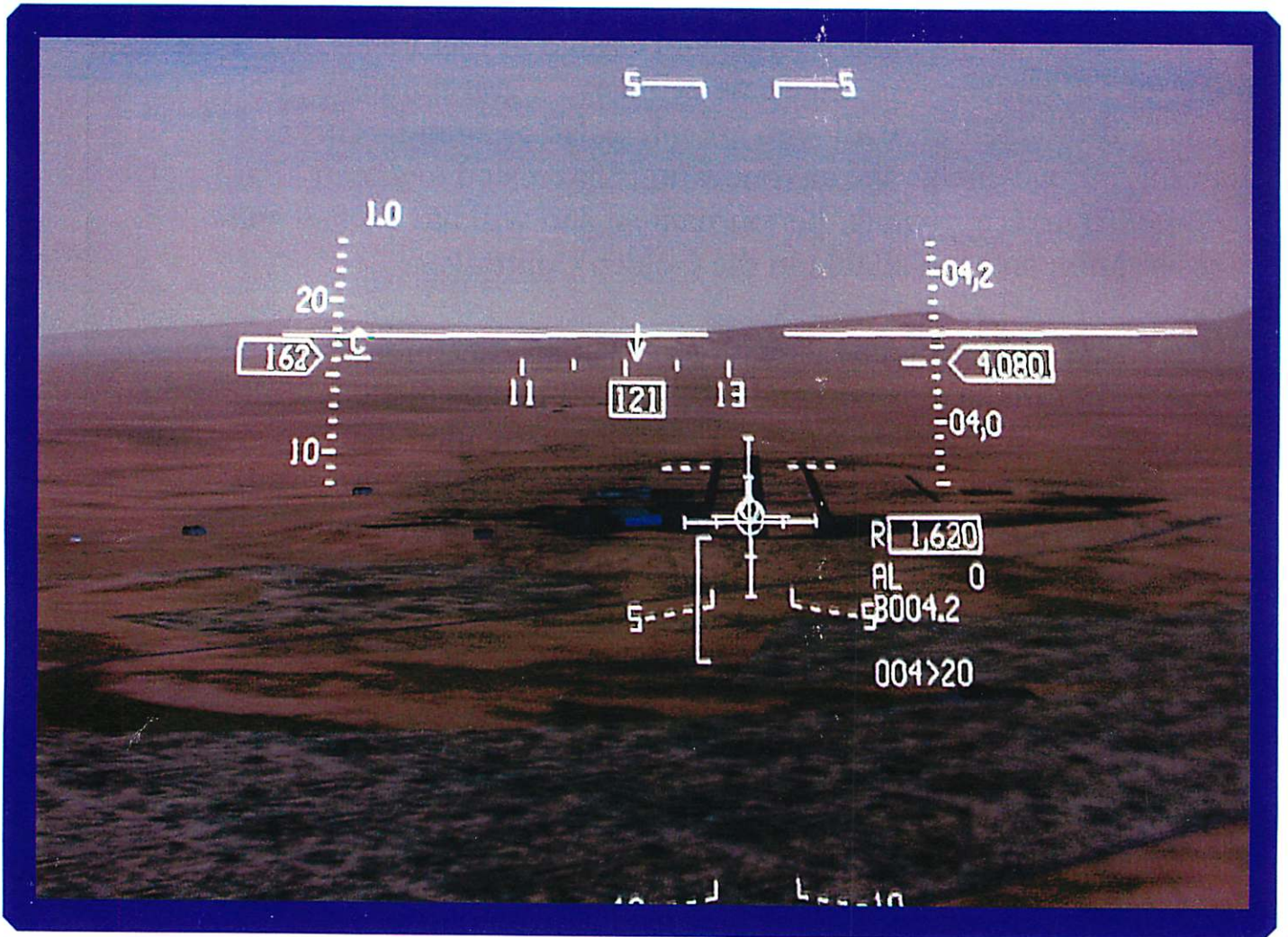




GOLDEN CONTRAILS

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

April 2006



Flying the HUD
(Heads Up Display)

The
Captain's
Corner
Shaun Ryan



Welcome to my first Captain's Corner as your new president and it is already time to start thinking about the Golden Eagles Convention which will be held at the Sahara Hotel and Casino in Las Vegas on the 20th and 21st of September. As usual, we will have a golf tournament prior to the convention and I urge all who are interested to attend. This is a fun event and we encourage anyone who is interested to attend. Paul and Gail Grover are running the tournament and will have a fact and reservation sheet available in the Golden Contrails.

The Sahara has provided us with rooms at an exceptionally good rate of \$52.95 per night(plus tax) and reservations can be made by calling their toll-free number at 1-888-696-2121. Please mention that you are with the Golden Eagles and get your reservations in before the cutoff date of August 11th as the hotel cannot guarantee rooms at this rate after that. I just called and made my reservations and it went very smoothly. I should also mention that rooms are available starting on the 18th for those that are playing in the golf tournament.

There will also be a sheet published in the Golden Contrails so that you may make your reservations for the wives luncheon and the evening banquet on the 21st.

All of this information will also be available on our web site, www.thegoldeneagles.org. Let's make this the best convention ever and I look forward to seeing you in Las Vegas!

Shaun

Golden eagles scheduled events

Hospitality room â€” presidential suite

Wednesday, sept. 20th 2006

1:00 pm â€” 11:59pm â€” hospitality room open

Thursday, sept. 21st 2006

7:30 am â€” 9:00 am â€” hospitality room open
coffe, juice, donuts and muffins

10:00 am â€” 11:30 am â€” golden eagles
business meeting golden room

10:00 am â€” 11:30 am Ladies auxillary meeting
presidential Suite

12:00 pm â€” 1:00 PM ladies auxillary luncheon
tba

1:00 PM â€” 5:00 PM - hospitality room open
6:00 pm â€” 7:00 pm â€” Pre-Banquet Reception
â€”

golden room â€” cash bar

7:00 pm â€” 10:00 pm â€” eagles banquet â€”
golden room

10:00 pm â€” whenever? Hospitality room open

Friday, September 22nd

7:30 am â€” 9:00am â€” Hospitality room open
â€” juice, coffee

11:00 am â€” guest checkout and departure

Dear Ladies,

It's never too early to start making plans to attend our Las Vegas Convention in September. How nice it will be to see each other once again, catch up on the evnts since last we met and simply enjoy our shared time together.

Ina, Linda, Cynthia and I plan to bring the Houston theme and decorations to Las Vegas. You may recall that our colors are silver and black with deep red accents. Yes, they are beautiful thanks to Ina's design and imagination. Renelle Humphries is our Hospitality Coordinator and has things well under control.

