MADE IT SEEM SO EASY. THANK YOU, THANK YOU ONE AND ALL.

THE NEW AUXILIARY BOARD FOR THE NEXT TWO YEARS WILL BE,

PRESIDENT

FIRST VICE PRESIDENT

SECOND VICE PRESIDENT

SECRETARY

CHRIS MCKINZIE

ROBYN O'QUINN

PAM MEYNERS

INA DOMENGEAUX

CONGRATULATIONS TO ALL OF YOU. I THINK THIS BOARD WILL BE ONE OF THE MOST CREATIVE AND TALENTED ONES YET.

THANK YOU FOR LETTING ME SERVE FOR THE PAST TWO YEARS. IT CERTAINLY WAS A CHALLENGE AND A JOY. I COULDN'T HAVE DONE IT WITH OUT EVERYONE'S HELP AND SUGGESTIONS.

WE WISH YOU THE VERY BEST AND THE HAPPIEST OF HOLIDAYS. UNTIL THE NEXT GOLDEN EAGLES MEETING IN HOUSTON.



PENNY SCHUCHAT

Greetings Members:

The last issue of the CO Times carried notification of increases in pass charges and increases in surcharges for First Class or Business First Upgrades. To clarify any possible confusion, retirees with more than 10 years of service are eligible for unlimited "Fee Waived" Passes anywhere on the Continental System in coach class. The only charge you will be assessed is (1) You elect to have a paper pass written at a ticket counter or (2) You elect to upgrade to F/C.

The new F/C upgrade charges are shown in the CO Times and are also available at coair.com at the top of the home page titled "Employee Travel".

Regions:

- (A). U.S. Mainland, \$40 o/w & \$80 r/t
- (B). U.S. Mainland to/from Hawaii, Mexico, \$60 o/w & \$120 r/t
- (C). U.S. Mainland to/from Europe, \$130 o/w & \$260 r/t

All e-tickets, as created through "coair.com - Employee Res", are printed for coach class and if you have elected to Standby for F/C it will be so stated that you have been added to the "F/C Standby List". F/C upgrade vouchers or coupons may be purchased at the ticket counter. At the gate, if cleared for upgrade, the agent will ask for your upgrade coupon. If F/C is not available the coupon is good for travel on another flight at another time or a refund. These charges are per segment or leg.

We again would like to urge all retirees who may not have their new Retiree I.D. Card to contact Marlene Larson at (713) 324-2039 and get this accomplished. This assists the company with accessing your current records with updated information. For any of you who may be transiting one of the hubs you can get this accomplished at one of the Badging Offices in about 5 minutes.

IAH - Just past Gate #45, turn right down hall toward Credit Union, Badging Dept.

EWR - Just before you enter Security Check Point "C1" mid-level.

If you get confused just ask someone or call them @ 681-1485

they will direct you.

CLE - Mezzanine Level.

IAH Downtown - 1600 Smith St., 20th or Reception floor.

K. D.

The First Milestone of Aviation

By T.J. Zalar, Curator, 1940 Air Terminal Museum

Most of us who like airplanes as retired pilots, glider pilots, fighter pilots, bomber pilots, armchair pilots and the new breed of pilotless aircraft pilots are ecstatic to be able to help celebrate one of history's most important milestones next year. The centennial of aviation is a celebration that is shaping up to be a worldwide extravaganza - and America is on center stage.

History shows that manned flight did not begin with the Wright Brothers. There were those who flew long before that cold, windy day in the sand at Kill Devil Hill, North Carolina. But the Wrights were the first to put it all together - manned, controlled, powered flight. The criteria was simple, take off under your own power, maintain sustained, controlled flight, and land the apparatus successfully.

We in the aviation museum industry began discussing the event during the Mutual Concerns of Air & Space conference in Washington D.C. in 1997. Yearly participants to the conference represent most of the aviation museums in this country as well as the bigger ones in Europe and the Pacific Rim. All of them planned to have educational exhibits documenting the lineage of aviation. As part of the family, the 1940 Air Terminal Museum is planning to participate.

When you consider history as 100 steps at a time it, becomes abundantly clear of the technological leaps that we have witnessed in a historical short time span. In 1703 American colonization was in its infancy. In 1803 only a third of the present continental U.S. had been realized with Ohio being the latest state of the Union. Napoleon was considering the financial benefits of selling Louisiana, and New Spain included all of Texas westward to California. It took weeks to go across the Atlantic, there were plenty of frontiers to explore, and there were only six continents because Antarctica had not yet been discovered. By 1903 man had begun to develop some of the finer things in life. Electricity was lighting up cities and towns. The automobile had made its debut, train travel had become commonplace for the common man, and ships did not have to depend on the wind anymore. Even movies had made their way into the penny arcades. What happened at Kill Devil Hill on December 17 was a curiosity at best when the Wrights decided to finally go public. Why did one of the biggest, most important inventions of the twentieth century go practically unnoticed? After centuries of interest in manned flight, why was this amazing, news-worth event, apparently not so newsworthy? At what point in history was it determined that the aeroplane had a legitimate future? These questions have answers, which cannot be readily found in contemporary history books. Questions like these and many more will be answered next year as a result of the interest in manned flight.

To help celebrate the Centennial of Aviation, the 1940 Air Terminal Museum has planned venues not just in November but throughout 2003. The first event planned by the museum

is a grand hangar dance gala. As Houston's inaugural event for the Centennial of Aviation, the 1940 Air Terminal Museum will host a grand gala celebration on Saturday, January 25, 2003. Last year's gala event was a huge, sell-out success. There is nothing like a hangar dance with vintage aircraft, a big band, and excellent food and drink to make an exciting and memorable evening. Whether you want to reserve a table for a group of friends or come with a date, don't miss this one folks. For more information on this exciting celebration, please log on to our website at www.1940airterminal.org for ticketing information or call us at 281/367-7732.

To help our younger generation understand and appreciate the importance of the birth of aviation the museum has developed several educational venues. The Flight Case program is designed for trained volunteers to go into the classroom armed with historical document reproductions, visual arts, and other resources to help students understand aviation as it relates to history, science, English and math. The program includes all of the academic levels, and will be available the second semester of the 2002-2003 school year. Further, the museum has developed a series of teacher workshops that help teachers develop classroom ideas using aviation to help teach the core subjects. Museum volunteer, Brian Heckman, Adjunct Instructor at the University of Colorado and a flight instructor for the United States Air Force Academy has developed a teacher workshop for math and science teachers that utilized the technical development of weather forecasting throughout the twentieth century as it relates to aviation. The 1940 Air Terminal Museum will also develop and install guest educational exhibits throughout the year for use in hotel lobbies, libraries, schools and colleges to illustrate how it all began as well as how aviation affects us in our daily lives, and what we may expect in the future.

In addition, exhibits will explore the basics of the Wright brother's work that put them in the history books including how the craft was engineered to create lift, the development of the power source, and the control aspects. The 1903 Wright Flyer was constructed of spruce and ash covered with muslin. Fabric pockets were sewn inside of the wing sections that helped create a strong, flexible surface. When searching for a power source they found the infant automobile industry either unable or unwilling to help provide an existing power source so they designed and made their own. The small 12 hp engine was the first aluminum block engine ever produced. Since the cooling system only circulated water on the outside of the cylinders, and lubrication was rudimentary at best, the engine was a thermal nightmare that overheated in a heartbeat. Even though the design required the top to heat to a dull, cherry glow to help evaporation of the fuel prior to combustion, the engine could only create the necessary 12 horsepower for a short time. The propeller was the most difficult problem the Wrights faced. At the beginning, they felt confident that all they had to do was study maritime data. Besides, water screws had been used on ships for a long time, so of course, reams of data existed. Regrettably, they found that the time-honored procedure of trial and error and seat-of-the-pants engineering had been used. If the screw did not move the vessel appropriately, a larger one was made until it did. The data produced by the Wrights on propellers was the first and has survived the test of time. The control surfaces were every bit as intriguing as the prop and power design. As the story goes the "wing warping" concept came to one of the brothers while using a box to package a bicycle part for a customer. Similarly, if one puts fingers in the ends of an aluminum foil box and gently twists them in opposite directions the warping concept

becomes apparent. Try it. I think you will have the same reaction I did. The light went on over my head and I said, "Hey, this could work!" Most likely a similar response came from the Wrights. Later, with the American spirit of competition in high gear, Glenn Curtiss developed his concept that we used today - ailerons. The Wrights never forgave Glenn for this breach of professional etiquette in developing a better mousetrap, and properly sued him for his trouble. The vertical control design was more conventional as well as the rudder control. Even though the canard elevator kept the craft from stalling, it was a bear to keep from "porpoising" while trying to land - a design that was soon modified to the rear of the aircraft.

