



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, 2005



BEATEN BUT UNBOWED

CAPTAIN'S CORNER



I am finally off reserve!!! I remember what a joy that was when I was flying but now it just means I no longer can sit back and watch Ben McKenzie do all the work. Having been the President-Elect for the past two years I can tell you that Ben did an outstanding job as President and will be a very tough act to follow.

One of the things that Ben has to proud of is the formation of the Golden Eagles We Care program that was instituted under his watch. Recently he had the pleasure of presenting the Continental Airlines We Care program with a check for \$5000 to help with assistance to the many employees who live and work in the Gulf Coast area and were affected by the hurricanes. I am sure that your contributions that made this donation possible were very much appreciated and needed.

I am very happy to say that Bob Shelton has agreed to serve as President-Elect for the next two years and I am sure he will be a welcome addition the Board of Directors. For those of you who have enjoyed the golf tournaments he has organized in the past, you will be happy to hear that Ben McKenzie has taken over those duties and we will continue to have great tournaments in Houston in the future.

I am deeply sorry that we had to cancel the convention in Houston this year but the Board felt it had no other choice because of the uncertainty of non-rev travel caused by the hurricane. We have decided not to try and reschedule the event but rather to work on making the convention in Las Vegas bigger and better than ever.

I would like to thank our secretary, Butch Meier and our hard working treasurer, Charlie Starr for agreeing to continue in their positions for the next two years. It is a pleasure to have people like this to work with.

We also need to thank Dick Grigsby and all his volunteers who make this Golden Contrails possible and Ken Alrick for maintaining the E-mail Liason that lets us keep current in between issues of Golden Contrails.

I would like to close by expressing my appreciation to everyone for according me the honor of leading the Golden Eagles for the next two years and if I can do half the job that my predecessors have done I will be happy.

I look forward to seeing all of you in Las Vegas in September. Check the Golden Eagles Web page for the details and don't forget to thank Birdie Bertrand for his great work as Webmaster.

See you in Las Vegas,

Shaun Ryan



Your newly elected officers who will be serving for the next two years are:

President:	Shaun Ryan
President-Elect:	Bob Shelton
Secretary:	Butch Meier
Treasurer:	Charlie Starr

Many thanks to my board of the past two years for all their support- Shaun Ryan, President Elect; Charlie Starr, Treasurer; Butch Meier, Secretary; Committee chairmen: Bud Battley, Corporate Liaison; Don Griffin, Widow's Aid; Dick Grigsby, Golden Contrails; K.D. Thompson, Travel Liaison; Bertie Bertrand, Webmaster and Ken Alrick, E-mail Liaison. Our conventions could not take place without the Ladies Auxiliary officers: Judy Brown, President; Ina Domengeaux & Linda Meier, Co Vice Presidents; Cynthia Starr, Secretary and Rynelle Humphries, Hospitality Room Coordinator. Bob Shelton and Paul Grover always have great Golf tournaments for the guys and gals. Don Gentry and Bud Battley have a fun raffle each year. There are too many volunteers to mention them all.

The Golden Eagles have joined Continental Airlines in supporting the Continental We Care program. Our We Care program is our way of giving back by helping Continental Employees in crisis. On behalf of the Golden Eagles, Ben & Chris McKenzie, Butch & Linda Meier, Bob & Carol Shelton and Bud & Lavern Battley presented a \$5000 check to We Care at Continental Headquarters in Houston, TX . on October 26th, 2005.

This administration has recognized the Golden Eagles "Hall of Fame Lifetime Members". Webmaster, Bertie Bertrand was recognized this year in addition to Past Presidents: Jack Alley, Walt Bybee and Don Ballard. Each of the recipients has a name plate added to the traveling plaque. The plaque will be displayed at each of the Golden Eagles Conventions. This is our way of recognizing those members who have done so much for this organization.

It has been my privilege to serve as you president for the past two years.

Ben McKenzie, Past President

Houston 2005 Convention Report The Convention That Never Happened

Plans were completed and everything was ready to go for the 33rd Annual Golden Eagles Convention. This was supposed to have been another great gathering of the eagles. Then, Hurricane Rita decided to darken our doors. Everything came to a halt. The airport closed and many had no water, ice or electricity. The traffic came to a stand still and many were stranded on the freeway. Therefore, on September 22, 2005 the board made the announcement to cancel the convention.

Bob Shelton had our annual golf tournament planned for Lake Windcrest preceding the convention.

Our Auxiliary President, Judy Brown and her officers had the decorations for the banquet and were ready to help set up the hospitality room. The Auxiliary also had surprise entertainment for us.

Charlie Starr reported 177 people for the banquet and had worked tirelessly taking all the reservations, doing the name tags, etc. This was a wonderful turn out for Houston.

Larry Kellner had agreed to be our guest speaker.

Don Gentry and Bud Battley had the prizes and were ready for our raffle.

We also were blessed to have Pleggie accept the invitation to give the Blessing and the Benediction.

The bad news is that we didn't get to have our 33 Annual Golden Eagles Convention. The good news is that the hotel let us cancel our contract without penalty.

Let's plan to have a super convention in Las Vegas on September 20 & 21, 2005

Ben McKenzie, Past President

GOLDEN EAGLES DONATION



Carol & Bob Shelton, Chris & Ben McKenzie, Maria Benson, Butch & Linda Meier & Lavern & Bud Battley

Dear Members of the Golden Eagles,

I wanted to share some information about our We CARE program here at Continental Airlines along with a heartfelt Thank You for your contribution!!

The WE CARE Fund is a financial assistance program that helps Continental Airlines employees (including employees of Continental Micronesia and Chelsea Catering) and their families by granting financial assistance. Such assistance is to pay for basic necessities such as rent, clothing, medicine and food, during unexpected emergencies such as floods, fires and personal illness.

The majority of our funding goes to employees during unforeseen circumstances and illness, however, lately, with Hurricane Katrina, Rita and Wilma; we have been working closely with our employees throughout the Gulf States and Mexico. WE CARE has sent generators to employees who've lost power for extended periods. We have sent emergency cash to all of our employees affected, along with emergency supplies, food and water. We have helped our displaced families relocate to other cities such as Houston, Dallas and San Antonio so they would continue to have employment with Continental, paying for apartment deposits and rent, and even furniture. WE CARE also held a clothing drive after Hurricane Katrina to send items to our co-workers in New Orleans.

Due to contributions, like yours, WE CARE is able to help in these situations, and then some. So far this year, WE CARE has donated over \$630,000.00 to 468 families. Words of thanks from our co-workers are expressed to us daily, and we'd like to share a HUGE Thank You to you all members of the Golden Eagles for your generous donation.

Maria Benson, President of Continental Airlines We Care, Inc.

**Minutes of the Board Meeting
Golden Eagles**

4 October 2005

The Executive Board met via conference call at 4pm on Tuesday 4 October 2005. The meeting was called to order by President Ben McKenzie, present were Shaun Ryan, President Elect; Charlie Star, Treasurer; Roland Brown, Past President; and Judy Brown, Ladies Auxiliary President; The minutes of the 23rd September 2004 meeting were approved. The treasurer's report presented by Charlie Starr was approved.

President's Report- Ben McKenzie

1. It is sad to report that the Golden Eagles Convention of 2005 in Houston had to be canceled due to the hurricane Rita that was fast approaching the Gulf Coast. We had reservations for one of the largest attendance ever in Houston. After a lot of discussion about rescheduling the 2005 convention it was concluded that the 2005 would be canceled and we would concentrate our efforts to have a great and large convention in 2006. We also had discussion on changing the date in Houston and will discuss that issue in 2006.
2. Shaun announced that Convention plans for 2006 have been completed and we have a contract from the Sahara Hotel for September 20th & 21st, 2006 awaiting his signature and a \$500 deposit.
3. The Ladies Auxiliary has agreed to use the decorations from Houston and will carry the same theme forward.

Convention 2005

1. Since the convention was canceled and members had paid in money for meals, board agreed to issue a letter explaining as well as we can and offer the members to make a choice of refund, 1 Donate to We Care 2. Apply to your dues 3. Put in the general fund or 4. Receive a full refund.

Awards

1. We had planned to give several awards at the Convention, therefore the Board agreed to present Honorary Life Membership Awards to the following past presidents: Captain Don Ballard, Captain Jack Alley and Captain Walt Bybee.