One year ago at this time I made an appeal for a \$5.00 [five dollar] donation to the We Care Fund from our Ladies Auxiliary. I will have a donation box at the Business Meeting and Luncheon. It's another way for us to participate in this fund raiser for the Golden Eagles.

This is an election year and we are actively seeking those who would like to serve. Alice Gorman is our Nominating Chair so please feel free to contact her or me with your nominations.

By now you are aware of the beautiful pins and pendants available by mail order. The forms were sent with the last publication of the Contrails. Those that don't sell will be available at the Convention..

I will have details of our agenda concerning the Convention in the next Contrails publication. Until then remember, you are very important to the success of our meeting so please plan to join us.. Feel free to contact me with news, suggestions or comments at anytime.

Sincerely,

Phone: 512-301-3824

Email: judith11@mac.com



EDITORS' CORNER

FRONT COVER... Our thanks to Golden Eagles president, Shaun Ryan, for not only supplying the color photograph but also completely designing our front cover. Let us be careful to preserve some of his energy for later on when current editors of this magazine fall by the wayside.

FLYING THE HUD... After reading Shaun Ryan's article praising the Heads Up Display concept, we all must feel that we could strap our butts right in and do that with just a little instruction. I know that there were times when each of us would have welcomed the assurance of a "look at it through the windshield" concept!

GETTING A SPECIAL ISSUANCE MEDICAL CERTIFICATE UNDER PART 67... Thank you, Brother John, for the comprehensive report on your coronary condition and all that it took to obtain your Special Issuance Medical Certificate. You are now qualified to become a UFO... i.e. a member of the United Flying Octogenarians. Congratulations!

BACK COVER... It took a little doing, but we were able to crowd Shaun Ryan's 3 HUD illustrations onto our back cover.

Admittedly, it is difficult to coordinate viewing the pictures with studying the text, but just remember how we used to have to scan whole panels of round, square, and digital instruments to even begin to equal such a fantastic situation display as is presented by the HUD! It makes us want to go right out and find some bad weather to fly!

WE'LL SEE YOU GUYS AND GALS IN LAS VEGAS... RIGHT?

Flying the HUD (Heads Up Display) by Shaun Ryan

This article could also be entitled “The HUD – God’s gift to pilots” and not be far off the mark. For years we have struggled with the attitude indicator and it’s quirks such as precession and the fact that the level flight indication changes with the indicated airspeed of the airplane. There is now a device that most military and some civil aircraft come equipped with called the Heads Up Display. In the A-7 and the F-16 that I flew with the Tucson Air Guard, the HUD was an integral part of the front windshield and was used for everything from instrument flying to weapons delivery. For our purposes, I have eliminated most if not all of the weapons information from the HUD pictures for the obvious reasons. We can therefore focus on an instrument that allows us to fly while looking out the front window! What a novel idea! No more going under the hood for instrument checks. Wow!!!

All the information presented on the HUD is focused on infinity so it appears to written on whatever you are looking at out the front of the airplane. (see Illust. A for a reference to what we are looking at in this article)

Note: Find illustrations A, B, and C top to bottom on the back cover.

At the top of the picture is the Level Pitch Line and when you put the Flight Path Marker (FPM) on the Level Pitch Line, you are in level flight regardless of airspeed or bank angle! More on this later in the article. The steering dot can be coupled to a destination selected in the INS or GPS including altitude. This means that if

you center the FPM on the steering dot, it will take you to the selected fix – including fixes with an altitude like an IAF.

The present indication on the HUD is a descent of about 1/8 of a degree and if a destination had been selected in the INS or GPS, the steering dot is telling you to turn right until it centers in the FPM.

On the horizon is a white number, 1.0. This is the G meter and indicates we are in 1 G flight which would normal for this picture. (I have a video tape taken in a fight which reads 9.3 – ouch!)

The white numbers on the left of the HUD are airspeed and can be selected as IAS or CAS. You can see that we are at 550 knots here.

On the right side is the altitude information and you have both MSL and Radar Altitude available to you. This is really handy when you are smoking along at 50 feet off the ground and 500 knots indicated!

The heading information in the center is really handy as it allows you to make positive heading changes as small as one degree. As you can see it gives the heading in 10 degree increments and provides a numerical readout of your actual heading.

The last things to examine are the minus 5 and minus 10 degree pitch lines. You can see that a very accurate pitch change can be made on the HUD. The pitch lines are dashed for the minus pitch values and solid for the positive pitch attitudes. After the 5 degree pitch lines, they are displayed at every 10 degrees of pitch for a full 360 degrees.

This pretty much illustrates the basic information available on the HUD but here is where it really gets interesting. The flight path

marker(FPM) is not a fixed symbol such as on the one on a standard attitude indicator. It is a velocity vector and is created by the computer from inputs from the INS/GPS. What this means is if you are driving in level flight and you want to fly a 3 degree glide slope, you lower your nose to minus 3 degrees and you are on a 3 degree glide path no matter whether you have a headwind or a tailwind! No more trying to figure out what kind of vertical velocity you need to solve for that headwind or tailwind on final – if you are 3 degrees nose down, you are on a 3 degree glide slope!

Lets look at Illust B now to see what an ILS approach would look like. We have two new bits of information available to us in a computed ILS mode, the ILS Steering Command Bars and the Angle of Attack Indicator. Lets look at the Steering Command Bars first.

The flight path marker is being kept right on the intersection of the Steering Command Bars in this illustration. You will note that this is resulting in a 2 and ½ degree glide slope as the FPM is halfway between the Level Pitch Line and the minus 5 degree pitch line. Our altitude MSL and AGL is shown on the right and the Indicated Airspeed is shown on the left. If you held this attitude until ground impact(ie. a Navy landing) you would touch down where the FPM is superimposed on the runway. Obviously a gentlemanly round-out will change the touchdown point but the point to make is where the FPM is superimposed is where the aircraft is going.

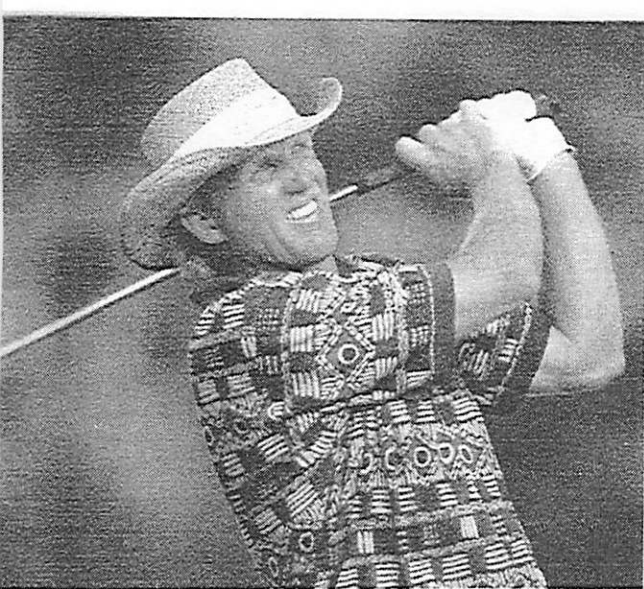
The only time I ever got to make an actual ILS to low minimums was in the A-7 and when I got to about this point in the approach, I began to pick up the strobes in the lower part of the HUD and when I broke out this is what the sight picture looked like. I never once had to look down in the cockpit for any information and I was looking at the touchdown point when I broke out. Neat huh?