At the professional and academic level, I will represent the museum at the 2003 Texas Association of Museums annual conference by chairing a session on the importance of oral histories in the twentieth century. There are those who are still with us who remember the beginnings of practical aviation, and certainly the birth of our commercial aviation heritage. Information provided by oral histories fill deep voids in history and provide information not readily available in history books. By taking advantage of these remarkable, first-hand resources we can see history through the eyes of those who were actually there. In addition, the museum will be represented at the 2003 Mutual Concerns of Air & Space Museums conference in Washington, D.C. to develop working relationships with other aviation museums, share new educational resources, and stay abreast of new national and worldwide trends that affect the museum industry.

As with most of us, I find it difficult to understand the horrendous leaps we have made in aviation technology in such a short time span. We have gone from elementary wind tunnel and glider experiments at the turn of the century to traveling the solar system. From the Teflon on the frying pan used to cook our eggs to making it to Tokyo on time for a meeting, aviation and the developed peripheral technologies affect us daily. Aviation has always been on the cutting edge of our societal evolution. It is going to be a great year to celebrate the most important event that occurred in the twentieth century, and one of America's greatest contributions to the world -- the birth of manned flight.

For further information on the 1940 Air Terminal Museum, membership and volunteer opportunities, please log onto our website at www.1940airterminal.org or contact us at 8601 Travelair, Houston, Texas 77061, 281/367-7732. The museum is a 501(c)(3) non-profit, educational organization dedicated to preserving our aviation heritage.

..... and then, there's the Navy way!

Text submitted by Wes Coss. Picture submitted by John Grigsby. They arrived on the same day, neither having shared communication with the other. "Strange things are happening."

In the mid-30s the navy was supporting development of three types of variable-pitch propeller: the Hamilton-Standard hydraulic controlled system, the Curtiss Electric propeller, and the SMITH propeller that was operated entirely mechanically. The pilot had a manually operated control in the cockpit by which, through mechanism, he could vary the pitch of his propeller blades. Early Grumman biplane fighters joining the fleet were equipped with SMITH propellers. Remember those pregnant looking fat-bellied airplanes with retractable landing gear? And one of these, taking off from an aircraft carrier out of San Diego suffered loss of power on launch and went down into the sea directly ahead of the oncoming carrier. They had the good fortune to be able to get a line to the floating aircraft; legend leaves some doubt that the pilot even got his feet wet. The airplane was promptly hosed down with fresh water and, brought ashore, was soon packaged onto a railroad car and shipped to the Naval Aircraft Factory at Philadelphia Navy Yard for cleaning, repair and refurbishment, inspection, flight test and return to the fleet. This included complete teardown examination of the SMITH propeller and re-assembly with the blades carefully reset to their proper pitch.

The reassembled airplane was test flown at Mustin Field, inspected and signed off for return to San Diego. While the assigned Navy ferry pilot had never flown one of the exciting, new Grumman fighters, no one seemed to have felt concern in the matter. Wa-a-ay off schedule, he staggered into the Great Lakes Naval Air Training station in Chicago and plunked the thing down.

Everybody was saying, 'Where the hell have you been,' etc. And he says, 'Guys, this is the first Grumman I've ever flown, and if this is the 'GREAT Grumman' I've been hearing so much about-it stinks.'

"Well, now, Ensign, what's the trouble?"

'It won't take off, it won't climb, it's got no ceiling, it runs hot and it vibrates like hell.'

"Well, obviously, you don't know how to fly a Grumman, 'cause that's a great airplane. You stand down and get the Lieutenant here to take it onto the West Coast."

So again, way behind schedule, this Lieutenant makes it on into San Diego, but he has the look of being wrung out when he checks in. And he says, 'Guys, that airplane is all wrong. I have had it checked at five airfields on the way out here. TWA mechanics were good enough to come over and they went over it. And I've been in and out of it and there's something definitely wrong. It stinks! I had to land on the road and taxi across the Rocky Mountains! It didn't have enough ceiling to get over!'

the Navy way (cont'd)

They turned to some old aviation chief there and said, "Go look at the guy's airplane."

He's back in 10 minutes, lit up like a lamp and he says, "Excuse me Lieutenant, you said you checked that airplane?"

'Oh boy, have we checked it!'

"You say TWA checked it, and American checked it, etc. ?"

'Yeah.'

"If I'm not asking too much Lieu- tenant," he says, "will you come out and look at the airplane with me?"

They go out and the chief says, "Just look at it."

'Yeah, well ... ?' He couldn't see anything wrong.

"Lieutenant, will you please step over and pull the engine through?"

The minute he put his hands on the propeller, he lit up! He knew! His hands were curled over the rounded leading edge of the propeller! The SMITH was perhaps the only propeller in history where you could get the blades in backwards! The pitch of the blades had been set accurately at Philadelphia, on the big steel surface plates with big protractors and everything, but they were 180 degrees around!

And this thing had flown across the continent with the sharp trailing edge plowing ahead and the rounded part on the back. Of course, in the Navy, every incident gets written down on a piece of paper. The form was known as a Trouble Report. Roy (Grumman) had this thing, this Trouble Report saying, 'Propeller blades in backwards' framed and displayed for many years. His wonderful new airplane had just crossed the country with the propeller blades on backwards!

Don't you love a good flying story?





November 16, 2002

Gentlemen---

In recent reports to you re: RAPA I have expressed concern for the future of that association following several years in which it has operated without a meaningful agenda.

Recently, a few days before leaving for the October 22, 2002, RAPA convention in Orlando, Florida, I discussed the Golden Eagles' RAPA membership with Eagles President Roland Brown. It was agreed at that time that I would attend the Convention to determine whether RAPA would/could establish an agenda that would be meaningful enough for the Eagles to continue its membership in RAPA. If RAPA should fail to establish such meaningful agenda we would recommend withdrawal of the Eagles from RAPA.

Things didn't work out quite that simply.

While driving alone from Bloomington, Indiana, to Orlando, I spent the night of October 20 just south of Chattanooga, Tennessee. During the night I came down with what was apparently food poisoning. In the morning I called RAPA Secretary Maselko (USAir) to tell him that I was cancelling out and returning to Bloomington.

I also asked Maselko to report to the Convention that the Continental Golden Eagles would need to see a meaningful RAPA agenda in order for the Eagles to continue its membership in the Association.

According to the minutes of the Convention business meetings and from conversations with President Paul White (HAL), Secretary Ted Maselko, (USAir) and Treasurer Bill Hyatt (SWA), my statement re: the Golden Eagles need for a "meaningful agenda" was presented to the October 22 business meeting as my Senior Vice President's report.

Nothing in the minutes of the October 22 and October 24 business meetings indicate any agenda change until Hal Miller (TWA) and Ted Maselko moved "to dissolve RAPA Inc according to the

Constitution and ByLaws as now structured." After much discussion the motion was tabled "until such time as insurance issues are clarified." The motion to table was passed over the dissent of Maselko and Hyatt.

Jim Hanson (FAL) and Ace Avakian (FAL) moved to "continue RAPA Inc until the next annual meeting." The motion passed with Maselko and Hyatt again dissenting.

Just prior to the motion to dissolve Hal Miller (TWA) said that with "any change in RAPA structure (we) may be able to cover RAPA insurance through TARPA. (The TWA retired pilot group has its own insurance coverage.) Howard Wincele, RAPA's insurance agent will research the validity of such arrangement.

Plans for a 2003 Convention in Norfolk, Virginia, (and Kitty Hawk) were cancelled.

A Teleconference was scheduled for March, 2003. The agenda for that conferenc was declared to be:

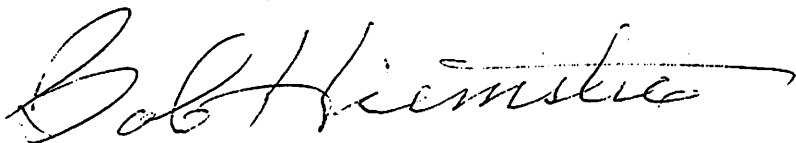
- 1) Continue consideration to dissolve RAPA, Inc
- 2) If continuing, determine time and site for 2003 Convention

In a telephone conversation with Paul White following the Convention I insisted that he call a meeting of all RAPA officers and delegates as soon as possible. A teleconference, as proposed for March, is not enough, since it would conceivably allow White and his coterie of "social" members to avoid dissolution of RAPA.