2. The board agreed to nominate and present to Captain J.T. (Birdie) Bertrand an Honorary Lifetime Memberships award for his work on the Golden Eagles Web Site.
3. The board agreed to nominate and present to Dr. Hal Conwell an Associate lifetime Membership Award for his role in helping with pilots in health matters for the last 25 years

Lapel Pins and Ladies Pendants

Judy Brown and Linda Meier have developed two pins, a lapel pin for the men and a pendant for the women... They were to be offered for sale at the convention. We will include them in the next issue of the Contrails on how they can be obtained.

Donations

The membership has been very generous with help and with the current disasters that we have faced. The We Care Fund is contributing to those current employees who have been affected. It is felt that we will generate more funds rather than issuing a refund for the convention. We now have sufficient funds to make a \$ 5,000 donation to the We Care Program and hope to have more funds in the future.

Elections

Secretary: Captain Butch Meier was elected by acclamation for another two year term of office.

President elect: Captain Bob Shelton was nominated for the office of President elect and was elected by acclamation.

President: Captain Shaun Ryan has assumed the duties as President of the Golden Eagles.

Outgoing President Ben McKenzie thanked everyone for their hard work and support.

All members will be notified by letter, email and the Contrails of the details of our meeting and the convention plans.

Meeting adjourned at 5pm.

Submitted by Chris McKenzie for Capt. Butch Meier

RESERVE CAPTAIN'S CORNER

The Convention was all set, the rooms were all rented, the turn out was to be the biggest for a Houston Convention, and then, and then, along came Rita. The wind blew, the traffic on the north bound roads were packed, and we ran out of gas. As it turned out Houston was spared but our friends to the east got hit pretty hard.

I had several conversations with Captain Ben as to what we were going to do and he made the decision to cancel the Convention. I know for Ben it was a tough call but the right one and I applaud him for it.

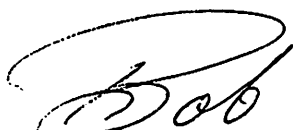
I missed the 2004 Convention in Las Vegas for the same reason, Hurricane Ivan ripped up trees and tore the roof off of Carol's Mothers home in Southern Alabama so we went to help there.

I am honored to be the President-Elect and look forward to working with Shaun the next two years. My main goal during this time will be to work with Shaun, Ben and others on membership.

I would like to thank Ben and Chris for all of the hard work they have done the last few years. Ben and Chris it has been, A JOB WELL DONE.

While I am thanking people I would like to thank SID ALEXANDER for helping me with the golf tournament. By now everyone has their refund and gift package. SID put most of the gift package together and for that I thank him.

I look forward to seeing everyone in Las Vegas.



Bob Shelton

EDITORS' CORNER

FRONT COVER... Charlie Starr's camera catches the stark reality of nature's devastation in this thought-provoking scene.

EX OFFICIO... outgoing president, Ben McKenzie, brings us up to date on activities of the Board of Directors during and after experiencing the misery wrought by hurricanes Katrina and Rita.

FLIGHT OF FANTASY... This article by Denny Pistoll makes us realize, perhaps for the first time, the thrilling beauty of hang-gliding. That last, running step-off into nothingness, so graphically described in Denny's article, makes us suddenly aware of the skill involved if one is to avoid disaster. Thank you, Denny!

A HURRICAN'S WRATH... Charlie and Cynthia Starr provide us with views of the grim aftermath of the hurricane Katrina's power in the vicinity of her eye near Waveland, Mississippi. Charlie relates the story of an adventure perhaps never before recorded in words and pictures so effectively. What a perfect use for their fine old Stinson Voyager!

DON'T EVER GIVE UP... This statement of philosophy from the mind and hand of Captain Tom Frazier reflects a motto all good pilots live by.

BACK COVER... Our thanks to Denny Pistoll for this spectacular shot of his feet treading thin air, his eyes remaining fixed on a selected point ahead, as he strives to emulate the glide of a huge soaring raptor.

INSERT... The insert is a complete combined address and e-mail roster for the current year and an ordering form for the new lapel pins.

Dear Ladies,

Regretfully, an unexpected complication in the form of Hurricane Rita forced the cancellation of our Houston Convention. As always, there is a bright side. Due to the generosity of our organization's members, the Golden Eagles Care Fund grew enabling us to donate a very nice gift to those in our Continental family with special needs. Well done.

Although we didn't have the opportunity to present the fruits of our labors in Houston we are saving everything for Las Vegas. Unfortunately, the surprise we had planned for you will remain in Houston. To my knowledge there is no board member that is willing to sing and dance on stage at our next convention.

Ina, Linda, and Cynthia, I would like to publicly say thank you for all your hard work this past year. I couldn't have done it without you.

As a Board, we had agreed to serve two (2) calendar years. At our next meeting in Las Vegas we will be electing new officers. Alice Gorman is our Nominating Chair, so if you would like to serve please contact her. All nominations are welcomed.

Ladies, we hope you like the pins/pendants designed with you in mind. Supplies are limited so I would encourage you to place your order as soon as possible.

In closing I would like to wish you all the very best. Do have a wonderful Holiday Season. See you next year.

Sincerely,

Judy Brown

FLIGHT OF FANTASY

Denny Pistoll

After reading with great interest of the exploits of Don & Jim, retirees who have continued to fly A4's and B-17's respectively, I thought I'd share my own recent experience of getting back into the geezer flying game.

We all harbor dreams and fantasies of things we'd like to do one day but regrettably, that 'one day' seems to elude us. For an assortment of terribly sensible reasons we tend to back-burner the pursuit of our dreams and, for the most part, tend to moil in the status quo world of our self created comfort zone.

About a year ago I decided I wanted to experience un-powered flight; I wanted to try hang gliding. Actually, this was not a whimsical decision but rather a long standing dream kept at bay for some 35 years. I first caught sight of hang gliders soaring the beautiful Koolau mountain ridges in Hawaii in the early '70's. The sport was in its infancy then, but the pilots flying them didn't seem daunted by that reality as much as they were encouraged by the cutting edge challenge of what they were pioneering.

At age 63, I decided it was time. In checking around the country I discovered the Lookout Mountain Flight Park located in the very northwestern corner of Georgia. They are, I learned, the largest hang gliding school in the country and I was impressed with the people with whom I spoke and gained even more respect after meeting them in person.

The LMFP approach to training mirrors that of aircraft pilot training as they are very structured, safety conscious to a fault, thorough and professional. I signed up on the spot and in early hours of dewy a fall morning I began my quest in earnest. Hill training was the first stop.

The hills are tough. Veteran pilots have told me that doing hill work was the most difficult part of the learning process but, they emphatically add, the most essential part. Working the small hills develops excellent launching technique because, due to the shallow slope, you, the pilot, have to provide the lifting energy by properly balancing the glider and launching efficiently. Since every launch has a landing - or something that passes for it - the hills provide plenty of practice. Developing the eye for when to slow and flare the glider is an acquired skill gained only through repetition. On every flight the instructor is right at hand to observe the performance and provide constructive feedback. It is up close and personal, one-on-one training and they don't miss a twitch. They absolutely want you to succeed!

Only when one's launches and landings are solid and consistent do you then move from the small hill to the big hill. The big hill with its steep gradient and thrice times elevation allows for some 'serious' air time. One goes from being 10' feet above the ground to well over 100'. The tasks move from launch & landing to executing precision turns, reversing turns, speed runs and landing on proscribed headings. The tasks are designed to challenge, and challenge they do. In this phase, all the skills come together and one must move with alacrity. It seems at first almost overwhelming but in time and with persistence, muscle memory eventually kicks in and maneuvers which had to be premeditated and carefully thought out, become naturally intuitive.

It was a joyous morning indeed when I completed my required hill work was "cleared" for the mountain and my first high altitude launch. That very morning I and went up to the office, which sits astride the mountain launching pad, to draw a glider and get set up. I must admit though that all the while I was preparing I was carrying a 50 lb butterfly around in my stomach!

I was calmed somewhat by the busying task of setting the glider up and doing a much longer pre-flight than was really necessary. I was sort of dragging my feet even though I realized that the mountain wasn't going to get any lower with my dilly-dallying. After a while my instructor came over and asked if I was ready. Sounding far more confident than I felt at the moment I choked out, "Yep, I'm ready."