I won't go into the angle of attack indicator other than to say it computes the proper final approach airspeed for your aircraft weight and displays it as a bracket. In this illustration we are a little too fast and by slowing up a couple of knots, we would center the bracket on the FPM and we would be on speed. Again this is something the Navy and Marine guys know about and it is really nice to have.

One more illustration (Illust. C) to really take the wind out of that training department wienie's sails – the dreaded steep turn. Remember I said if the FPM is on the level pitch line, you are in level flight? This is true whether you are in a 60 degree bank or straight and level!

As you can see from this very brief introduction to the HUD, it really is a magic piece of machinery. Any device that lets you fly a complete instrument check looking out the front window (one peek is worth ----) and tells you when you are in level flight no matter what your bank angle can't be all bad. Add to that the ability to fly a desired glide slope without worrying about the wind and be looking at your touchdown point when you break out and you have pilot nirvana.

All photos were taken in the F-16 simulator at the Tucson Air Guard and a lot of the information available on the HUD was deleted by me for simplicity's sake. This simulator, by the way, has surround visual and you can even see behind you . This allows you to visually dog-fight with a pilot in another simulator . The ground part of the visual is going to be upgraded soon to full photo coverage of the entire state of Arizona and you will be able to fly a visual low-level nav mission in the comfort and safety of the simulator! My many thanks to the guys of the 162nd for taking the time to help me with this article. If any of the facts are hazy, it is due to the fact I retired from the fighter business in 1987 and plead old age rather than ignorance.



THE GOLF NEWS

The 2006 Golden Eagles Golf Tournament will be returning to The Silverstone Golf Club, located 19 miles North West of the Sahara Hotel. Rooms have been blocked for golfers at the Sahara Hotel @ \$52.95 + tax per night. Call the hotel @ 888 696-2121 and mention you are a Golden Eagle when making your room reservations.

DATES: September 18TH Tee Time 9AM
(cocktail and dinner party at the Grover's following end of day one.
maps will be provided)

September 19th Tee Time 8AM

LOCATION: SILVERSTONE GOLF CLUB
8600 Cupp Dr. Las Vegas, Nv. 89131 (maps will be available at
check-in @ the Sahara Hotel)

COST: \$135.00 for both days of golf

RSVP DEADLINE: September 1st.

Make checks payable to: Paul F. Grover
2585 Grassy Spring Pl.
Las Vegas, Nv. 89135
(702) 253-5236

_____ single golfer @\$135.00 REMEMBER.....SOFT SPIKES !!!!!!

_____ handicap (if available)

_____ Name

GETTING A SPECIAL ISSUANCE MEDICAL CERTIFICATE UNDER PART 67

My name is John Grigsby and I am the younger brother of Dick Grigsby the esteemed editor of the Golden Contrails. Dick asked me to tell of my experiences in getting a Special Issuance Medical Certificate under Part 67 of the FAA Regulations in order to help some of the "not so young" retirees understand what has to be done and how I went about satisfying the FAA doctors in Oklahoma City. I'll start with the background that got me into the "paper chase" and conclude with the outcome.

My wife and I had been to a potluck dinner party in celebration of the conclusion of a very successful overseas choir tour in July, 1998. Ginny had gone to sleep and I was watching the news on the bedroom TV when I began to feel some heartburn. At first I thought it was just from eating too many kinds of spicy foods; but, at as time went on, the "heartburn" spot began to grow from the size of a nickel to about the size of the palm of my hand. This was far from anything I had ever had before, so I awakened Ginny, asked her to get me an aspirin and some water, and then we would decide what to do. After a couple of minutes I told her that we better go to the emergency room at the hospital just in case this was a heart attack. So, about 11:45 p.m. on August 1, off we went to the hospital.

I was put on some nitroglycerine and a blood sample was taken to look for the enzyme which accompanies heart damage. So far no enzyme. However, a couple of hours later the enzyme did show in my blood. The doctor asked me "on a scale of one to ten, with ten being childbirth, how bad is the pain"? My initial response was that I really didn't relate to his question since I had never given birth to a baby. In terms of the pain, my sensation was basically a slight discomfort that really felt like heartburn. According to the doc, the "growth" of the discomfort and the sensation of heartburn is a common occurrence.

The next day, an angiogram was performed and a stent was inserted in the circumflex coronary artery. I was released from the hospital after another day in bed to allow the puncture (from the angiogram) in my groin to heal.

Now, of course, from the identification of the “heartburn” as angina pectoris, the occurrence of a myocardial infarction (heart attack), and the implantation of the stent my medical certificate was invalidated under Part 61 of the Regulations (61.53—Prohibition on operations during medical deficiency) and Part 67 requirements. Therefore, I was duty bound not to act as Pilot In Command. Poor old Big Bird, a Beechcraft Baron, had to sit, lonely at the airport until I found someone who would act as PIC while I flew her. It is nice to have friends, isn’t it?

Because of this medical problem, I called my Aviation Medical Examiner (AME), in mid-August, and told him what had happened. He recommended my asking my cardiologist to write a letter to the FAA describing all of the circumstances, the actions that had been taken, and the results which had been obtained. The doctor wrote a very succinct, factual letter and mailed it to the FAA Medical Certification Branch in Oklahoma City on August 19th.

Subsequently, the FAA sent me a letter dated October 19 “suggesting” that I might want to surrender my Medical Certificate for cancellation and that if I did so voluntarily they would do everything they could to help me get a Special Issuance Certificate. Accompanying that letter was a set of “Specifications” which it would be necessary to follow if I were to apply for a new certificate. Well, I dilly-dallied around about mailing them my certificate because I really didn’t want to give it up. Then, on January 25, 1999, I got another letter from OK City saying that if I didn’t voluntarily submit my ticket they would have the local FSDO (Flight Standards District Office) come get it from me. This was a big clue! Better to voluntarily give up the invalid piece of paper and get their cooperation in the future rather than hang on to it and perhaps incur their wrath later. It turns out that I had mailed it four days before receiving this “nasty-gram”.