Every officer and delegate must have an opportunity to vote on this issue. If necessary, the meeting can be designated the 2003 Annual Convention.

While it is likely that RAPA will be dissolved, at this time it seems best that the Eagles retain RAPA membership until such dissolution is completed in order that we can:

- 1) protect the insurance interests of some of our Eagle members and dependents
- 2) retain a voice in the distribution of assets



MINUTES
RETIRED AIRLINE PILOTS ASSOCIATION
Holiday Inn International Resort
Orlando, Florida

CONVENE 0900 HR., October 22, 2002

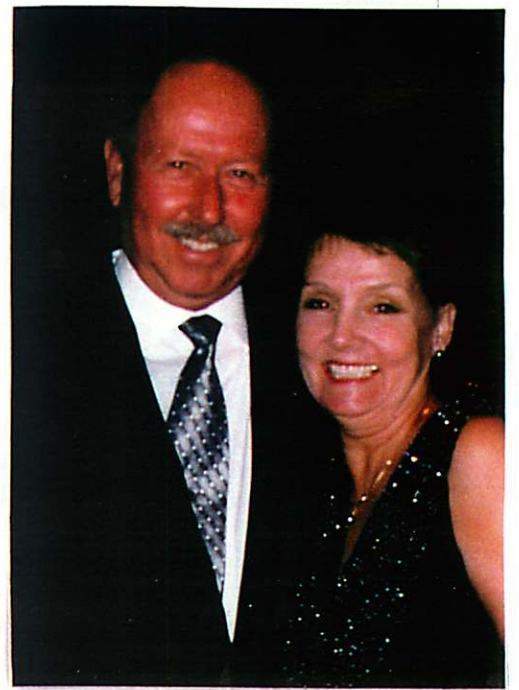
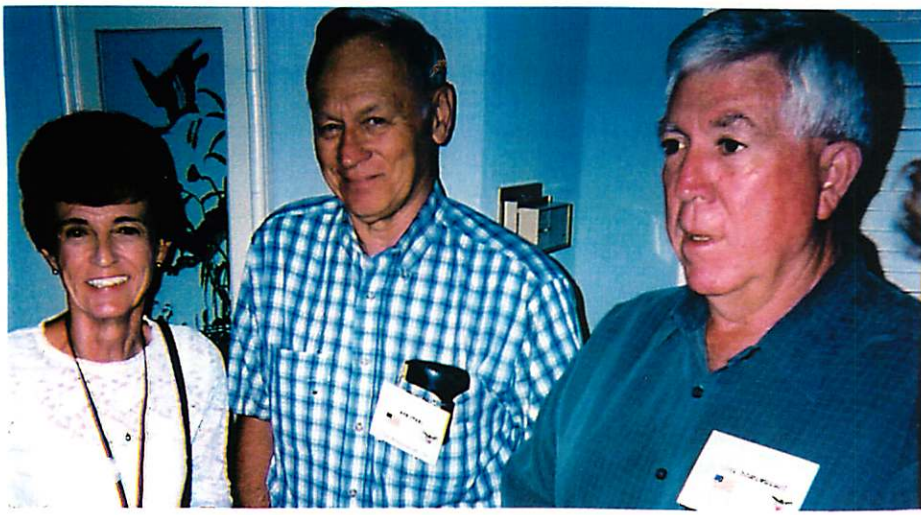
Roll Call of Officers & Delegates

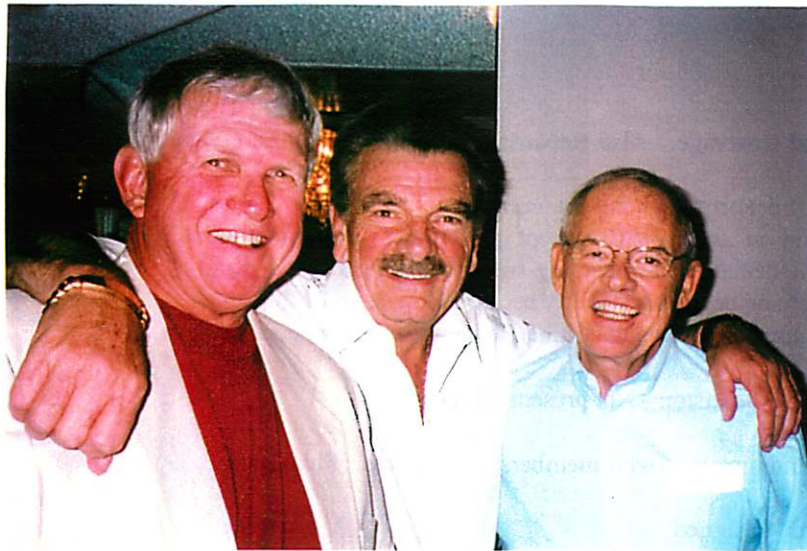
FAL - Avakian, Ace	SWA - Hyatt, Bill	NAL - Patton, Bob	NAL - Walker, Dick
V/P - Brewer, Bill	AAA - Maselko, Ted	NAL - Smargiassi, Mike	HAL - White Sr., Paul
FAL - Hanson, Jim	TWA - Miller, Hal	V/P - Stefanki, John	AON - Wincele, Howard

1. **President's Report - Paul White**
 - A. RAPA RAPPORT needs information from individual Airlines to continue.
 - B. Sent a letter to Jerry Lederer, our guest speaker in Las Vegas in 1993, congratulating him on his 100th birthday. Special thanks to the Convention Chairmen, Bill Hyatt and Bill Brewer and their wives for effort in setting up 2002 affair. Thanks to Officers who supported and continued work of RAPA.
2. **Report of Convention Chairmen - Bill Hyatt, Bill Brewer**
 - A. No changes in scheduled departure for Space Center. The Astronaut Hall of Fame has closed so alternate plans for remaining at Space Center or other Aviation sites on the route.
3. **Senior Vice President's Report - Robert Hiemstra**
 - A. No report available. Became ill enroute to Orlando, and returned home. His telephone conversation stressed need for positive motives for belonging in RAPA.
4. **Vice President's Report- Bill Brewer**
 - A. Plans to advertise in ALPA not completed. Not interested in continuing project, will help.
 - B. Travel benefits available through Ceasars Hotels. ASU Travel Guide book, an excellent source of many trips, cruises, hotels. Available by subscription. Internet sales often better than pass prices as well.
5. **Treasurer's Report - Bill Hyatt**
 - A. Approximately 550 RAPA RAPPORT subscribers (66 free to Member Airlines). Closing Treasurers PO Box since subscribers send checks to RAPA RAPPORT PO Box.
 - B. Association solvent, several Member Airlines dues still not paid. Written Report presented.
 - C. **Motion: Accept Treasurer's Report as presented.** Maselko/Brewer Passed.
6. **Secretary's Report - Ted Maselko**
 - A. Member Officer lists should be checked for accuracy. Sent Convention information to all Officers Delegates and Presidents and Secretaries of all Member Airlines. Several sent regrets, mostly medical reasons and distance to travel were cited for absence.
 - B. Email through the Rapa.org site asked for information, but further contact appeared futile in several instances. When successful contact is made the response is appreciated.
 - C. Next Teleconference scheduled for second Saturday of March 2003.
 - D. Described change of previous Retirement Medical Benefits on US Airways in the ALPA Restructuring Agreement signed during present pre-bankruptcy negotiations.
7. **Vice President/Historian - Ace Avakian**
 - A. Sent articles for next RAPA RAPPORT. One will contain historical article about How US planned Invasion of Japan. Offered anything in FAL Newsletter could be used.
 - B. Announced still being called by press for comments following aircraft accidents. All present reported the same and reinforced policy of No Comment on Accidents.
 - C. Files from Bill Root, former V/P Insurance was forwarded and reviewed. Will send to Airline Historical Museum. (airlinesmuseum.org for website, airlinesmuseum@aol.com for email)
 - D. Will resign as editor of FAL Newsletter after next year.