The launch sits atop a beautiful sweeping valley that was the site of a major battle during the Civil War. Despite the history and beauty of the location, I am preoccupied with other thoughts. Like a lot of things in aviation there are a number of elements that, to execute properly, have to be done simultaneously. In the case of cliff launching a hang glider the MOST critical item, after setting the proper pitch attitude, is keeping one's eyes focused on the far horizon. Looking out allows you to maintain that critical pitch angle and therefore allows the glider to be in a proper position to fly. Though saying this makes perfectly good sense and sounds reasonable, to do so one has to overcome a few million years survival instinct NOT to look where you're stepping when trotting to edge of a 1,300' cliff. This was the locus of my concern and I didn't want to screw it up. As Yoda might say...*look down you must not!* Doing so will impart undue pressure on the control bar and cause you to go down, and you definitely don't want that to happen.

As I prepared to launch, my world - my entire being - was focused like a laser beam on a mountain peak some 15 miles across the valley. I believe I had achieved an almost Zen-like, self-induced tunnel vision during my take-

off run as I saw nothing else. Because the winds were very light the glider needed some altitude to acquire flying speed. I sensed my left foot stepping off into the void and felt the glider sink but it wasn't a violent lurch that I had expected but rather a gentle settling which consisted of about a 20 to 30' drop. Almost immediately I felt the harness tensioning against me and then supporting my body entirely as the wing began to lift. I was flying! My next task was to insure that I was flying AWAY from the mountain. A dropping wing would mean that I was in a turn back toward the cliff and that's the second thing you don't want to do. But no worries, I was still heading straight for that distant peak and soaring as the terrain rapidly dropped away beneath me. Next I was to check my airspeed which was supposed to be between 18 and 23 mph: I was doing 20. It was then that I noticed, emblazoned on the rudimentary airspeed indicator, the watch word mantra of the day - RELAX. The message was not there by accident, of course, and I heeded the advice. The wind gently whispered against my face as I then took the time at that moment to luxuriate in my surroundings - it was a gorgeous sight and a truly incredible feeling. It was un-powered flight. I was riding a ribbon of air and flying in the purest form possible for gravity challenged earthlings. It was everything my fantasies imagined it would be.

The glider was a dream to fly. The harness system puts your body in a semi-prone position. From there short, controlled weight shift inputs - pointing the feet and hips in the direction you want to go allowed me to bank the wings and turn at will. Unlike the training hills where everything happened in a compressed time frame, I now had the feeling of freedom and all the time in the world. I also experimented with moving my weight (center of gravity) fore & aft over the horizontal control bar or base tube as it is called. Moving forward will pitch the nose down, descend the glider and increase airspeed, whereas an aft movement will cause a climb and slow the glider. How cool is this!

The next task was to enter the landing pattern over the Landing Zone. With some variations hang gliders use the same landing patterns that airplanes use: crosswind, downwind, base leg and final. Since I had excess altitude I hung out (pun intended) in the "box" pattern. This consists of a series of 90 degree turns - picture an aircraft holding pattern - over a designated part of the Landing Zone real estate. You fly the box until you descend to an altitude where pattern entry is appropriate and you can complete the approach and landing.

The LZ at Lookout Mountain is quite large and therefore forgiving should one seriously under or over shoot the target. As per procedure and to protect against an inadvertent stall, I pulled the control bar in slightly to increase my airspeed as I left the "box" and flew the proscribed pattern.

Here, in estimating the glide path is where some of aviation background was probably helpful. The turn on base and final went as planned and I flew the glider down to about 5' above the ground where I then slowed and flared to a soft landing. Wow, what a HOOT!

Despite some initial muscle pulls, freezing cold mornings on the hills and other associated frustrations that accompany any new enterprise, the time and effort expended was worth every minute. Although my official training has ended I am, yet again, a rank beginner. Ahead, in the world of my newly acquired sport many new challenges abound such as ridge soaring, thermaling, cross country flying and even aerobatics. Fantasies can become realities and geezers can fly after all. My 'one day' is here and I'm anxiously looking forward!



A HURRICANE'S WRATH

Charlie Starr

A Visit to the Center of Katrina's Destruction

All of us, regardless of where we live, have been inundated over the past month or more with stories and news accounts about hurricane Katrina, and the damage it did to New Orleans. While New Orleans, along with other areas did sustain damage from the winds of hurricane Katrina, the majority of the city's damage was due to flooding after several of the levees gave way – a happening that has been predicted for years, if New Orleans were to be struck by such a storm.

Meanwhile, some sixty miles to the east at, Waveland Mississippi, where the eyewall of Katrina hit with its full force, little has been heard. Perhaps this is because of the sheer size and number of people in New Orleans that were impacted. Or maybe it's because of the "political hay" that was available to those who wished to advance a cause, or because of the finger pointing and blame in the storm's aftermath. Whatever the reasons, the Mississippi town of Waveland, and its people suffered far more hurricane damage – and their story needs to be told.

This past Friday, October 14th, my wife, Cynthia and I flew our old antique Stinson Voyager airplane from our home near Ft. Walton Beach Florida, over to Waveland, Mississippi.

As I said, this is where the eye-wall of hurricane Katrina hit and where Cynthia's son, Kevin, is assigned to help with the hurricane recovery. Kevin is a fireman/paramedic from the Denver area who volunteered to go to the Gulf Coast for hurricane relief duty. He's in charge of the many fire fighters

who volunteered from all over the country and who are assigned to the area; and also helps with coordination of the people in FEMA. These firefighters back up what's left of the local fire and police departments, help with the clearing of damaged property and make safety inspections when someone has a temporary housing trailer or RV that they want to hook up to what little power or water services are available in the area – these serve as temporary homes to many people who had their homes destroyed. FEMA says they need about 50,000

or more trailer homes in the area to house those who's homes were destroyed, but all available trailers seem to have been sent to other areas (such as near New Orleans). But, that's a whole other story; and I guess, that's just politics.

After a short delay early in the morning leaving our home airport in Florida due to fog, it turned into a beautiful, almost-clear, fall day as we climbed above the few puffy clouds and flew westward over Pensacola and Mobile. As we flew further west, into the area affected by Katrina, we could begin to see signs of the destruction that the hurricane caused. Starting as far east as Pascagoula and Biloxi, we could see the damage along the coast. It became really noticeable in and around Biloxi and Gulfport. There had been number of the large multi-story casinos that had been built over the water on the beaches near these cities; these huge buildings had been picked up like toy boats by the storm surge – estimated as high as twenty-eight feet – and deposited several blocks inland.

ATC (air traffic control) let us fly down the beach, however we were restricted to an altitude of not below 4,000 feet. But even at this altitude we could see hundreds of blue tarpaulins covering damaged roofs (those buildings that still had roofs). These became more and more frequent as we flew west toward Waveland – until the scene was almost a solid sea of blue, only broken by patches of empty ground where houses once stood. Finally as we approached Waveland, the sea of blue gave way completely to..... a scene of nothing. There



A church near Gulfport flattened by Katrina



Looking down a street of what had once been a neighborhood in Waveland, MS

simply were only heavily damaged buildings and thennothing..... all buildings were totally gone!