Among the specs was the requirement to wait out a six-months-recovery-and-stability period after stent implantation, supply copies of all hospital records pertaining to the procedure, a current cardiovascular evaluation, lab tests for blood sugar and lipid profiles, a regular physical examination by my internist, and a maximal stress treadmill test. The treadmill stress test is known as

the Bruce Protocol, requires 12-leads from the recording equipment to the chest and legs, and involves walking on the treadmill for three minutes each at six levels ranging from 1.7 mph at a 10% slope to 5.5 mph at a 20% slope. Everyone who completes this test is really huffing and puffing at the end!

In its first letter, the FAA had issued me a Personal Identification number (PI #xxxxxx) for use in any succeeding correspondence or telephone calls to enable rapid location of my file. I learned later that it really worked when I called the Medical Office and the lady answering the phone punched the number into the computer and there was my file, immediately!

Everything was fine for a while when I began needing to take nitro pills to eliminate chest discomfort (angina pectoris) when walking. So, after about two-and-a-half months another angiogram was performed and a second stent was placed inside the first stent. Of course, this restarted the six-months-stabilization clock. This stent lasted about five months when the discomfort returned yet again. Another angiogram showed that this stent had also plugged-up which happens in about ten percent of the cases. Lucky me!

So, now I had three choices: 1) roto-root the plugged stent and repeat that procedure probably several times a year (fairly risky each time!), 2) try to treat my condition with prescription drugs which probably would have me very restricted in being able to do "honey do's" around the house or to get any meaningful exercise, or 3) have a coronary artery bypass graft (CABG) surgery to bypass the plugged arteries supplying blood to the heart. In view of the first two alternatives not looking too good to me, we opted for the CABG procedure. During a four-and-one-half-hours surgery, veins were stripped from my legs and three bypass grafts were made.

After about five days, the day before I was to be discharged, I was walking in the hospital corridor with our son for exercise when atrial fibrillation occurred and the nurse put me back in bed immediately. The next day a "cardioversion" procedure was performed to get my heart back into sinus rhythm. This procedure stops one's heart and then uses electro-shock to restart the heart. Coincidentally, this happened on Easter morning! Once again, the six-months

stabilization clock had to be reset; it was re-started on April 5, 1999, upon my return home.

When they released me to come home, I was cautioned to take it very easy for about a month. The doc said: no vacuum cleaning, no sweeping, no pushing or pulling for three months until the chest bones and muscles had time to initially knit and to heal; after six months the chest should be as strong as it had been prior to the surgery. From the time of the initial "heartburn" to release from the hospital after the CABG surgery was a little over eight months during which time my medical certificate was invalid or non-existent, having been cancelled upon its voluntary surrender.

Now the paper work fun really began. Since I am a member of the Aircraft Owners and Pilots Association (AOPA), I called the Medical Office and talked to one of the representatives who told me what I would have to do to get a Special Issuance Certificate under Part 67. Fortunately, their response to my question was the same as what the FAA had initially sent me in the original letter of October, 1998. However, they did have one additional piece of information for me: It most likely would take the FAA six months to process my application once they had everything that they needed for the evaluation. This meant that the earliest I could expect to get a new certificate would be April of 2000. The rep also said to be sure to send all the documentation at one time because if the FAA has to ask for additional information it will essentially restart their six-months clock after receiving the new data.

So, the six months stabilization period passed and I began to take the required exams and to gather the necessary documentation that the FAA insisted upon. On September 10, 1999, I went to the hospital records office and I checked out the three rolls of 35mm motion pictures of the three angiograms, over four hundred pages of doctor's and nurse's detailed notes for each of the three hospitalizations, and the surgeons notes in regards to the CABG procedure (a total of one and a half pages). Upon reading the doc's notes, what really caught my eye was the word cardioplegia--stopping the heart so that he could make the bypass grafts. It is amazing what can be done in this day and age. Medicine has come a long way since Dr. Carrel and Charles A. Lindberg worked on the

invention of heart-lung machines in the 1930's.

I had checked with the FAA OK City office to see if I could just send them the bypass-surgery data. The reply was they wanted reports on all three incidents. This is one of the instances where the PI-number was handy to have since the person on the other end of the phone could punch up my case right then and there.

Next, I scheduled a treadmill test with my cardiologist for early November. This entailed the Bruce Protocol previously mentioned and the collection of about twenty pages of EKG data for the FAA to paw through as well as a letter from the cardiologist describing my cardiovascular condition and status.

My internist gave me a standard physical exam on November 10th and he reviewed the blood-sample tests which had been taken the previous week. He subsequently wrote a letter describing his findings and the blood tests. This took some pushing on my part to get a letter which covered all of the FAA requirements even though I had given him a copy of the FAA "specs".

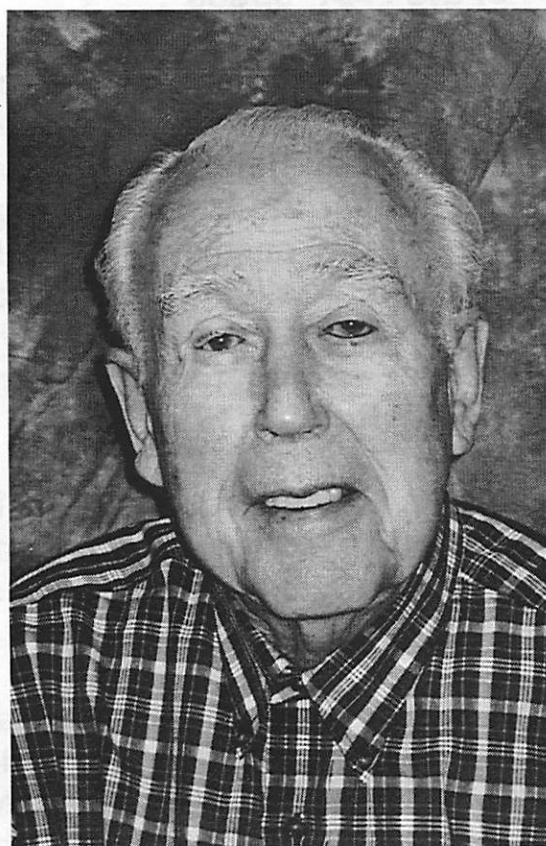
The next step was to get a Third Class Physical Examination from my AME, Dr. Fred Costales, which occurred on November 17th. He had asked me to bring all of the necessary documentation with me concerning the hospitalizations, the treadmill data, laboratory blood tests, and the letters from the cardiologist and internal medicine physician. At the examination, I delivered 5-1/4 pounds of paper and movie films. Fred took the data and mailed it with his examination report along with my letter asking for the issuance of a medical certificate under the Special Rules of Part 67.

Lo and Behold! On May 12, 2000, I received a Third Class Medical Certificate which was stated to expire on November 30, 2000. It had taken slightly less than six months to receive the certificate from the time the AME mailed the request to the FAA.