RECESSED FOR LUNCH

8. **Vice President/Insurance- Hal Miller - AON Consulting - Howard Wincele**
 - A. Steve Krusko, American International Group (guest Insurance Representative) Report of Accident Disability Policy review. Policy unique to the industry, only available through RAPA membership. Really 24 hour coverage for travel insurance accident insurance. COVERS NON-REV TRAVEL. Accidental death ranges from \$100,000 for Common Carrier; \$25,000 for Private Auto & Pedestrian, to





9. **Editor, RAPA RAPPORT** - Shad Shadowens (Speaker telephone conference.)
 - A. Announced regrets for not attending and in order: Will accept no Office; Resigned as V/P Membership and Editor RAPA RAPPORT. The demands of managing subscriptions, gathering material, editing, publishing and distribution are too great and beyond his ability because of age and health reasons.
 - B. Would keep involved and supervise in the rapa.org web site. Mike Howe, web master, does most of the communication work.
10. **Vice President/Communications Report** - Brooks Johnston - Not present. No report.
11. **Vice President/Legislative Report** - John Stefanki
 - A. Presented report of various letters and communications with members of Congress. Full report to be published in RAPA RAPPORT's next issue.
12. **Vice President/Membership** - Shad Shadowens - resigned
13. **Regional Vice President Reports**
 - A. **Colorado** - Jim Hanson
 - a. New Funeral allowances from VA for Burial Allowances. Medical and Prescription benefits becoming more restrictive with "needs" limits. Distributed Estate Planning Checklist.
 - b. HIMS program meeting taking place at same time as Convention, so unable to attend.
 - c. Local meetings for Frontier Retired Pilots especially concerned with widow's benefits regarding insurance changes.

B. Hawaii/Pacific - Bob Duncan - (Paul White for Bob Duncan)
a. Report of aborted Hawaiian/Aloha Airlines merger. Aloha Airlines now serving Sacramento, CA while Hawaiian serves six cities on mainland US.

14. NEW BUSINESS

a. Any change in RAPA structure may be able to cover insurance through TARPA organization. Howard Wincele will research validity of such an arrangement.

a. Discussion. **MOTION:** *Table until such time as Insurance Issues are clarified* Passed.
(Dissenting: Hyatt, Maselko.)

15. **MOTION:** Amend Article I, Section 3, Par. 5. To delete, "publish a Newsletter (RAPA RAPPORT) and". Hanson. Avakian. Passed.

President - Paul White Sr.
Sr. Vice President - Ace Avakian
Vice President - Bill Brewer
Treasurer - Bill Hyatt
Secretary - Ted Maselko

18. **NEXT TELECONFERENCE** - Second Saturday in March, 2003.

1. Continue consideration to dissolve RAPA, Inc.
2. If continuing determine time and site for 2003 Convention.

f/02minut1.min

GOLDEN EAGLES TREASURERS REPORT (Continued) 7/15/02 – 11/05/02

Balance from 7/15/02 (incl. Cash & refunded golf dep.)	\$ 10,255.26
Income 7/15/02 - 11/01/02	
Dues Received	2,595.00
Postage Fund Contributions	808.00
Convention Banquet & Luncheon Meal Reservations	7,681.00
Convention Hospitality Room Donations	443.00
Convention Raffle Proceeds	1,113.00
TOTAL INCOME this period	\$ 12,640.00
TOTAL ASSETS	\$ 22,895.26
Disbursements 7/11/02 - 11/05/02	
Golden Contrails Summer Publication	\$ 2,247.05
Convention Banquet Refunds	254.50
Convention Banquet & Luncheon (Tropicana Hotel)	7,628.52
Convention Hospitality Room Food and Snacks	1,035.78
Convention Hospitality Beverages	486.45
Convention Banquet, Luncheon & Hospitality Decorations	770.23
Convention Awards & Presentations	207.62
Convention Document Printing	39.90
Convention Misc. Supplies, rentals & expenses	410.53
Convention Speaker Expenses	157.00
TOTAL DISBURSEMENTS this period	\$ 13,237.58
BALANCE 11/05/02	\$ 9,657.68

Postage Fund Contributors

Sid Alexander	Tom Long
Jack Alley	Lawrence Marinelli
Don Ballard	Monroe Mathias
A.J.(Bud) Battley	Butch Meier
Roland Brown	Max Meinen
Tom Buckley	Wayne Nakagawa
Walt Bybee	Larry Nelson
John Campbell	Tom Neubert
A. J. (Amous) Cann	Gene Newman
Dave Clough	Joe O'Neill
James "Jet" Conger	Robert Pearse
Edward Cox	Richard Pekrul
Louis Cuthbertson	Cliff Pleggenkuhle, Sr.
Richard Dahse	Cliff Pleggenkuhle, Jr.
Joseph Dentz	Frank Rhodes
Jerry Donevant	Hal Ross
Tom Folwell	Shaun Ryan
Dave Gildart	Eddie Jean Scott-Simmons
Fredianne Gray	
Thomas Guetz	Bob Shelton
Virgil Hemphill	Harold Spores
John Hodge	Charlie Starr
Ernie Islava	R.E. "Tommy" Thompson
Keith Jaeger	Moffitt Tinsley
D.J. Lehman	Gary Wilsey
Ron Lemon	Joel "J" Worley
Peter Linzmaier	A.J. High
	Bob Wilson

Thanks to all who have so graciously made contributions to the postage fund; your donations have kept our treasury from being somewhat depleted by the rising costs of printing and postage. A tip of the hat to all of you!

OUR NEW MEMBERS

Larry Bailey
Newt Ball
Ralph Bellerue
A. Scott Tomlinson

Denny Cleveland
Gary Gavagan
Bobby Glau

William "Bill" Henry, Jr.
Ron May
Jim McGhee
Lou Rich

A special **WELCOME** to all of our new members. **And a special challenge to each of you who are presently members:** Contact a friend or acquaintance who is eligible for Golden Eagles membership and urge them to join us. In just over the past year, more than 100 Continental pilots have retired; and of this 100 plus retirees, fewer than 10% have joined the *Golden Eagles*. Let's reach out to these people and to all who are eligible. A membership application is included in this magazine and additional applications can be downloaded on the Golden Eagles Web site www.thegoldeneagles.org Anyone who is retired from, and was on the pilot seniority list of Continental Airlines, any of its merger partners, or predecessor airlines, or who is an active Continental pilot over the age of 50, is eligible to join; and is encouraged to become a member. Please contact at least one or more eligible persons and urge them to join! Each of us know someone who they can contact – don't put it off; call or write them today!

IMPORTANT DUES NOTICE

I'm sure that most of you realize that there has been no increase in the \$20 annual dues in many, many years. A recent audit study showed that the continuously rising costs of printing our fine magazine "*Golden Contrails*" along with ever increasing postage rates, consume about 78% of each member's annual dues. Were it not for some very generous contributions to our postage fund, many of our other activities, such as the annual Convention and its activities, bereavement fund - just to name a few - would have to be curtailed or eliminated. Rather than curtail any of these activities or reduce the standard or content of the magazine, the Board recommended an increase in dues. A vote on this recommendation was taken at the recent Convention's business meeting, and an increase to \$30 per year, starting with the 2003 dues payment, was overwhelmingly approved. Thus, dues - beginning with the 2003 year - which are payable in January, will be \$30. With this increase, and continued postage fund support, we will be able to maintain the publishing of our high quality magazine, maintain and improve our web site, continue to put on a quality annual Convention/Reunion and maintain the other functions of the Association.

This brings me to another dues subject. You will note that a red-bordered "**IMPORTANT**" notice was affixed to the envelope containing this magazine. This notice asks you to look at your envelope's address label, and specifically at the **RED** numbers following your name. This **RED NUMBER** indicates the year through which your dues have been paid. If your number is a year less than 2002, records indicate that you are in arrears. Members more than two years in arrears are subject to removal from the mailing list - something that we very much do not wish to do. So, please, don't throw that envelope away - take a moment to look at the **RED NUMBER** on your address label. If that number is less than 2002, why not bring your membership current, and assure your continued delivery of *Golden Contrails* along with all other membership privileges. If this dues record is in error, please let me know. Some of you will notice that in place of a RED NUMBER on the mailing label there are letters. "W" indicates a dues-exempt widow of a member; "CT" indicates a subscriber only to the magazine, while "Life" and "Honorary" are dues exempt.