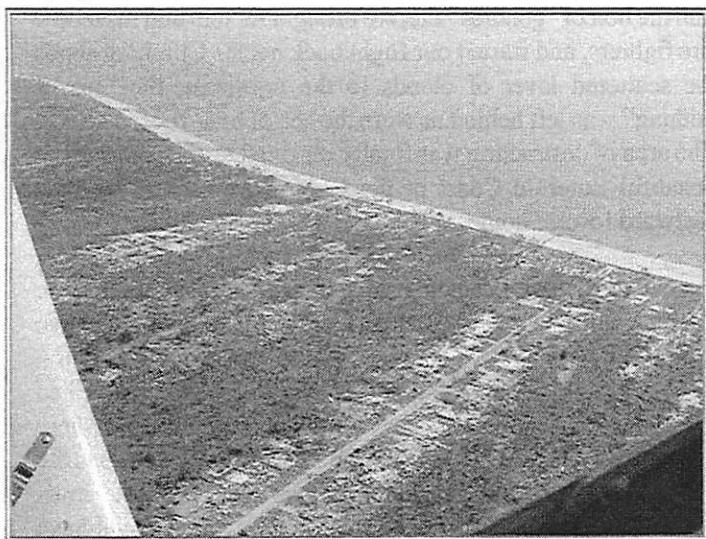
The airport at Waveland – actually a large airport with a 9,500 foot runway, built for the NASA rocket test facility a few miles away – was only partially in operation. Several of the hangers had been severely damaged, and the few airplanes that were there belonged to either the military or to companies doing relief work under contract to FEMA. All communication were out of service and traffic was controlled by Gulfport approach control, some miles away. After landing and parking on the ramp, we called Kevin on his cell phone and he broke away from his work for a few hours to meet with us. Even this cell phone call was a problem, as we had to find a location on the airport where we had a signal from a working cell tower. Kevin arrived in a FEMA car and took a while off from his job to drive us around the area so we could see just what massive destruction had taken place. Now mind you, the hurricane had hit well over a month ago - and much cleanup of roads, home sites, and debris had already taken place; but the views from the air couldn't even begin to compare with the level of destruction that was apparent on the ground. The scope and enormity of the almost total destruction was beyond imagination. For about ten to twenty miles east and west along the beach and stretching for

waters had deposited them – and they now awaited pickup with all of the other storm debris.

Realistically speaking, there was little recognizable as homes or neighborhoods other than massive piles of debris and concrete slabs that outlined where buildings once stood. A few people still searched through the wreckage and debris –



A flag flies on the fence of 115 Aiken Rd. In Waveland



Only the concrete slabs remain to mark the outlines of where homes once stood in this Waveland community

about a mile inland, there simply was practically nothing that was left standing. Only a few steel or concrete reinforced buildings had even the outline of house still standing. Debris was piled high along every street. A large drainage ditch along one of the main roads that had water flowing in it during the storm was filled with as many as 100 to 200 cars and trucks, piled several deep, in a mass of twisted wreckage – all picked up by the massive storm surge and then floated and deposited in this storm ditch. A tall twisted pile of rusting junk. Along every road were lines of refrigerators and freezers – most had become floating boxes of spoiled food, left wherever the storm

evidently still looking for some of their belongings. A few had campers or tents erected on the now-bare concrete slabs – where their homes had once stood. These served as their homes, now (and probably will be for some time to come). Many had wooden boards, with their names and street numbers painted on them; nailed to a post or an occasional standing tree that remained on their property. These hand painted signs served not only as markers of where their homes once stood, and markers for insurance people - when they finally come, but also seemed to give some sense of ownership and order to what seemingly had no order. The only sounds to be heard were the squawking of a few seagulls rummaging through the debris looking for a meal, and the occasional sound of a portable generator or a chainsaw.

We were amazed at the number of American flags that were flying on these totally gutted pieces of property – nailed to makeshift poles or tacked to whatever was available to display them. As we motored through the most devastated area, taking some pictures, we were confronted by one gentleman. I'm guessing that he must have been tired and frustrated by the people who came by and treated the area (and the people's plight) as a tourist attraction. But when he found that Cynthia's son was part of the relief effort, he became quite friendly and we spoke with him for some length of time. His home, which was probably a beautiful Gulf-side place, was nothing but a pile of rubble – not even recognizable as a home except for parts of an iron fence still standing and the concrete slab where his home once stood - and his flag fastened to this fence. His attitude was remarkable, though. He had lost just about

everything, was living across town in a small motor home, but was completely upbeat. He seemed genuinely thankful that he still was there at all, and - and, if he can get permission from the county, he plans to rebuild. I wish I had gotten his name and how to contact him; I'd like to write to him and see just how this all plays out in a few months and in a year or so. And, I'm sure there are many more Waveland residents who have this same spirit.

I can't imagine, though, how so many people will ever be able to rebuild. There are no grocery stores, no Walmart, no Home Depot, no gas stations; there simply are no businesses (including motels or restaurants). Electrical power and fresh water are either not available or in short supply. Many, if not most, skilled workers - who have the construction talents to "build" - are gone from the area. Just the thought of "how do you dispose of the tons and tons of debris that are left?"; this one fact alone is beyond comprehension. Last year when hurricane Ivan hit near here, where I live, the disposal problem was unbelievable; it took almost a year to clear the area of debris, and our destruction was only a small fraction of what I saw in this one area of Mississippi.

Kevin will be in the area for about another three weeks before he is scheduled to go back to Colorado. I suppose that after a while you become somewhat hardened to all of the misery that is going on around you, and you simply do the best you can under the circumstances. However, I could detect a sense of frustration and even a sense of depression in Kevin. Seeing people's lifestyles, and even their very lives, almost destroyed must certainly weigh heavily. While Kevin and his fellow workers are there to help, their tools and resources are, at best, limited. I sensed that they were doing the best they could, but felt that this was - simply put - far short of what was needed.

I sensed that the people of this area, unlike what I have read and heard about the people in the ghettos of New Orleans, only want a bit of help in getting their lives back together. Though this was the hardest hit region of hurricane Katrina - right at "ground zero" - these people aren't blaming anyone or demanding that the government do something for them; instead they ask for a minimum of help while they get their affairs in order and start the rebuilding task. Sure, there is frustration in the slowness

and inadequacies of some aid - especially while the New Orleans area, which was spared the blunt of Katrina, gets the majority of attention. But again, I suppose this just politics. There are well over a million potential votes in New Orleans,

while in the Waveland area, probably less than 100,000. The squeaking wheel gets the grease, as they say.

Kevin, wanted to look at the destruction from the air - to try to assess its scope and size. I was told by ATC that flight up the coast at low altitude was prohibited, but after mentioning that a FEMA official was making an official tour - a stretch of the truth, to say the least - we were given permission. I tried to take photographs while flying up the coast at about 500 feet, but found myself doing more looking, still in total amazement, than photographing. The causeway across St. Charles Bay from Waveland to the Gulfport shore was almost totally gone - only the pilings were still sticking above the water - a two mile long trail of concrete sticks jutting from the water every 30 - 40 yards across the width of the bay. The roadway sections of the bridge, each weighing hundreds of tons, had been picked up and torn from their mountings, and thrown back into the water, like so many toy bridges that we used to build as kids.

Finally, Kevin and I returned to the airport. Cynthia had stayed behind and had fixed us some sandwiches with food that we had brought from home, which we ate in the small break-room of the airport terminal building. We would have liked to have visited with Kevin longer, but from the constant stream of cell phone calls that he had received throughout our visit, we realized that we were taking up too much of his time. We gave him the box of "goodies" that we brought for him and his fellow fire fighters, and started our flight back home. Climbing above the scattered layer of clouds to the northeast, the "sea of nothing" was left behind as were the sea of blue-roofed homes. The area of destruction was finally replaced by the sights of the beautiful Emerald Coast of the Gulf of Mexico as we flew eastward toward home.

In retrospect, I can only say that had I not seen the horrific amount of destruction with my own eyes, I would not have believed it - it still is hard to accept. We've had several hurricanes hit near here since we've lived in Florida, and the damage has been most awe-inspiring - but nothing could have prepared me for what we saw in the Waveland area. I think we flew home with both a sense of depression from what we had seen and yet a sense of pride in seeing the resiliency of these people.

Later that evening, at home, we looked at the pictures I had taken. We were both in agreement,

pictures can't even begin to tell the story. It's something you have to see to believe!

Charlie Starr is a retired airline pilot living in Niceville, Florida and flies his own airplane for fun and recreation



An apartment complex flattened by the storm surge



Don't EVER give up!

AS WE GET OLDER WE HAVE TO ADOPT THIS ATTITUDE TOWARD LIFE. I have dumped myself on the ground a few times. MY FAVORITE "TRICK" IS MISSING THE LAST STEP ON A DEEP BLADDER. SO FAR NOTHING SERIOUS JUST A FEW BRUISES !

LUCKY ME
Tom The Way to Success

MYSELF

Nov. 10, 2005

Greetings Members:

Some of you may recall that in days past the company would sometimes provide employees with sheets or charts listing all the carriers we had interline agreements with and the necessary procedures for obtaining reduced rates or passes on these carriers.

A member requesting such a current chart has contacted me.

I contacted the company and they have advised that as all this information is already available on the Internet through Coair.com and the costs involved, this is not feasible.