The validation period was for six months, and a subsequent issuance would require going through the whole physical testing rigamarole three months prior to the expiration date of this certificate and at twelve months' intervals thereafter with letters from the

doctors as to the state of my health at the in-between six-months' intervals.

So, it can be done. It is a real pain in the you know what, and it takes lots of patience and good humor to get the job done. I found that being polite, courteous, and giving thanks to the people on the other end of the phone line for their help pays dividends. I have had friends who have not followed the requirements laid down by the FAA or who have gotten into arguments, or otherwise treated the FAA personnel badly, have had a much tougher time getting their certificates. There is always one more piece of data they can ask for if they decide to get their backs up. Each time that happens it can cause another three months' of delay. So, my advice is to do what they ask and to do it with graciousness. You can catch more flies with honey than you can with vinegar, the old saying goes.



GOLDEN EAGLES TREASURERS REPORT

11/13/2005 – 3/12/2006

Balance from 11/13/2006 (checking)	\$ 19,027.18
Income 11/13/2005 – 3/12/2006	
Dues Received	\$ 5,320.00
Postage Fund Contributions	1,034.00
Golden Eagles jewelry sold	858.16
Total Income This Period	\$ 7,212.16
Disbursements 11/13/2005 – 3/12/2006	
Memorial Donations	\$ 200.00
Golden Contrails Printing/Postage	3,137.87
Postage & Miscl. Office Supplies	30.00
Webb Site	218.95
2005 Convention Decorations (to be used for 2006 convention)	184.45
Misdirected funds transferred to Care Fund	274.00
2006 Golf deposit (to be returned after 2006 Convention)	500.00
Total Disbursements This Period	\$ 4,545.27
Balance Checking 3/12/2006	\$ 21,694.07

GOLDEN EAGLES CARE FUND

Balance from 11/11/2005	\$ 2,662.79
Inflow Received 11/12/2005 – 3/12/2006	
Donations Received	\$ 870.00
Misdirected Dotations Transferred From Checking	294.00
Interest Income	2.74
Total Inflow This Period	\$ 1,166.74
Disbursements 11/12/2005 – 3/12/2006	
Administrative costs	\$ 20.00
Total Disbursements This Period	\$ 20.00
Balance Care Fund 3/12/2006	\$ 3,829.53

POSTAGE FUND CONTRIBUTORS

The following have generously contributed to The Eagle's Postage Fund and helped defray from the ever increasing postage costs and saved your Association hundreds of dollars. Your officers, many times, use their own funds and thus have made their own contributions to this fund. If a name was omitted, please accept my apology. A BIG THANK YOU to all

Ron Alverson
Ken Bellerue
Mike Bender
Frank Benedict
Ronald Bennett
Tom Buckley
Guy Casey
Darryl Christian
George Cramp
Dan Dowling
Spike Duncan
Ray Durden
Bob English
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Neil Smith
Charlie Starr
Dave Sullivan
Cal Templeton
Jack Thompson
Jane Thorn
John Wall, Jr.
Robert Warner
James Waters
Betty Whitaker



OUR NEWEST MEMBERS

A very special welcome to our newest members of **The Golden Eagles**. Why not ask an eligible friend to join? A membership blank is included with this magazine.

Bill Bulfer
Bryce Chapin
Bill Dillon
Tom Doering
John Downey
Curt Forney

Dick Hillman
Paul Kalisch
Dennis McDonald
Quoc Nguyen
Jeff Yoshida

A very special thank you to all who have donated to THE GOLDEN EAGLES CARES FUND. This fund has, in the past two years, been used to help members of the Continental family who have had calamities in their lives such as losses from the last two hurricane seasons as well as those with other special needs.

FROM YOUR TREASURER – *Charlie Starr*

Well, I thought I had this dues notification business down pretty good in the last edition. I even tried color coded dates. But from the looks of the results and your questions and comments – I just haven't found the right words or methods. Let's try once again. Dues are annual, that is they become due on Jan. 1st of each year and are good through Dec. 31st of that same year. Thus, each winter issue of *Golden Contrails* contains a dues reminder message and renewal form. Individual renewal forms **ARE NOT** sent out. Every time you receive your copy of *Golden Contrails*, your dues status is shown **ON YOUR ADDRESSES MAILING LABEL** on the envelope containing the magazine. The number there is the year that you are **PAID THROUGH**. Thus if you look at that label that this edition was sent in (which you probably threw in the trash) – if it shows a number less than 2006 – you are delinquent. Please, while it's still fresh on your mind – if your number on the envelope is less than 2006, meaning you are delinquent, why not bring your membership up to date. Please mail your check for \$30 for each year you are delinquent, along with the membership update form. I know how easy it is to overlook this, but by being delinquent, it means that the other members are subsidizing your membership. Of course if your mailing label denotes a "W", "H", or "Lifetime" instead of a date, this means that you are a widow of a deceased member, an Honorary member, or a Lifetime member, and no due are required (though I note that many in these categories still contribute). One other category may be indicated – an Associate member – these are members who are not eligible for regular membership, but who desire to be part of the group. The dues for these Associate members is \$15 per year. I hope this clears this up for once and all!

One more request – please **print (plainly)** all of the information. You'd be surprised at the number of renewals and updates that I receive that neither I nor my second pair of eyes (my wife's), simply can not read. And remember, if you move, the postal service will only forward your mail for a short time – so in order to keep receiving this magazine and for us to keep in touch – please send us an update of your new address and telephone. E-mail addresses are even more of a problem. If you change providers or change your screen name, unless you notify us, we won't be able to contact you.

I know it's early to make your banquet and convention reservations, but a form is included in this issue, and the earlier the better. Please make a separate check for these reservations, do not include in a dues payment. Make hotel reservations and payments direct with the Sahara! See the reservation form for all prices, mailing address and phone numbers.

Let's not forget our Golden Eagles Cares program. All donations to this worthwhile program are greatly appreciated and are put to good use by your Association to assist others in need. If making a donation please make a separate check payable to Golden Eagles Cares Program.

cut or  tear

Dues Renewal or Information Update Form

Dues are \$30 per year

Associate Member Contrails magazine only - \$15.00 per year

PLEASE PRINT

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**

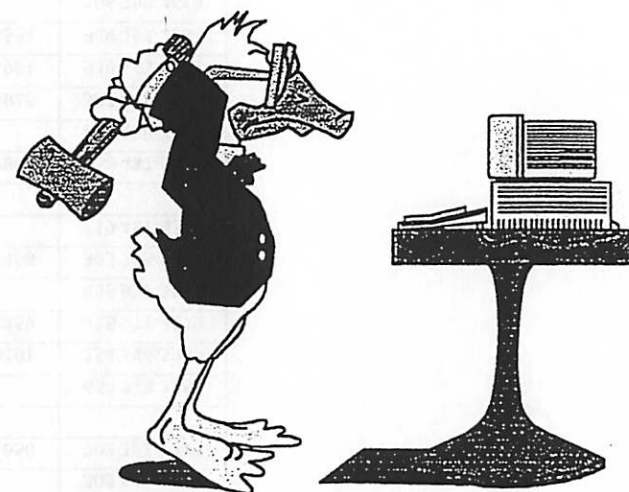
phone: 850 897-0898
E-mail cws1932@cox.net