A dues renewal and membership update form is provided below for your convenience. Using this form to update or change any of your information when needed or when making a dues payment is gratefully appreciated. Remember, the postoffice will only forward your mail for a short period - please send us any changes or updates. Please print, since my old eyes can't function like they did in past years! Remember, dues for years prior to 2003 are \$20.00 per year; dues beginning in 2003 (due in January) will be \$30 per year. If making more than a year's dues payment, please indicate how you wish it allocated. Why not take a moment to make your dues payment right now?

cut or  tear

Dues Renewal or Information Update Form (Please Print)

Dues are \$20 per year through 2002 and \$30 per year beginning in Jan., 2003

Last Name _____ First Name _____ M.I. _____

Spouse Name _____ Phone No. (_____) _____ - _____

Address _____

City _____ St. _____ ZIP+ _____ - _____

E-Mail _____ Other Info _____

If making a dues payment or postage fund donation, please make checks payable to **GOLDEN EAGLES**, mail form to:

GOLDEN EAGLES
C/O CHARLIE STARR, TREASURER
4328 SUNSET BEACH CIRCLE
NICEVILLE, FL 32578-4820

phone: 805 897-0898

E-mail cws1932@cox.net

GONE WEST:

Non-member **GARY FERGUSON** died Dec. 7, 2001 (a late report due to misplaced data until now)...**CAPTAIN FERGUSON** lost his life when he was flying an ultra-light aircraft, doing takeoffs and landings at his landing strip in Newman, Georgia. He was doing touch and go's, when a wind gust or something else caused his aircraft to veer sharply left, and he hit a fence post, throwing him at some trees head-first, and he died instantly. (e-mail from Jim Michaels and Ken Alrick)

HERBERT E. (HERB) PERSING (88) died, after a long battle with cancer, on October 3, 2002. **HERB** learned to fly in an E-2 Piper Cub, in 1938, and three years later he was a flight instructor, training British Pilots at Miami, Oklahoma. In February, 1944, he was hired by Continental Airlines, as a copilot on Lockheed Lodestars and DC-



3's. Later, **HERB** checked out as Captain on DC-3's and, as Captain on a Convair 340 Flight from Midland, Texas, **HERB** skillfully crash-landed the aircraft into an open field, without any fatality! Later it was determined that, while performing an

overnight check, a mechanic had installed the elevator controls in reverse order!

HERB retired in 1974, flying the Boeing 747. **HERB** and **ALLINE** were married for 65 years, and were founding members of the Christian Church of

Thousand Oaks. **HERB** and **ALLINE** loved bird hunting and, for many years, they both shot game as members of the Creekside Pheasant Club, and of Quail Unlimited. The couple also traveled extensively after his retirement in 1974. **HERB** was greatly loved by his four children, nine grandchildren and nine great-grandchildren. At his memorial service, quite a few spoke lovingly of the great amount of time and affection he had for each of them!

Non-member **WILLIAM GARY RIELS (60)** died after an apparent heart attack, on August 1, 2002. After graduating from Louisiana Tech University, **GARY** was commissioned in the U.S. Air Force in 1964, and he flew 370 missions in Viet Nam. In 1967 **GARY** was awarded one of his two Distinguished Flying Crosses for his efforts in directing the successful rescue of two downed



pilots along the Ho Chi Minh Trail. Upon separation, **GARY** was hired by Continental Airlines and flew the Boeing 727. In 1983 **GARY** established a chain of "Texas Lube Care" stations in the Houston area. Married to Janie Riels for almost 32 years, **GARY** spent his later years fishing, hunting, playing tennis, and gardening.

Non-member "**DENIS KANE** passed away peacefully in his sleep on Friday, Oct. 18, 2002, after a lengthy fight with cancer.

His last wishes were that there be no service or memorial and that his ashes be returned to the family plot in Michigan."

e-mail from BOB FOLEY

"DENNIS was a great, friendly guy. Very professional and a joy to work with. His wife, Betty was in charge of the Ventura County Jurist pool for may years."

e-mail from TED DANIEL.

After a long battle with cancer, Non-member Texas International Pilot, DENNIS V. GLENNON (65) passed away on Oct. 19, 2002. Hired by Trans-Texas in July of 1966, DENNIS was an active pilot until his retirement about 5 years ago. He and his wife, Darlene lived in Irving, TX.

ELMER (BERT) LYNN (87) died Oct. 26, 2002. Since BERT had the required amount of flying time, he joined the U.S. Air Force as a "Service Pilot" in 1941. Soon

he was flying a C-46, twin-engine Curtis Aircraft, over the Hump between Rangoon and China. As a Major, he served as assistant chief pilot for the Military Air Transport Service (MATS), in the China and India Theater of Operations.



Following his military service, BERT was hired by Continental Airlines on Dec. 1, 1945. After a time BERT served as assistant chief pilot at Continental's El Paso, Texas Base. In the early 1960's BERT began flying Boeing Jets out of Los Angeles. After

29 years and 31, 500 hours, BERT retired on April 13, 1975. In retirement BERT and his wife, EDDIE, (married almost 60 years), lived near their home town, in Lusk, Florida.

JOSEPH R. (JOE) ALDENDIFER (86), died on November 8, 2002 at his home in Rancho Mirage, CA. Born in Lincoln, Illinois, and after playing quarterback in College, JOE served in the U.S.

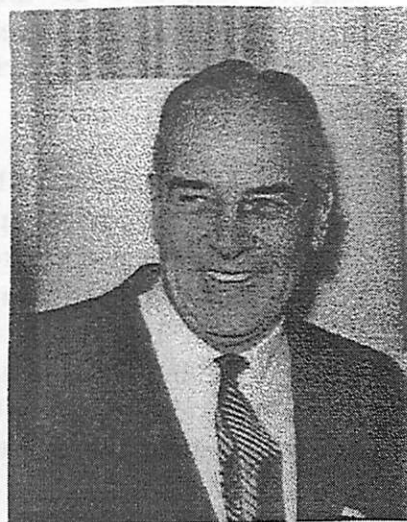
Army Air Corps from 1941 to 1946. During

World War II, JOE flew from a base in England, on very dangerous bombing missions in a B-17. After his tour of duty, he piloted his B-17 from England, over the Atlantic,

to the United States. JOE joined Continental on Sept. 24, 1945, and he flew the Douglas DC-3, DC-7, and DC-10, the Boeing 707, 720, 707-320, and 747, and also the Vickers Viscount.

On Feb 2, 1967 JOE married CYNTHIA CLOW in Las Vegas, and retired on May 21, 1976, after 31 years of service. JOE also served as president of Mount Pulaski Telephone Company for the last 30 years. Some time ago JOE and his wife, CYNTHIA, moved to Rancho Mirage, where JOE greatly enjoyed playing golf. JOE was a member of Thunderbird, and The Springs Country Clubs in Rancho Mirage, and the Lincoln Elks Club in Lincoln, Ill.

JOE is survived by his wife, CYNTHIA, three sons, and several grandchildren. Services were private, and suggested donations may be made to the American Cancer Society, or a charity of your choice.



Honorary Member JOHN BENDER, (95), died on November 12, 2002. Born in St. Joseph, Missouri, JOHN attended Junior College, bought an old airplane, and barnstormed all over Missouri.

Later, JOHN moved to the San Francisco area and was hired by United Airlines as a passenger agent. When war was declared, JOHN joined the Air Force as a Second Lieutenant, and he flew with the Air Transport Command as co-pilot for BOB SIX (President SIX was on leave from Continental Airlines).

JOHN joined Continental at the request of BOB SIX, and he was Manager of various cities before he moved to Denver as Director of Operations.

More recently, SIX had a Ranch in Colorado, where JOHN was in charge of the "Bunk House", and where he entertained Continental employees, and officials of other Airlines.

JOHN founded ARECA (Association of Retired Continental Employees), was its first President, and he was an HONORARY MEMBER of the Golden Eagles.

He was also a glider pilot, and was a member of Cypress Soaring, Quiet Birdmen, Red Barons, and the OX 5 Organization. Also, JOHN retired from the Air Force on March 31, 1967 with the rank of Lieutenant Colonel.

After six months of confinement to a wheel-chair and bed, JOHN died. All Continental people join his wife, MICKEY, in mourning his passing.

NORM MEYER sent a newspaper clipping to ALICE POWERS, and she mailed it to your Editor, advising of the death of ALICE's neighbor, BILL HARMSSEN, who joined Continental as a

pilot in early 1942, and who took an early retirement in 1949. HARMSSEN then began making candy at his home, and was very successful as the "Jolly Rancher".