In an effort to help anyone seeking this information, I would submit the following:

- 1). Log onto coair.com
- 2). Across the top the of home page, high light "Employee Travel" then page down to "other interline agreements" and click on.
- 3). This will bring up the (Employee Travel page). Below the "Information" and second item over, click on "Interline Agreements".
- 4). This will bring up an alphabetical list of all the other carriers we have agreements with, find your carrier and click on.
- 5). Page down the carrier for all requirements and pass, reduced rate information.

You will note that most carriers are going to the Zonal or ZED, (zone employee discount) rates where you are charged depending on the mileage used. Also be advised that this is the carrier's service charge only and that airport taxes, surcharges and transfer fees can easily equal as much as the service charge.

The good thing about the ZED fares is they can be reissued and are refundable so you never lose anything with them.

K. D. Thompson

GOLDEN EAGLES TREASURER'S REPORT



7/14/05 - 11/11/05

CHECKING ACCOUNT

Balance from 7/14/05 (checking)	\$ 18,271.18
Income 7/14/05 - 11/11/05	
Dues Received (excludes Banquet refunds designated for future dues)	\$ 4,910.00
Postage Fund Contributions (excludes Banquet refunds designated for postage)	727.00
Banquet & Luncheon Reservations (includes refund designations transferred to postage fund and future years dues)	7,212.00
TOTAL INCOME THIS PERIOD	\$ 12,849.00
Disbursements 7/14/05 - 11/11/05	
Memorial Donations	\$ 150.00
Golden Contrails Printing/Postage	2,659.08
Eagles Jewelry purchased for resale	1,255.72
Printing/Postage/Miscl. Office Supplies	819.57
Awards for 2005 Convention	44.00
2005 Convention Raffle Items (to be used for 2006 Convention)	193.61
2005 Convention Decorations (to be used for 2006 Convention)	416.04
BANQUET & LUNCHEON RESERVATIONS DONATED & TRANSFERRED TO CARE FUND	3777.00
2005 Banquet/Luncheon cancellations (refunds made prior to cut-off date)	422.00
2005 Banquet/Luncheon Refunds Made (requested due to Convention cancellation)	1,823.00
2006 Convention Deposit	500.00
Miscl. Charges	33.00
TOTAL DISBURSEMENTS THIS PERIOD	\$ 12,093.02

BALANCE (CHECKING) 11/11/05	\$ 19,027.16
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GOLDEN EAGLES CARE FUND

Balance from 7/14/05	\$ 2,680.08
Inflow received 7/14/05 - 11/11/05	
Donations received this period	\$ 1,201.00
DONATIONS DESIGNATED AND TRANSFERRED FROM BANQUET & LUNCHEON RESERVATIONS	\$ 3,777.00
Interest Income	4.71
Total Inflow this period	\$ 4,982.71
Disbursements 7/14/05 - 11/11/05	
Donation made to CAL CARE FUND	\$ 5,000.00

Balance GOLDEN EAGLE CARE FUND 11/11/05	\$ 2662.79
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A Special Welcome to our latest New Golden Eagle Members

Roger Davidson	Frank Longo
Frank Giles	Phil Molohosky
Don Gunther	Mike Schallow
Bill Hopper	Mary Trusler
Jim Jones	Guy Ullman

It's amazing how many pieces of US mail, such as special notices or issues of the *Golden Contrails Magazine*, that are returned by the post office with this stamped on them:

UNDELIVERABLE - NO FORWARDING ADDRESS or FORWARDING ADDRESS EXPIRED.

Every time this happens we have to spend a great amount of time (and duplicate postage dollars) trying to track down the person's correct mailing address so that they can receive these mailings. Unfortunately we aren't always successful and we lose these members. E-mail is even more frustrating since e-mail is never forwarded to a new address. **Please remember**, anytime you move, change phone numbers or change e-mail addresses, it's important to send this information to us so that you will continue to receive all of your notices and other information.

**A VERY IMPORTANT REMINDER →
ABOUT YOUR MAILING ADDRESS →**

A SPECIAL MESSAGE FROM YOUR TREASURER

This quarter's Treasurer's Report is more lengthy and involved than most. The report took some hours, and a lot of pencil sharpening, to make sure that all amounts were properly accounted for. A lot of work? Yep! it sure was; but this time it was a pretty rewarding task. You see, when it all was distilled down, I found some pretty encouraging statistics. The number of delinquent members - those who were more than a year behind in dues - had dropped dramatically. In fact we have some members who have paid their dues for quite a few years in advance. Of course, getting these reminders out to everyone took several mailings to accomplish all of this, and caused some unnecessary expenses for your organization.

Remember, renewal notices aren't sent out, though we do include a special reminder notice in the Golden Contrails each December issue. Dues are annual, that is - they are due in January of each year. So.... here is your annual December dues renewal notice! Please take a moment to look at the number (or letters) on the address label on the envelope that this magazine came in. If it is a number less than 2006 (that is 2005, 2004, or lower - and it will be in red) then this indicates that your 2006 dues - and your 2005 dues if you are behind - are due January 1st. Those who are paid for 2006 or beyond or who are exempt from dues such as widows of deceased members will have their numbers or letters in blue. So, if you see that you are in this RED group, why not sit down, fill out the dues renewal form, below, and send it along with your check today while it's fresh

on your mind. Then you'll be current and up to date! And - in the BLUE!

Another thing that made preparing this report so special and rewarding was noticing the generosity of our members in donating to the Golden Eagles Cares Fund. We were all disappointed that the 2005 Convention/Reunion had to be cancelled due to hurricane Rita, but, it was most gratifying to see the number of members who elected to donate their Convention banquet and luncheon payments to the Care Program, rather than receive a refund. Please note the figure in bold print in my Treasurer's Report. I believe each of these members deserves a real "well done". The same for all who donated directly to the fund. While I'd like to publish the names of all who have donated to the CARE fund, many have asked that I not give them the recognition they deserve, so I'll not publish this list. Because of these people, The Golden Eagles was able to make a \$5,000 donation to help many Continental employees and their families who have lost nearly everything due to the hurricanes that ravished South Florida and the Gulf Coast. I had a chance to see, first-hand, the destruction from Katrina on an area near to me; believe me, this help is much needed.

One other continuing request - please don't forget to let us know if you move, change phone numbers or e-mail addresses. The Post Office will only forward mail for a short period, and e-mail is never forwarded.

Wishing all of you the best of the upcoming Holiday Season - and a wonderful 2006 and beyond - *Charlie Starr*

cut or ✂ tear

Dues Renewal or Information Update Form

Dues are \$30 per year

Contrails magazine only - for Associate members - \$15.00 per year

PLEASE PRINT

Last Name _____ First Name _____ M.I. _____

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

Address _____

City _____ St. _____ ZIP+ _____ - _____

Please give the full 9 number zip if you know it

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: 850 897-0898

E-mail cws1932@cox.net

If making a donation to The Golden Eagles Care Fund, please make a separate check payable to **Golden Eagles Cares Fund**, and mail it to the same address above - Thank you.

MORE FROM YOUR TREASURER

Postage rates continue to increase, and postage is one of the larger expenses that we have. Each issue of Golden Contrails costs, on average, \$1.13 to mail. Since we have about 700 members, that's almost \$800 for each issue, just for postage. A dues reminder notice (to those who forget to mail in their dues) costs 37¢, a convention reminder another 37¢ each. So you can see where some of you dues dollars go. Many members generously contribute a little extra to help defray from these ever rising costs and to help hold the line on any dues increases. When the 2005 Convention was cancelled, many designated a part of their pre-paid banquet reservation dollars to go toward this fund (rather than receive a refund) as well. We'd like to recognize these gracious contributions and thank you one and all.