ADDRESS and/or PHONE CHANGES SINCE LAST LIST

	LAST NAME	FIRST NAME	ADDRESS	CITY	State	Postal	Phone
1	Aaronson	Lew	5022 Cascade Court	Culver City	CA	90230-4306	310 836-9260
2	Buckley	Tom	633 El Jlna Ln.	Ojal	CA	93023	805 646-4257
3	Bulfer	Bill	2031 River Falls Dr.	Kingwood	TX	77339-3113	281 358-7252
4	Caldwell	Jim	28403 Seamount Dr.	Rancho Palos Verdes	CA	90275-4749	310 541-7418
5	Capp	Richard	1010 Ave H	Renondo Beach	CA	90277	310 316-6462
6	Chapin	Bryce	2719 Grand Falls	Kingwood	TX	77345	281 360-1926
7	Conwell	Hal	825 Cherry Hills	Huntsville	TX	77340	936 295-3601
8	Cramp	George	1 Cherokee Dr.	Pennnington	NJ	08534	609 737-1286
9	Dillon	Bill	12827 W. 78th Cir.	Arvada	CO	80005-2944	303 424-4299
10	Dixon	M.L. "Bud"	500 So. Pine Lake Rd.	Montgomery	TX	77316-3001	936 588-7524
11	Doering	Tom	419 Eastlawn Dr.	North Baltimore	OH	45872-1310	419 257-3400
12	Downey	John	1211 Sycamore Lane	Kingwood	TX	77339-3445	281 359-3912
13	English	Bob	5466 W. Prentice Circle	Denver	CO	80123	303 697-2769
14	Forney	Curt	PO Box 11050	Las Vegas	NV	89111-1050	702 362-7747
15	Gher	Ruth	9504 Desert Hills	El Paso	TX	79925	
16	Grigsby	John L.	729 Viola Place	Los Altos	CA	94022	650 948-3382
17	Hansen	Harry	4809 S. Hwy. 281	Hamilton	TX	76531-9101	254 386-3939
18	Hartman	Larry	3222 Mukditeo Blvd.	Everett	WA	98203-1359	425 971-4279
19	Hillman	Dick	255 Plymouth St.	Cambria	CA	93428	805 927-3979
20	Kalisch	Paul	2248 So. Kenton Way	Aurora	CO	80014-1456	303 755-1858
21	Kelly	Darby	15180 Pleasant View Dr.	Colorado Springs	CO	80921	719 481-4377
22	Kincaid	Russ	3804 Mainsall Cir.	Westlake Village	CA	91361	
23	Kinsey	Robert	17547 Plaza Karena	San Diego	CA	92128-1806	858 487-0667
24	Lane	Dick	3937 Stevi-River Rd.	Stevensville	MT	59870	805 238-4343
25	McDonald	Dennis	6591 E. Ponderosa Dr.	Parker	CO	80138-8025	303 841-3505
26	Nguyen	Quoc	25451 Spindlewood	Laguna Niguel	CA	92677-1901	949 363-9172
27	Owens	Phil	1274 La Mirada St.	Laguna Beach	CA	92651-3551	949 497-4664
28	Owens	Terry	422 1st Ave. W. # 501	Seattle	WA	98119	206 799-4618
29	Seifert	George	7332 Huntsmen Cir. A	Anchorage	AK	99518-2742	907 344-4994
30	Seifert	George	4280 E. Iowa Ave. #310	Denver	CO	80222-3745	
31	Sullivan	Dave	23835 Village Dr.	Porter	TX	77365-4649	713 249-5643
32	Waters	James	5365 N. Ft. Yuma Tr.	Tucson	AZ	85750-5930	520 529-1046
33	Wintenburg	Kip	3 Waterway Ct. #11A	The Woodlands	TX	77380	281 465-0252
34	Yoshida	Jeff	23954 Dorrington Estates Ln.	Conroe	TX	77385-7583	281 419-6164

E-MAIL ADDRESS CHANGES SINCE LAST LIST

	LAST NAME	FIRST NAME	E-mail
1	Ballard	Don	don.ballard@comcast.net
2	Bulfer	Bill	bbulfer@kingwoodcable.com
3	Chapin	Bryce	bchapin@kingwoodcable.net
4	Combest	Ray	raycombest@consolidated.net
5	DeCurtins	Ron	rondecurtins@cox.net
6	Dillon	Bill	billd11n@aol.com
7	Doering	Tom	noke@wcnet.org
8	Downey	John	johnrdowney@kingwoodcable.net
9	English	Bob	flybobby@msn.com
10	Flavell	George	georgeflavell@comcast.com
11	Forney	Curt	capt.curt@cox.net
12	Foster	Bill	bfos@cox.net
13	Gamber	Marlan	marlangamber@cox.net
14	Greenameyer	Gerald	vieso0518@yahoo.com
15	Greer	Gomo	gomogreer@verizon.net
16	Greer	Robert	linkster6@adelphia.net
17	Grigsby	John L.	grigsby@ihot.com
18	Gullaksen	Herb	hgullaksen@advantemail.net
19	Hall	Larry	lrhall@epix.net
20	Hansen	Harry	hgjdhanen@htcomp.net
21	Hare	Jerry	jerrynhare@yahoo.com
22	Harr	Mil	SprgHill@comcast.net
23	Hart-Cole	Pam	pamhartcole@hotmail.com
24	Hillman	Dick	rjhillman@charter.net
25	Himpler	Gerd	himp308@peakpeak.com
26	Kalisch	Paul	pkalish@aol.com
27	Kasper III	Paul	pdkkasper@msn.com
28	Kinsey	Robert	bjkinsey@netzero.net
29	Lane	Dick	biritelandco@earthlink.net
30	Letson	Robert	sletson@earthlink.net
31	Loflin	Walter	waldomart@comcast.net
32	McDonald	Dennis	b777man@comcast.net
33	McKenzie	Ben	benchris@peoplepc.com
34	Meier	Butch	lindaandbutch@earthlink.net
35	Newton	Karl	escopk@aol.com
36	Nguyen	Quoc	qn002@yahoo.com
37	Rovetto	Gary	grovetto@???cable.com
38	Scordo	Zoralde	zscordo@comcast.net
39	Waters	James	jimwaters57@comcast.net
40	Yoshida	Jeff	hokukaloli@sbcglobal.net



GONE WEST:

JIM McGHEE died in February, 2005. We have no other information. Note the date is a year old....