DICK GRIGBY sent the following e-mail, from Miriam Taylor.....(advising of the death of Norm Geiger)....you will recall that Norm and Lou Geiger lived in (Pacific) Palisades before moving to Rancho Santa Fe. Norm was very successful as a V/P, I believe of Regional Sales. He is remembered by many line pilots for his outgoing friendliness and cooperation....he was, only one word for it, LOVED, by members of ARECA.....Dick"

ILLNESSES/SURGERY

JIM MICHAELS sent an e-mail to KEN ALRICK on 04/26/2002 as follows:

"Ron Kurtz has had a stroke, (and) complications from the lack of circulation caused the doctors to remove one of his legs, also. He is in a rest home in Houston. Bud Battley has spoken to Ron's wife and she suggests that any cards or letters be sent to their home address. It is:

Ron Kurtz,
12986 Trail Hollow,
Houston, TX 77079"

JOHN CAMPBELL sent an e-mail to KEN ALRICK on 07/25/2002, as follows:

"Some of the Eagles might like to know that I have been taking Jack Murray to my QB meetings at the Dallas Hangar for a couple of years, and he will soon become a QB——Jack lives in North Dallas in an assisted living apartment, and they are feeding him well. Since his stroke in '96, or so, his speech is quite limited so at the meeting I have been speaking for him, and having a lot of fun doing it. I told about Jack's first solo in the SNJ at Pensacola where he managed to ground-loop both directions and catch both wind tips and the prop on his landing. As I told the story, Jack was shouting NO, NO, and trying to strangle me.



. I would encourage anyone who knows Jack to call him and tell him who you are, wish him well, and tell him a "remember when" story. He can handle a Yes or No type conversation fairly well, and I know his days could use some cheer. (A card would need to be read to him by his son, John)). Jack's telephone number is: 972-490-9369 and his mailing address: 1818 W Colorado Blvd. Dallas, TX 75208.

John Campbell

In addition to sending KEN ALRICK an e-mail about the death of DENIS KANE, BOB FOLEY wrote, "Betty, Denny's wife, underwent coronary angioplasty on Saturday, and a piece of plaque broke loose, and lodged in her brain, resulting in a loss of 20% of her vision. Her doctors assure her that in time this condition will heal itself, and that her total vision will return. She's resting now, at home. Betty's address is 2800 Sailor Ave., Ventura CA 93001. Bob Foley"

e-mail from KEN ALRICK, dated 11/15/02, from RUBE CAGE: "Ken. We just got word early this a.m. that Catherine Morgan passed away during the night. She was Ken Morgan's wife... Will be back in touch when we know more details. Rube Cage".

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

THIS'N THAT

The 30th Annual Convention of the Golden Eagles in Las Vegas, Nevada was another memorable affair, with over 170 members, wives, widows, and guests attending. With the help of professional Video, Col. BOB ETTINGER gave a very interesting and

informative talk on the pilotless Global Hawk which can fly at least 6,000 miles, all completely under the control of qualified personnel on the ground!

At this time, perhaps mention should be made of a statement by President ROLAND BROWN honoring ALICE POWERS for providing the favors for our ladies for so many years that one cannot say it was for 30 years, but certainly it was for at least the last 20 years! The standing ovation for ALICE was well deserved!!!!

Among the banquet reservations were: SID ALEXANDER, JOHN and KATHY ALLEN, JACK and JEAN ALLEY, RON and SANDRA ALVERSON, JUDY AMBROSE, NEWT and CAROL BALL,

DON and DIANE BALLARD, BUD and LAVERNE BATTLE, KEN and BILLIE JO BELLERUE, RALPH BELLERUE, ROLAND and JUDY BROWN, TOM BUCKLEY, MIKE and CARLA BURKE, DON and PATTI BURROWS, WALT and ALICE BYBEE, JOHN and ANN CAMPBELL, AMOUS and LAVERNE CANN, BILL and AMY CHILDRESS, DAVE and SHARON CLOUGH, JAMES CONGER, EDWARD and KAREN COX, MARY ANN CROCKER, DICK DAHSE, DAN and LISA DICKSON, JOE and INA DOMENGEAUX, JERRY DONEVANT, Col. BOB and MARTHA ETTINGER, JANE FANNIN, JIM and CAROLYN FARROW, GENE and PHYLLIS FREEMAN, DAVE and JACKIE FURULL, DAVE and SALLY GILDART, ED and ALICE GORMAN, FREDDIANNE GRAY, DON and SUE GRIFFIN, DICK and SUSAN GRIGSBY, PAUL and GAIL GROVER, BILL and MONICA HENRY, BOB and KATHRYN HIEMSTRA, GARY and RENELLE HUMPHRIES, BETTE IRESON, ERNIE and MARILYN

ISLAVA, RAY JEHLIK, JACK JOHNSON, KENT and KAREN JOHNSON, BOB and JANET KINSEY, GLENN and PAT KOWAL, DOUG and MARGIE KRIKEN, LARRY and KATHRYN KRUCHTEN, JOSEPH and MARIE KUNZ, DON and MARIAN LESEBERG, PETE LINZMAIER, LEE LIPSKY, BILL LIVELY, AMANDA LIVELY, SONNY LOGAN, TOM and DORTHY LONG, LAWRENCE and JOAN MARINELLI, MONROE MATHIAS, GEORGE MATYK, RON MAY, BEN and CHRIS MCKENZIE, CARY and SHEIDA McWILLIAMS, BUTCH and LINDA MEIER, RAY and TROVA MELBERG, ED MELONE, LEE and PAM MEYNERS, GABRIELLA MOORE, LARRY and JAN NELSON, TOM and REATHA NEUBERT, DAVE and KAY NEWELL, GENE and ERMA NEWMAN, ED and ROBYN O'QUINN, TERRY OWENS, GLADYS PARKER, DICK and PENNY PEKRUL, CLIFF, JR and KELLE PLEGGENKUHLE, CLIFF, SR and FLORA PLEGGENKUHLE, DON and MARLIS POPOVICH, ALICE POWERS, STAN and NOVEL POYNOR, PHYLLIS PRICHARD, FRANK and ARLENE RHODES, KAREN RHODES, B.M. RICHARDS, HAL and JANE ROSS, JACK and SANDY ROTH, SHAUN and LINDA RYAN, TOM and PENNY SCHUCHAT, PAGE and KAY SEATS, BOB and CAROL SHELTON, CHARLIE and CYNTHIA STARR, RON STARRY, DON and ELLEN STRAIGHT, BOB and JOYCE SYKES, K.D. and CASEY THOMPSON, TOMMY and ADELINE THOMPSON, ANDY WHITTESEY, GARY and LANETTA WILSEY, and JOHN ZETZMAN.

CONVENTION NOTES

At the Business Meeting, Widow's Aid Chairman Gene Newman, mentioned the following pilots who had died since our last

Annual Meeting:

Gary Ferguson	non-member	Dec. 7, 2001
Charles Becker		Dec. 30, 2002
George Childers		Feb. 2, 2002
Jim Bauer	non-member	May 15, 2002
Bob Swan		June 4, 2002
Gary Riels	non-member	Aug. 1, 2002
Herb Persing		Oct. 4, 2002

What a treat to see a smiling and loquacious FRANK RHODES at our Annual Meeting! Even though FRANK spent most of his time in a wheel-chair, he was able to walk and put a sandwich, fruit, salad, and a cookie or two on his plate! And, of course, ARLENE and daughter, KAREN were delighted that FRANK was having such a good time!

LEE MEYNERS looked fine, and seems to have completely recovered from the small stroke, mentioned in our previous issue.

ERNIE ISLAVA had his usual big smile, as he helped serve drinks from behind the bar.

DR. MARINELLI and JOAN were pleased to see so many old friends, as they continue to come every year.....

As usual, JOHN CAMPBELL, and MOFFITT TINSLEY expressed positive opinions at our business meeting.

BOB and KATHY HIEMSTRA have moved 8 times in the last 14 years!

BOB KINSEY sold his house, along with the avocado orchard, built a new home for JAN, and, at age 77, BOB works full time as a handyman. (JAN takes the phone calls to put together his work schedule).

- end of Convention Notes -

RAYMOND H. (RAY) MELBERG has been inducted into the OX 5 Aviation Pioneers Hall Of Fame for 2002. Quoting from the OX 5 News, "Ray has not only had a full aviation life, but he has enjoyed

passing on aviation knowledge to others. He taught many people to fly in the Denver, El



Paso, and Los Angeles areas, and he is still teaching others about aircraft construction as a Technical Counselor for two EAA Chapters.