Jack Alley	William "Bill" Henry, Jr.	Jim McMekin	Bill Sellmeyer
Bill Arcamuzi	Ted Herbert	Butch Meier	Bob Shelton
Don Ballard	Robert Hiemstra	Max Meinen	Jane Schuring
M. P. Barnwell	Bill Hill	Lee Meyners	Van Skiles
A.J.(Bud) Battley	Henry "Nick" HookeTom	Phil Molohosky	Gary Small
Jim Benton	Horne	Don Morris	Gordon Smith
Don Bishop	Jerry Hunsinger	Phil Nash	Charlie Starr
Roland Brown	Bill Jackson	Larry Nelson	Delbert (Kelly) Steele
Jim Bryant	Max Jacoby	Gene Newman	Don Straight
Dave Clough	Walt Jennings	Elsie Burt O'Neal	Art Swanson
Ray Combest	John Kaczmarek	Ed O'Quinn	Bob Sykes
Louis Cuthbertson	Lori Killough	Ann Park	Jack Thompson
Clyde "Joe" Domengeaux	Tom Laney	Harry Parker	K. D. Thompson
Jerry Donevant	Roger Levander	David Perry	La Verne Thornberry
Don Duffer	Jack Little	LaRue Pierce (Johnson)	Ed Wallace
Gene Freeman	Tom Long	Cliff Pleggenkuhle, Sr.	Gary Wilsey
Dave Furuli	George Lycan	Cliff Pleggenkuhle, Jr.	R.B. Wilson
Don Gentry	Larry Lykins	Jack Roth	John Zetzman
Ed Gorman	Ted McClard	Paige Seats	Harold Simpson
Virgil Hemphill	Ken Duncan	Hank Dubuy	

I'm sure I've probably omitted someone from this list, but your contribution is, non-the-less, greatly appreciated. Also, remember that your officers spend many hours on their phones and mail, generally paying for their own postage. A big thank you, Shaun, Ben, Bob, Butch, Rolland, and to our Auxiliary officers for your time and efforts.

NEW MEMBERS NEEDED - NO EXPERIENCE NECESSARY

Did you know — though we get a number of new members each year, not nearly as many people who are eligible for membership are actually becoming GOLDEN EAGLES - and we seem to lose a few friends each year as well.

From the by-laws — Anyone who is retired from, and was on the pilot seniority list of Continental Airlines, any of its merger partners or predecessor airlines, or is an active Continental pilot, over the age of 50, is eligible for membership. Each of you knows someone who should be a member — why not contact these people and urge them to become a member. A separate application blank is included in this magazine. Remember, application blanks can also be downloaded on the Eagle's web-site www.thegoldeneagles.org

▶ ▶ ▶ ▶ ▶ ▶ ▶ ▶ ▶ ▶ NOTICE OF ANNUAL DUES ◀ ◀ ◀ ◀ ◀ ◀ ◀ ◀

Remember — 2006 Dues Are Payable in January — this Is Your Yearly Reminder

When paying your 2006 DUES, please fill out the renewal form and include it with your check — Thank You!

GONE WEST:

E-mail from JOE ALLEE, (via KEN ALRICK), dated 08/15/2005.

YVONNE HULTGREN called to say that KENNY passed away last Friday (Aug. 12, 2005) afternoon from undetermined causes. There will be a memorial service on Aug. 30, at 2:30 PM, at the Pacific View Memorial Park.....YVONNE would love to hear from anyone from CAL. Her address is Yvonne Hultgren, 2405 #3H Via Mariposa West, Laguna Woods, CA 92637. Kenny and I faced together the challenge of staying alive as an airline pilot with several companies after CAL.....He will be missed. Joe Allee 760-403-5183.

JOHN R. DeSHURLEY died August 15, 2005, after an extended illness. Born Feb. 6, 1928 in Pampa, Texas, JOHN grew up in Kansas. He began flying at an early age, and was hired by Continental Air Lines when he was only 23 years old. During his 36 plus years of service, JOHN flew DC-3's, DC-6's, DC-7's, and DC-10's; Convair 240's, 340's, and 440's; and Boeing 707's, 720's, and 320's.



After his retirement in 1988, JOHN moved to the Canyon Lake area, and was a member of the Quiet Birdmen, Men's Golf Club, the Tuesday Work Group, and the

Travel Club.

In 1985 JOHN and his long time companion, BETTY WHITAKER, began living in a Canyon Lake community of about 5000 homes. They loved to travel, and bought an RV, which they used to participate in all Continental RV Club trips. In addition they toured most of the United States and parts of Canada, even flying to Alaska, where they rented an RV to enjoy all the sights available to travelers in Recreational Vehicles.

JOHN is survived by three daughters, TRACY DeSHURLEY, TANYA CLARK, and DANA WHEELER. A memorial service was held on August 19, at the Canyon Lake Country Club.

JORDAN A. JONES passed away at his home on September 30. JORDAN served in the U. S. Army Air Force in WWII, and joined Pioneer in 1946. He retired from Continental in 1979 on the DC-10. He is survived by two sons, DON and wife, LINDA of Fort Worth, WARREN and wife, KAREN of Chicago, three grandsons, BRYAN, JUSTIN, and TYLER; and one nephew, BEN JONES, of Dallas..

JORDAN was interred beside his beloved wife, JANIS at Laurel Land Cemetery in Fort Worth. (From Laverne Thornberry's column in November issue of THE GOLDEN TALE.

E-mail from JERRY DIXON, (via Ken Alrick) dated Dec. 6, 2004. (Somehow overlooked by this Editor until now)

MONTE DOYLE passed away recently. Just got this e-mail from Ted McClard in that regard. MONTE was based here in El Paso while we had a crew base here in the 70's. Great man and very proficient pilot. Please put out info to the pilot group.

Jerry Dixon.

THE GOLDEN TALE, August, 2005.

JIM DAUGHERTY of Mission Viejo, CA sends the following: It is with deep sadness that I inform you of the passing of **RICHARD M. (DICK) ADAMS** in May. Dick was the Senior Vice President of Continental (Flight Operations, Maintenance and Purchasing) for many years and as such, was a major contributor to the overall success Continental enjoyed for such an extended period of time. He was a great guy and will be sorely missed by his family and friends. I served with Dick from 1970 to 1985 as the Vice President of Purchasing. Condolences can be sent to his wife **ANNABEL** at 25422 Sea Bluffs Dr., #104, Dana Point, CA 92629-2192.

E-mails from BEN MCKENZIE (via Ken Alrick), dated 9/19.2005.

JOANNE GENTRY, Don Gentry's wife has been putting up a courageous battle against cancer since 1986. While her spirits are high and she still had that wonderful smile, cancer is winning the current battle. She is being cared for by her husband (Don), her family, friends, and hospice. Ben McKenzie

Dated 9/26/2005.

JOANNE GENTRY passed away at 12:30 PM on September 23, 2005. She is survived by her husband **DON**, two children **KATHY DORA** and **RUSS GENTRY**, three grandchildren **CHELSEA**, **ALLIE**, and **KYLE**; her mother **LUCILLE LITTLE**, and **JOANNE's** loving dog, **SCHATZIE**.

In lieu of flowers please send your contribution in memory of **JOANNE GENTRY** to:

Susan G. Komen Breast Cancer
Foundation,
P. O. Box 650309,
Dallas, TX 75265-0309

Ben McKenzie
—end—

ILLNESSES/SURGERY

E-mail from JOHN CAMPBELL (via Ken Alrick), dated 2/06/05: (very late)

Ken: re your inquiry about Jack Murray—Jack is doing very well Under the circumstances. (I assume everyone knows that he had a stroke back in the 90's) He is living at "Treemont", a top notch assisted living facility in North Dallas, just off the LBJ Freeway and the Toll Road. (His son Johnny lives in Dallas). Jack is bigger than I am, which is quite an accomplishment, and an indication that the food is good at Treemont. (He would dress out over 300 pounds). Jack's mind is sharp but he has a problem articulating his speech. You can have a good conversation with him by leading him into Yes or No, or OK answers. (Sometimes he will surprise me with long sentences about an experience in the past). He gets along socially very well. I get to Dallas at least once a month where I take him out for a beer, and our QB Meetings at Love Field. Jack's phone number is 972-490-0369. I know he would like to hear from his old friends. (Be prepared to do most of the talking while he gives you some very heart felt "Yeahs") You can drop him a card at his son's address— 1818 West Colorado, Dallas, TX 75208.

Or you can e-mail him through me, and I'll get your message to him. Regards to all.

John Campbell

Two items from La Verne Thornberry's column in Aug. issue of "Golden Tale"

#1. **NORM MCGOWAN** went into the hospital for gallstone day surgery after completing his radiation and chemo treatment. The procedure went well, but he

developed pneumonia, which caused a week of hospitalization. He is now home with his favorite nurse, PEGGY, and both are doing well.