BRYAN GILBERT was killed in an accident on Sept. 11, 2005. An e-mail from Wayman Curry, and relayed by Ken Alrick follows: Bryan Gilbert, a former DEN and GUM based S/O supervisor, and most recently a B-757/767 First Officer in the EWR base, was killed in a tragic float plane accident on Sept. 11, 2005. He was ferrying a C-185 Amphibian from Juneau, AK to Wenatche, WA and was approaching Port Hardy, British Columbia when the accident occurred. It took place over very deep water and is still under investigation.

BRYAN had been with CAL approximately 20 years and was a highly experienced float plane pilot as well, operating his own sea plane rating school, and float plane charters. He had flown in Alaska as a bush pilot, as well as for scheduled air service carriers and charter operators for several years, prior to joining CAL.

BRYAN was a loving husband and father, a dedicated employee of CAL and a professional pilot in every sense of the word. You never saw him without a smile, and I mean SMILE! It took up most of his face, and was sincere.

He was a kind, gracious and trusted friend, who will be sorely missed, but never forgotten!

Wayne Curry

CAPTAIN RALPH J. EIKMEIER (81) passed away on November 27, 2005. His obituary, from the Fallbrook Bonsall Village News, sent in by **JUDY AMBROSE**, and from a column in The **GOLDEN TALE** helped in writing the following: **RALPH** was born on February 28, 1924, in Dodge, Nebraska, and he flew B-24 Bombers in WWII. Later he flew as an Executive Pilot before joining Continental Airlines in October, 1956.

RALPH flew a large variety of prop and jet

aircraft, and when he retired in 1984, he and his wife **DORIS** moved to Fallbrook where they grew avocados for 32 years. About a year ago the couple moved to Escondido, where **RALPH** was a member of St. Peter's Catholic Church, and a grand knight of the Knights of Columbus. He also was a member of the Order of Foresters, and of the Elks Lodge. **RALPH** is survived by his wife, **DORIS**, two sons, and one daughter. Sympathy cards may be sent to **DORIS EIKMEIER**, 710 West 13th Ave., Escondido, CA 92025 (760) 233-3890.

E-mail from Ken Alrick, dated 1/02/2006, is as follows: **FLOYD LAWRENCE** died on Dec. 2, 2005. Memorial will be at 2 P.M., Saturday, Jan. 7, at Pierce Bros. Griffin Mortuary, 101 Wilbur Road, Thousand Oaks, CA. 91360. A reception will immediately follow at the Thousand Oaks Elks Club.

RON PUFFER died in January, 2006. We have no other information.

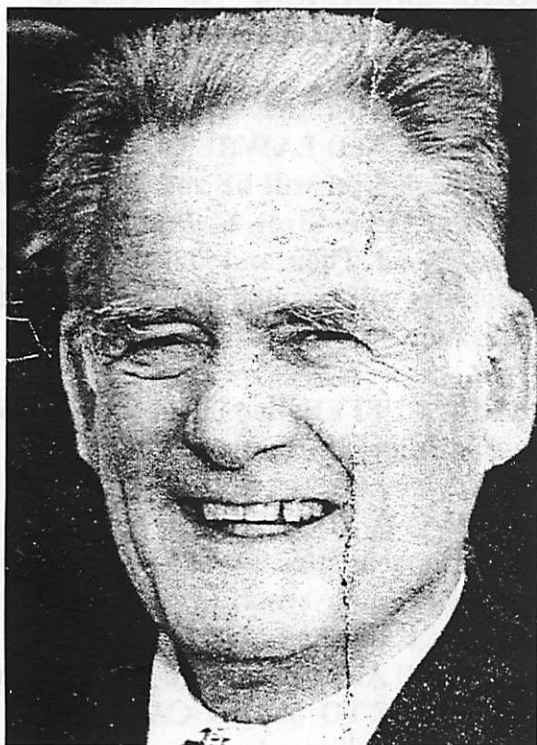
MARION P. (BARNEY) BARNWELL (81) died at home on Dec. 21st, after a very difficult battle with emphysema.

On **BARNEY's** last trip (Feb. 4, 1984) Continental Airlines printed the following "SALUTE TO YOUR CAPTAIN"

Capt. Barnwell was born and raised in South Carolina; later he attended Clemson College. His flying career began over forty-one years ago, when he joined the Air Force in 1943, later receiving his wings in 1944. Barney has flown a variety of military aircraft, including P 51's, B 29's, SA-16's, and the F -100. He was twice recalled to active duty, and has had the unique opportunity to observe first-hand the transition of both military and civilian aviation from the prop age to the jet age. Captain Barnwell's military career ended when he retired in 1986 as a Colonel in the Air Force, Reserves.

Captain Barnwell has always been a leader

at Continental Airlines, spending all but 6 of his 32 years of service in management. As a supervisory/management pilot Barney has served as a flight instructor, base chief pilot, and Senior Director of Flight Standards and Training. With Continental Airlines, Captain Barnwell has flown a variety of aircraft including the DC-3, DC-6, 7, 9, 10, Viscount, Boeing 707, 720, 320, 727, 747, and the DC 10-10,-30.



Captain Barnwell was married in 1945 to Joan Stock. They have eleven children, seven boys and four girls, and are currently expecting their 11th grandchild. Barney's lovely wife, Joan and son Barney are on board today to share this flight with him. After retirement the Barnwells plan to pursue light aircraft flying, fishing and extensive traveling.

Editor's Note: After retirement Barney flew a single engine airplane (Cessna 182) from Los Angeles to Alaska, to England, and to Russia! And, after retirement BARNEY was a key member of the group who "stuffed and stamped"

each mailing of the Golden Contrails.

KENNETH R. TIEGS (86) died January 20, 2006, following a lengthy illness. E-mail from his son, Kenneth W. Tiegs, and relayed by Ken Alrick follows:

Born in Hartland, Wisconsin on August 19, 1919, Ken was one of 4 children including his brother Randall and sisters Arleen and June.

As a young boy who worked behind a plow horse on John Geason's farm, he had an avid interest in aviation and at age 16 built a biplane hang-glider with a friend. He soon began flying lessons at Waukesha Airport and purchased an American Eaglet, powered by a 3-cylinder, 30 horsepower engine. In 1942, Ken entered the Army Air Corps where he instructed in BT-13's, ferried fighters, such as the P51, Mustang, and P-47 Thunderbolt, and flew the "Hump" while based in India, in both B-24's and C-54's.

After leaving military service, Ken worked for the U.S. Dept. of Agriculture in an experimental crop dusting program, flying N3Ns, and DC-3's in and around Stanley, Idaho. On April 19, 1951 Ken began his career with Continental Airlines where he flew the DC 3, Convair 340, and 440, the Douglas DC-6 and DC-7, the Vickers Viscount, Boeing 707, and finally the DC-10, retiring after 29 years of service in 1979.