RAY rose to Chief Mechanic and Shop Superintendent at

Denver Municipal Airport in 1936. He designed and built three biplanes 1936-42, and designed and built a monoplane for Harry Combs which was intended for production in 1939-42.

RAY joined Continental Airlines in November 1942, and in 1945 was promoted to Captain, flying for Continental until 1972.

RAY was inducted into the Colorado Hall of Fame in 1974. At age 90, RAY is currently completing a fourth biplane of his own design, assisted by one of his grandsons. Two of RAY's biplanes were featured in the air shows of Tex Rankin and Sammy Mason.

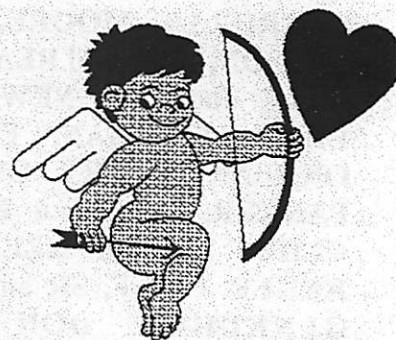
Letter from Charlie Brooks to Charlie Starr, dated 05/16/02: "Dear Charlie-You, and the rest of those great Continental Airline Captains, have no idea how much Marge and I enjoy the Golden Contrails: How we could attend your conventions (but) at age 86, plus personal illness (makes) it hard to do any traveling.

Please tell Capt Casey and Capt Merrill (Moore)(that) this old man sure did enjoy and still enjoys reading their "aerial milk run" articles. Being one of the original milkmen (COS-LHX-PUB-HUT), Marge and I can

relate to that wonderful and most interesting article. Some of you good guys can probably recall the years when LHX was known as the "Watermelon" stop! What a terrific group and wonderful, wonderful people who make up the GOLDEN EAGLES, and the lovely ladies of the AUXILIARY! Give Marge and my best to them. Sincerely, Charlie (Brooks)"

(Editor's Note: Charlie served as Station Manager of many Continental Stations.)

When DON BALLARD brought his wife, DIANE, to our 30th Annual Convention, there was no longer need to be silent about another romance in our retired pilot group. If our information is correct,



DON and DIANE were married more than a year ago. CONGRATULATIONS and "May you live happily ever after!"

Since we're writing about "ROMANCE", we noted that HAL ROSS attended the 30th Anniversary Banquet with JANE ROSS! We hope the BALLARDS and ROSSES

will send us a few words about their courtship marriage, and how happy they are together.



CHRLIE STARR received the following note from KEN TIEGS: "Thank you for the reminding note that I could be dropped off the list—Don't want that! Enclosed \$20.00 to



be back in your good graces!

Things have been hectic here as I'm getting back to normal—lost my wife of 59 years to Alzheimers Disease....The good news is that I've remarried—to my

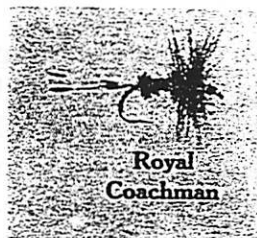
sister-in-law! Take care CHARLIE, and all the gang. Sincerely Ken Tiegs" 08/07/02

About three months ago this Editor wrote a dozen or more members, asking for a few paragraphs describing their fishing experiences, along with a photo or two. The quality of the numerous responses has been very gratifying! Here are a few, selected in accord with the date of postmark, with some adjustment for available space:

At this writing we already have some excellent fishing reports for the next issue from TED HERBERT, and WES COSS. GENE FREEMAN has promised to send us his experiences, and Associate Editor Gene Newman would appreciate more contributions from our membership. Please send us your experiences within the next month or two!

Our Editor, Dick Grigsby, an expert fisherman with a fly rod, a spinning rod, a deep sea rig, or with a plain cane pole, neglected to tell us about the six pound bass he caught recently. We hope that story, plus additional contributions will be told in our next issue.

RSG



ROYAL COACHMAN

Ride, coachman, ride through the mist and the spray,
Dance high on your hackles, for this may be the day,
As you roll down the riffle and swirl in the eddy,
That the great trout is waiting, that the Rainbow is ready.

—end of poem—

Your Associate Editor, Gene Newman, a fair fisherman with a cane pole, and less than mediocre with a spinning rod, tells this story:

Dick (Grigsby) and I flew out of El Paso during the 1950's. On our first fishing trip together, we Dick drove his nine year old airport car (Chevrolet) into Mexico. It was about seven or eight hours of driving time to Lake Boquilla, located about 2 ½ hours south of Chihuahua City.

About half way, the knob of the stick shift had to be held manually in third gear in order to continue. Being ardent fishermen, we ignored common sense, and continued on to Lake Boquilla!

After three days of fishing in a boat, with a guide, using spinning gear, we had eleven 2-4 pound Black Bass in our ice chest, and started for home. Imagine our dismay to find that now the Chev would not operate in third gear, but that we could try to get home using second gear!

About one hour north of Chihuahua City, in the middle of a desert-like area, with no habitation in sight, the gears

wouldn't mesh and we were stranded!

But, within five minutes, two men, driving an almost new Chevrolet pickup, stopped and found out that we needed help! We learned that they had been fishing, but had no fish to show to their wives when they arrived home.

So we offered them half of ours, if they would pull us home to El Paso. They readily agreed, and, for much more than 50 miles they towed us to Dick's home, where we gladly gave them six of our Black Bass. What a fine ending for our first of many fishing trips to Lake Boquilla!

STAN ZIMMERMAN lives in Anacortes, Washington, and sent the following:

"Yes, we have caught some very nice and very exciting fish. The enclosed card (right half below) is what Echo Bay uses for its



advertising. My wife and I caught the two Halibut off our boat in one afternoon. They weighed 78 and 156 ½ lbs. What a day!!

I think our most exciting fish was caught North of Petersburg, AK on our way to Juneau. We were anchored in 40 feet of water enjoying the evening when a sailboat joined us about 100' away. Shortly after, one of our heavy rods in the rod holder started working and the line began to run out. At that time I was unable to take in any more line and as I pulled harder, the sail boat

got a little closer (strong dacron line-60 lb. Test). I gave the the rod to Leone, jumped into the dinghy and rowed rapidly to the sailboat. The owner had been watching all this and I yelled at him to raise his anchor. As the anchor came into view, I could see the line had wrapped around the chain. One quick flip freed the line and Leone was able to reel in the fish, as I moved back to our boat. Together, we were able to harpoon and land the halibut, which weighed 163 lbs. This was our largest fish ever. We made Juneau the next day, and mailed all of the beautiful halibut filets back to SEA on Alaska (Airlines).

Best of Luck,

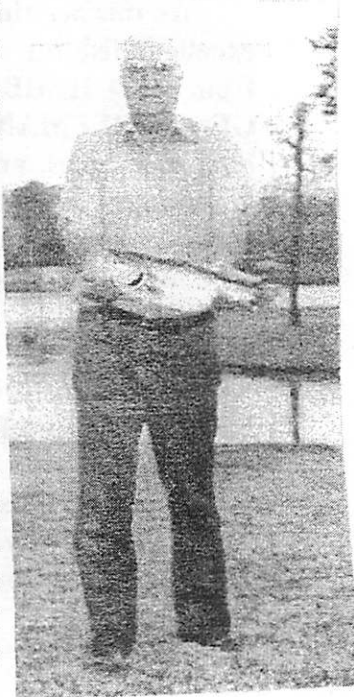
Stan and Leone Zimmerman".

BEN WILLIAMS lives near Mabank, Texas. He has sponsored annual "fish fries" for numerous Continental people in the Dallas Area for many years. His story follows:

"I have lived on Cedar Creek Lake for 16 ½ years. It is great to have a lake in your back yard. The lake is approximately 18 miles long, but with all the inlets, we have about 350 miles of shoreline.

This lake contains many species of fish: black-bass, crappie, lots of catfish, hybrid stripers (real pole-busters), and of course, we have some rough fish as well—drum, etc... The fishing is good just about all the time.

I have two boats, a 24 ft. pontoon boat which I use for fishing and pleasure, and a 20 ft. inboard, when I just want to cruise. I'm enclosing a picture of a



black-bass I caught near by back yard. (In regard) to fish fries , this past year I was "stove up", and I did not have a fish fry. I guess I was not too popular, because a lot of folks in Texas, as well as folks from as far as Kansas seem to thoroughly enjoy my place on the lake. (In previous years) Willie Morrison, past Regional Director for C.A.L, was my fish fry helper.