#2. It was nice to have a short phone visit with NINA ANDERSON and learn that she is doing much better. Although her progress has been slow, with lifetime medication and limitations, she is getting stronger.

E-mail from MIKE ROACH (via Ken Alrick), dated 8/31/2005:

Dear Ken:

I am writing regarding Dick Grigsby's health and condition and I hope you will pass this on to our group. I had a nice telephone visit last night with Dick and his spirits were good, although he felt quite "tuckered out".

Dick is recovering from neurosurgery, which was performed on Monday, August 29, at St. John's Health Center in Santa Monica. The surgery was necessary to remove two subdural hematomas that occurred as a result of a bad fall that Dick had in mid-July. The surgery was successful, and his vital signs are good. It is anticipated that will be released Thursday.

Dick's fall in July may have been caused by a little overexertion as he had just finished unloading his car after a week's vacation at Balboa Island. He was walking out his back door to feed his dog, and fell forward, landing on his face on a concrete patio, striking his face on a railing on the way down. He was hospitalized for a couple of days, and required extensive sutures (he described it as "when he looked in the mirror, he saw Frankenstein looking back."). It was anticipated that he would recover, however unfortunately he began to experience increased lack of balance and a noticeable decrease in coordination. Last Friday he met with a neurosurgeon and

surgery was scheduled for Wednesday, August 31, however on Sunday evening he took another bad fall, and was hospitalized and the surgery was performed on Monday.

Talking on the phone is still an effort for him right now, but I am sure he would appreciate any cards or letters. Sorry to be the bearer of this kind of news regarding Dick.

Mike Roach (970)396-8040

E-mail from MIKE ROACH (via Ken Alrick) dated 09/01/2005:

Good news! Dick's recovery is progressing on schedule, and in his words, "I escaped from the hospital today".....He must use a walker to get around and probably will continue to need it for the near future.....

When I asked him if there was anything he wanted to say to his Continental pals, he said what he learned from this was not to overdo it, and cautioned us the same "Lest the earth arise and smite thee."

Dick will be celebrating his 84th birthday, Saturday at home with his family.
Fondest regards, Mike Roach

E-mail from MIKE ROACH (via Ken Alrick), dated 09/08/2005:

Glad to report Dick continues to make progress. He went in for his one week check yesterday, and was told he was doing as well as could be expected, given the circumstances.....

His balance has improved to the point he has been released from the walker, and is now walking outside with just the use of a cane. He is very relieved to be rid of the walker.

Dick's spirits are good, and he hopes all his friends are well.

Mike Roach

Editor's Note:

Dick, his wife Susan, my wife Katie, and

I had lunch near Malibu on Sunday, Nov. 6th. Dick walked without a cane, ate heartily, and enjoyed walking on the beach at Paradise Cove.

Dick feels so well that he plans to be join us next fall at our Annual Meeting in Las Vegas!

Gene Newman

E-mail from JUDY AMBROSE (via Ken Alrick) dated 10/09/2005:

I saw Mae Didlake in church this morning, and George has been in the hospital for the last 5 days. He seems to have recurring problems with fluid in his chest, and they don't know the source of the problem.. I thought the Golden Eagles would like to know about George. He is in Tri-City Medical Center, 4002 Vista Way, Oceanside, CA 92056. I am sure he would welcome cards. Visits are O.K.

Thanks, Judy Ambrose

Editor's Note:

George Didlake,
635 Via Santa Cruz,
Vista, CA 90281-6336
(760) 726-0181

Recently AMOUS CANN told your editor that he was "still hanging around".

AMOUS has improved so much that he can now dress himself, although the chemo treatments give him stiff joints.

Blood transfusions are necessary every six to eight weeks, and close monitoring is required, as on one occasion, when his blood count got too low, AMOUS was not able to walk into the hospital!

AMOUS cannot play golf, and should not travel by plane, but he can drive a car. He feels so good that he is planning to drive to Las Vegas for our next Annual Convention.....

Meanwhile La Verne continues to be his 24/7 concerned nurse that provides

delicious meals and loving care.

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

THIS'N THAT:

E-mail from J. T. BERTRAND about Web Changes, dated 11/02/2005:

Dear All:

I have updated the Golden Eagles web site with information from Ben. Review at your leisure and tell me where the mistakes are.

I made all the convention and golf stuff for 2006 generic awaiting more detailed information.

I have added a page. It is the last page on the site and is called.....the "We Care Program." On this page it would be nice to have a place to say how much the Eagles have given to the We Care Program each year.....(thegoldeneagles.org)

As big John Wayne used to say in the Fling Tiger movies....."That is all."

Birdie

E-mail from KEN ALRICK, dated 7/20/05:

I had a call this morning from Jane Ross. I am sending this to anyone who might have need of the information. I am aware of the situation, but want to keep all informed. She has sold the home in Palm Desert, and moved to a summer home she and Hal had in Idyllwild.

P.O. Box 32 02
Idyllwild, CA 92549
(760) 880/1952

E-mail from K.D. THOMPSON, (via Ken Alrick) dated 10/31/2005:

Hi All, back home and on line. K.D.

CLIFFORD M. PLEGGENKUHLE was included in an OX5 Scrapbook picture of

Past National Presidents, in the June '05 issue of the OX5 News.

DICK GRIGSBY received a great many "sympathy and get well" cards from retired pilots, flight attendants, and airline employees DICK sent a note, along with these cards, which said, "I really appreciated the outpouring of concern and well wishes".

Gene Newman

The cards are as follows:

Dick: Get over this and quit flopping around. I'd send you my old football helmet but it doesn't have a face guard. Ann and I think the world of you and we are hoping to see you at the Golden Eagles in IAH. God bless you, our friend.

John & Ann Campbell

Thinking of you as you recuperate!

Amous & Laverne Cann

Hello Dick, We hope you are on the mend. Just got back from salmon fishing in Alaska, and saw a report from Mike Roach that you are making progress. We will miss you at the Golden Eagles later this month. Mind your nurse and don't rush it. Just wanted you to know we are thinking of you and are in our prayers. Take Care!

Pleggie Jr. (Scooter) & Kellee

Hope your health is improving and you have a speedy recovery.

Ken & B. J. Bellerue

Dear Dick and Susan: It was disturbing to hear of your fall, and all the things that followed. The last message we received was encouraging.

We enjoyed your comment about "Lest the earth rise up and smite thee". I think we have felt the onset of years, as I don't have the balance I used to have. It is our

hope and prayer that you will continue to a full recovery.

Sincerely, Walt & Alice Bybee

Dick: Wishing you a speedy recovery. Our thoughts and prayers are with you. All the very best to Susan.

Gary & Lanetta Wilsey

Note: The card had a picture, showing the "first bud" of the Wilsey Vineyard, dated 01/1988!

Dick: We are thinking of you & wish you a speedy recovery. God Bless,

K. D. & Casey (Thompson)

Dick: Here's to good health and strength, and better balance!

Judy & Roland Brown

Dick: (From two different notes that are summarized and condensed)

We were hired within 30 days in 1942;
We held copilot parties, using cheap Juarez rum;

We flew together on my first Army Cargo trip as Captain;

We played bridge; fished and hunted together;

We moved to Los Angeles to fly the jets;
We made big plans for our Air Taxi Firm,
And we are Editors of "Golden Contrails"

Take Care—my friend!

Gene Newman (and Katie)

Dick: Hope you're better soon! Hey! Is this stuff that's happening to us in the contract?

Best regards,

Jack & Jean (Alley)

Dear Dick: Bob says to get well soon, so that you can roast some hot dogs!

You are in our prayers,

Bob & Jan (Kinsey)

Dear Dick: Sorry to hear about your illness. I hope you are well on your way to recovery. Always a friend.

Bob Wilson

Hi Dick (and Susan, too): Wow! We are sorry to hear about your fall and surgery. We hope you are feeling better. You have a great nurse in Sue.

Im going to take Mom and Dad to the Golden Eagles, full fare! That will be a change to know you have a seat! (Daddy turns 95 Sept 23rd!).

May God bless you and restore your health. All our love,
Ann (Pleggenkuhle) Park, & Skip Park.
P.S. Mom & Daddy send their love, too!

Hi Dick: Sorry to hear about your fall. Please accept Arohanui's and my wish for a rapid recovery.