It is a nice fishing lake, and it will be OK by me if the Good Lord lets me die here...

Ben"

REX BUCHANAN wrote: "Please send the



picture back--- when my kids were little, I took them to the fishing boat in Malibu almost every week--with old fishermen...I went fishing for world record Marlin on light tackle, off the coast of Mexico's Baja California, Cabo San Lucas--- - 1 9 4 7 - 4 8 - 4 9 ... H o o k e d many; but did not

land any---lost lots of line!

Rex" (Buchanan).

BILL KNOWLES wrote:

" We live in Washington, an hour north of Seattle and our boat is 1/4 of a mile from the house so it is most convenient to "go fishin".

In this area we have several runs of salmon Kings, Silvers, etc.; the bottom fishing has been curtailed because of the supply, but prawning is quite good and the Dungeness Crabs are excellent.

Sallie, our Labrador Chico, and I usually depart for British Columbia in June on our

42 foot Grand Banks Trawler, and stay up north for at least two months. **THAT IS WHERE THE FISHING GETS GREAT!**

Crabbing is a weekly occurrence. We drop a crab pot down, maybe 20 to 40 feet, baited with an old fish head, some herring or most anything along those lines. It will remain in the water for from 3 to 24 hours, and then when pulled we can have from 2 to 6 of the sweetest seafood morsels



available. Clean 'em and boil them and serve either hot or cold.

Our favorite is the prawn for an evening meal. It is a bit more work as these guys hang around a 200 to 300 foot sandy bottom; you drop the prawn trap, baited with herring, at slack tide and, when we pull the trap we can count on from 15 to 40 prawns for the grill that day, or maybe in a cool shrimp cocktail.

Lots of bottom fish including the wonderful Lingcod to replenish the food supply, and in only 20 minutes and you can have an evening meal of bottom fish. Nothing better than fresh fish!

I "rigged up" for halibut this last year; a stout rod and reel, and no-stretch 130 pound line with a herring as bait. Halibut hang around a sandy bottom at a depth of

200 to 300 feet or so, hence the no-stretch line. Fish at slack tide to keep the bait on the bottom and you bounce the bait along the bottom as the boat drifts. This year, not very far from Echo Bay in British Columbia I caught my first Halibut, a 53 pounder, and I had my hands full, fishing out of the 13 foot Whaler. A harpoon is a necessity as these guys are tough. This fish, while not like the Alaska 200 pounders, was fantastic eating



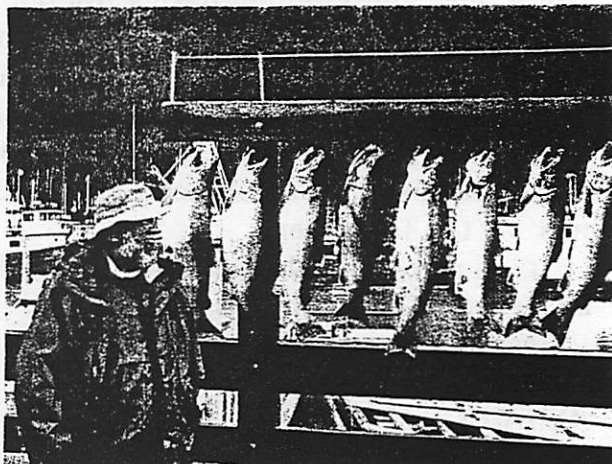
and they are easy to clean. This fish surrendered 45 fillets, each about 3 feet by 8 inches thick. Halibut are best in the 20 to 50 pound size, where eating is concerned. Did you know that when the Halibut is born, both eyes are not on the same side, but are like other fish; one eye migrates to the other side as they age.

Numerous runs of Salmon, usually starting in August; one will last us a week or so, but as the freezer on board is usually pretty full we don't fish them a lot. Next year the fly rod goes north. A local guy has promised to take me to a river where no one fishes for the Silver Salmon and you can walk across the river on their backs! I gotta see this!

Well, Gene, this fishing in the Pacific Northwest beats the old bass fishing we used to do in Mexico, when we were based in El Paso, but like the man said "it's all good!" Tight lines, Gene! Best regards,

Bill Knowles".

JIM LOSEY tells of fishing in Alaska, (see photo), fishing in Baja California with his



brother, ART LOSEY, and a friend, where they did not gaff any Marlin, but had exciting hookups. They did catch many Dorados (Mahi-Mahi) however, to make their trip worthwhile and memorable. JIM also mentioned that he also enjoyed a trip to a fishing camp in Punto, Colorado.

GEORGE SEIFERT phoned to say that he and his wife, STORMY, greatly enjoy fishing in Alaska at Natnek Anglers, located 285 miles southwest of Anchorage. One can get there via Alaska Airlines to Anchorage, and Alaska Air on a 30-40 minute flight to the Lodge, which has a limit of eight guests per week.

There is excellent fishing for Rainbow Trout, Arctic Grayling, Arctic Char, King Salmon, Silver Salmon, Sockeye Salmon, and Chum Salmon. Rainbow Trout, some up to 16 pounds, are caught in the Naknek River.

GEORGE has fished there for the last three years, and has never been disappointed with his catch! The owner, Virgil Banach, is a personal friend of GEORGE and STORMY. If you are interested, call (800) 677-2701.....

- end of fishing stories -

LaVERNE THORNBERRY NOTES

LaVERNE wrote that she wasn't feeling well enough to go to our 30th Annual Convention, but she plans to feel much better next year...

CONGRATULATIONS to **SHERYL SUE CERVENY** and **MATTHEW A. JONES**! They were married on Sept. 14th in Dallas; a beautiful bride, handsome groom, glorious and personal wedding ceremony followed by a lovely dinner dance. **SHERI & MATT** are a new Continental husband-wife team; she in the cabin and he the cockpit.

The October 2002 issue of the *Vanity Fair* magazine gave excellent recognition to Airline hostesses, stewardesses and flight attendants. Continental was among the mentioned Airlines.

Houston's new **ARECA** Chapter is off to a great start with **MARY HESS** presiding president. **MARY** reports 71 paid members with an average of 40 attending the luncheon business meetings.

CARMEN & JIM MINOR had a wonderful vacation in Europe; they spent most of the time in Southern England and Ireland. Both have enjoyed their trips, flying to these places but their vacation was better.

MONTE & ED WALKOWICZ have enjoyed the summer, especially **ED**'s part-time retirement with less time given to schedules and more time for fun things. **ED** has turned his Aircraft Engine Maintenance business over to their son and no longer spends full days in the Rockwall shop. **MONTE** enjoys having him around for honey-do-jobs and her work in the Garden Club as well as her own garden.

BETTY & LEON GREEN hosted a Republican Reception in their home, for the District. Four hundred invitations were sent and it was well attended; fortunately no more than 40 people were present at the same time.

MARY OLSEN and her daughter flew to Kosice, Czechoslovakia, for a special

event; **MARY**'s cousin was ordained a Catholic Priest. The ordination was in St. Elizabeth Cathedral, an old, old church. **MARY** said many years have passed since she visited her relatives in that country and was happy her daughter could accompany her and visit with so many cousins before they returned home.

BEN WILLIAMS has been having problem with his arms and hands for several months. His Dr. tells him they are affected by carpal tunnel syndrome; as of now, he has not had surgery. **BEN** continues his volunteer work as Cancer Coordinator with the American Cancer Society. His duties entail making transportation available for patients to keep appointments with Drs. and for treatment at Cancer Centers.

ROGER THEISEN had 6 by-pass surgery; another vein clogged shortly after surgery, since the vein was small Dr. did not suggest surgery for it. **ROGER** is doing well and plans to attend his family reunion in Minnesota.

HELEN COON tells us that **DICK** has had a bad year, but is doing well at this time. **DICK** goes to Oral Roberts Cancer Center, Tulsa, for treatment, tests, and monitoring. He was diagnosed having non-Hodgkins Lymphoma but just recently began medication, although the diagnosis was early this year. He has had a bad time with shingles and still takes pain killers, but they are much improved.

Happy Anniversary to:

MARGE & DOUG KRICKEN (14th)

JOAN & HERB JONES celebrated their 49th with a party at the Adolphus Hotel, the oldest hotel in downtown Dallas.

LUCILLE & I.G. GORMAN 58th wedding anniversary and I.G.'s 83rd birthday.

PEGGY & NORM MCGOWAN (59th)

We wish all of you many more happy celebrations together.

— end —