I'm enroute right now from ANC to HKG, a long 10 hour flight —like those MAC flights many years ago.

I saw the ingredients of a this photo in 1997 (card cover had a photo of an island at sunset). We fly westbound on a climb out from ANC, past Mt. Susita (the sleeping lady), then spotted the comet after reaching cruise altitude.

I've been in the F/E seat at UPS for 8 years, so getting ready to retire sometime next year, though the lifestyle is still enjoyable. We're negotiating a new contract, and hopefully will have some improved retirement benefits. I constantly thank my lucky stars that I landed on my feet here at UPS after the events of 1983.

Take care, Dick, and recovery quickly.
Mike Bender

Dear Dick: Again, thank you for sending me the Golden Contrails. I really enjoy it. I hope this helps a little on the

stamp account (check for \$25.00).

Fondly, LaRue (Hart) Pierce
P.S. That story about Ann Miller—I think I was the hostess with you and Johnny Snyder?

Note from Dick Grigsby: My log book shows that she may well have been on that flight. If so, I can understand turning down Ann Miller & Mom for LaRue! Dick

Hi Dick: I was sorry to hear about your fall. I hope you are feeling better. I will give a call when I am up in the Palisades.

Hilary Thompson (Flight Attendant)

Dear Dick: We want to see you happy, and smiling at our ARECA function. Keep getting better and better.

Beverly Davis, Association of Retired Employees of Continental Airlines

Dear Dick: I've been reading of your health problems in the Golden Tale. I hope that you'll improve each day. You don't remember me; I worked on line service with Bill Roberson for a few years and retired from Continental in 1978. I do remember when you kept an SNJ or AT-6 in the north end of Hangar 6 at Stapleton Airport, a long time ago. It seems to me if my memory is still good, that you and Mark Schellenberg had that airplane. Anyway Dick, I hope your problems go away and that you enjoy many more years of good health. I now live in Everett, WA, just a few miles from the big Boeing plant. I hope to read soon that feeling of pain is much better

Sincerely,

Ed Shotwell

Marlon Green, now 76, lives in Miami. He is suffering the effects of a debilitating stroke. Under a Supreme Court order he joined Continental as Captain in 1965. He took early retirement in 1978. Green, a native of El Dorado, Arkansas, was recently inducted into the Arkansas Aviation Hall of Fame.

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MEMORABLE FLIGHTS

(From Rex Buchanan, continued)

Gordon introduced me to Art Mankey, his boss and Chief Draftsman, and four of his fellow engineers. There was a towhead guy called Jack Northrop, a chap named Jerry Vultee, and a fellow named Dick Von Hake, who was a reserve Army flyer. Jack Northrop came from Santa Barbara where he had worked during WWI for the Lockheed Aircraft Manufacturing Company. The fourth member of the Engineering Group was Ed Heinemann. They were all working on the design of the Douglas World Cruisers. Shortly afterward, Jack Northrop left the Douglas Company in 1926. Working at home he designed a wonderfully advanced streamlined airplane. He tied back with Allan Loughhead who found a rich man, F.E. Keeler, willing to finance a new Lockheed Aircraft Company.

They rented a small shop in Hollywood and built the Northrop designed Lockheed Vega. It was sensational, with its clean lines and high performance.

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Vega was built, William Randolph Hearst, publisher of the Hearst newspaper chain, bought it and entered it in the Dole Race from the Mainland to Honolulu, which was scheduled for 12 August, 1927.

In June 1927, my brother Gordon left the Douglas Company to become Jack Northrop's assistant at Lockheed. He also managed to get himself hired as the navigator on the "Golden Eagle," the name chosen by Mr. Hearst for the Vega, which hopefully would be the first airplane to span the Pacific.

The race was a disaster! Ten lives were lost. The "Golden Eagle" and its crew vanished off the face of the earth.

With its only airplane lost under

mysterious circumstances a black cloud hung heavily over the little shop in Hollywood. However, Captain George H. Wilkins, later to become Sir Hubert Wilkins, took the number Two airplane and made a successful polar flight from Nome, Alaska to Spitzbergen, Norway. After that a string of successful flights were to put the name of Lockheed very much in the forefront of aviation.

At Lockheed, Jack Northrop replaced the lost Gordon Scott with Jerry Vultee.

In 1928, Jack quit the Lockheed Company to start a new company in Glendale, called Avion. Jerry Vultee then moved up to become Chief Engineer at Lockheed. He hired Dick van Hake from the Douglas Company to be his assistant. A young man named Cliff Garrett joined the Lockheed Company as the driver of their pick-up truck.

I went to work at Lockheed shortly after the "Golden Eagle" was lost. I became the 26th Lockheed employee. The Vegas were made almost entirely of wood, and I became a half-assed carpenter, generally known as a "wood butcher."

In 1929, Jerry Vultee quit the Lockheed Company to start the Airplane Development Company, which became the Vultee Aircraft Company, a division of E.L.Cord, the automobile manufacturer. He later merged with Reuben Fleet's Consolidated Aircraft Company to become Convair. When Vultee left Lockheed, Dick van Hake became the Chief Engineer.

In the meantime, Glenn Martin closed his Cleveland plant and moved to Baltimore. His production man, Larry Bell, moved to Buffalo to found the Bell Aircraft Company. Carl Squier left Martin to tie in with the Detroit Aircraft Company which had acquired the Lockheed Aircraft Company and seven others. They hoped to become the "General Motors" of the aircraft business!

They appointed Carl Squier as General Manager of the Lockheed plant, which moved to Burbank in 1928.

At this time, General Motors had acquired North American Aviation, which consisted of several aircraft companies in the East. Ernie Breech, formerly with Bendix, but now with General Motors, hired "Dutch" Kindelberger away from Douglas to head up the aircraft manufacturing units. "Dutch" took Lee Atwood and San Smithson with him. The companies involved were Fokker Aircraft, Pitcairn Aviation (later Eastern Airlines), Sperry Gyroscope and Berliner-Joyce. Kindelberger merged Fokker and Berliner-Joyce into a single company and moved the entire operation to Inglewood, California.

MEMORABLE FLIGHTS

By Roland Brown

When Continental first started flying the Boeing 747, it was a whole new experience. Continental bought four 747's in anticipation of the Pacific route award, which would have allowed us to fly to just about all the exciting tourist places in the Pacific.

By the time the politicians finished, we could only fly our 747's from Los Angeles to Denver, Chicago, and Honolulu—what a consolation prize! I thought a tour as flight engineer on the 747 would be an interesting new experience, and it was! Besides that, it paid more than First Officer did on any other plane at the time.

Following are some of my memorable experiences from those days around 1970:

1. Watch the "newest kid on the block"
My very first revenue flight after my Second Officer checkout involved deadheading from LA to Chicago, to replace the SO on the trip. I arrived in Chicago and met the crew. They all welcomed me to my first trip on the magnificent Boeing 747.

The passengers were all on board. I had carefully loaded the INS computers and done all my other SO stuff in preparation for "show time." After reading the "Before Start" check list, I watched the first engine during start. I called out "Rotation," at the proper N-1 rotation numbers, and was waiting to call out "Oil Pressure"—but it never came!

What a feeling! Was I sure of what I was seeing? This was the airplane, not the simulator, right? But I was sure, and so my very first official 747 crew member duty was to cause the abort of the engine start and wait for new oil pressure parts to be flown from LA and installed on the engine! After that chore was taken care of, the remainder of my first flight went without hitch. So much for my Baptism!

2. I sure hope this thing has good brakes!
It was time for landing back at LA after an airplane training flight at Palmdale for a new captain, and I was on the SO panel. Due to a tendency of the engines to dangerously overheat (very fast !) if held in reverse thrust too long, the Second Officer closely monitored the engine temps during landing.

If necessary, the SO was to shut down the offending engine to prevent damage. At that time, new 747 engines cost about \$1,000,000 each, and overhauls cost about \$250,000! Since the overtemps could happen so fast, the SO was authorized to shut it down without asking permission!

This particular airplane had both outboard reverse levers wired closed, leaving only the inboards available. Well, you guessed it! During reverse, the two inboard engine temps headed for the moon! I reached up and closed both inboard start levers, while telling the guys up front what was happening. Fortunately, it all worked out well, and I probably paid my salary for many years to come! —end—