In retirement, Ken spent much of Aug. 19, 1979



his time working to restore a 1928 Travel Air Biplane, along with his other interests in gardening, hunting, fishing and amateur radio. Ken's "gift of gab" and his amazing ability of being able to fix anything and everything endeared him to a wide variety of people. His first wife, Margaret, stricken with Alzheimer's disease, preceded him in death. Ken remarried to Marjorie Kranich.

Ken is survived by his wife Marjorie and two children, Elizabeth Parcels of Broomfield, Colorado and son Kenneth (Sharon) of Salida, Colorado.....three grandchildren, and four great grandchildren.

No services are planned; thoughtful donations to the Salvation Army (800) 958-7825, or Hospice of Metro Denver (425 S. Cherry St., Suite 700, Denver, CO 80246-9739 are encouraged in lieu of flowers.

May Ken be blessed with calm winds and clear skies on this last journey.

Ken W. Tiegs

TIM MCGHEE died in February of this year. Other information was requested, but there has been no reply.

CAPTAIN HOWARD C. "PETE" PETTERSON (88) died March 2, 2006. Born June 14, 1917, PETE became fascinated with flying in 1927, when Charles Lindbergh flew across the Atlantic to Paris. After graduating PETE swept floors, fueled planes, did anything he could while living above the hanger to earn money for flying lessons. He flew in stunt shows, often playing the comedy part. At the age of 18 he was ferrying small planes across the country. Shortly after learning to fly he started giving lesson to others, flying them over Puget Sound.

During WWII he was in the Army Air Corps stationed at Palm Springs and Long Beach, California, training new pilots. He was often given a manual for a plane to learn at night and then would instruct on that aircraft the next day. While in the Air Corps he flew the P-51,

P-38, P-47, P-63, B-17, B-26, and many other aircraft and some test aircraft. When not instructing he often ferried brand new P-51's from Long Beach to New Jersey for shipment to Europe. It was on one these ferry flights, while

grounded by weather in Des Moines, Iowa that through a series of amazing coincidences that he met **CONNIE**, who would become his wife of 59 years.



PETE started flying for Continental in 1951, and retired off the DC-10 in June of 1977. He started his career based in Tulsa, then based in Denver for the bulk of his career, with short stints in Albuquerque and El Paso, with his final five years spent commuting to Los Angeles. While at Continental he flew the DC-3, DC-6 DC-9, DC-10, VC 700, VC 800, and B-727. aircraft. He was also as proud member of the OX-5 Club.

He had a very happy career at Continental.

PETE is survived by his wife, **CONNIE**, his children **BETSY HADLEY** (who worked for Continental for 18 years), **BILL**, and **DAVID** (a Cleveland based B-737 Captain). His son **HOWARD** predeceased him in 2004.

In lieu of flowers please make a donation to your favorite charity. Dave Petterson

Honorary Member **LOUIS CUTHBERTSON** (86) died October 27, 2005. As a Continental Airline mechanic LOU was a great friend of Continental pilots, and as a mechanic and/or a

Maintenance Supervisor he worked hard to see that we pilots had a good and safe airplane for our flights. LOU and his wife, OVADA enjoyed attending our annual Golden Eagle Conventions.

E-mail from BUD BATTLE, relayed by Ken Alrick, 12/28/05:

NINA ANDERSON, wife of deceased captain B. J. ANDERSON died yesterday, December 27th.....Services will be held at Russell Memorial Methodist Church on Friday the 28th at 2 PM. Memorials may be made to Russell Memorial Methodist Church.

Bud Battley

FLORA (WELLS) PLEGGENKUHLE (94) wife of Retired Captain CLIFF PLEGGENKUHLE, Sr. passed away on Jan. 5, 2006.

FLORA was born on Oct. 28, 1911, in Fickland, GA and grew up in Atlanta, and after working for 10 years as a telephone operator for Southern Bell, FLORA met CLIFF PLEGGENKUHLE, Sr. They were married a year later, and were blessed with two children, CLIFF, Jr. (Continental retired Captain) and ANN PARK, (Continental Flight Attendant)

FLORA was a homemaker for 64 years, and her many friends were delighted to talk to her since she never lost her southern drawl.



Mrs. Flora W. Pleggenkuhle



FLORA was very active in the Lutheran Church, where she taught Sunday School and Vacation Bible School. She treasured her family (husband, two children five grandchildren, and five great grandchildren.

Ann liked the "early-in-life" photo of her mother so much that she sent the picture, with the comment, "Wasn't she beautiful!" We believe the other photo was taken at our last Convention.

BRUCE WENHOLZ sent an e-mail, relayed by Ken Alrick, as follows:(2/27/06)

Many of you already know my mother (MARY WENHOLZ) went into Torrance Memorial on Thursday evening. She passed away this morning at about 10:35 and I can see her having a conversation with dad now. Mom started flying during W II while dad was flying the Hump. She learned to fly in a Luscombe on floats and always enjoyed all the flying that she did. Mom held Airplane Single Engine; Land and Sea, and Instrument ratings.

I have had the joy and privilege of seeing her almost every week for the last couple of years, and frequently after dad passed away. I am not planning a service. The Neptune Society will be taking care of her from the hospital, and as with dad, I will be spreading her ashes at sea. This is her wish and I hope to do the same as we did with dad

Mom was a grand lady, and I imagine that I speak for most of you when say that I will miss her..

I have sent this to all those I have in my email list who knew her and all those who I recognized in her email list. Please notify any you know.

Bruce Wenholtz

ILLNESS/SURGERY:

E-mail from Carol Alrick, dated 12/22/05:
This is Ken's daughter, Carol, writing to let you all know that Ken will not be able to access email (or his computer) for a couple of weeks.

He is in the hospital with a broken hip! He's already had surgery to insert a pin and plate, and the prognosis is excellent for a strong recovery. He will be transferred to a convalescent hospital very soon for 2 weeks of care with continued physical therapy. We expect he will come home with a walker near January 6th. From that point, they are telling us he'll need about 6 more weeks using the walker before he's back in the saddle. If I know my dad, it won't take that long.

I know Ken is a central point for email communications for the Golden Eagles. My brother Bob and I will try to fill his shoes. We'll check his email account for messages that need to be forwarded to the group, etc. If you have special instructions, please be sure to let us know what your needs are. We're both computer "geeks," so it should go pretty well, but please have patience with us.

We will do our best to get things distributed until Ken comes home at the first week of January. At that point, we hope he will be able to carry on.

Carol (Alrick)

E-mail from Carol (Alrick), dated 1/25/06:
Just wanted to let you all know that Dad came home from the hospital today. He seems to be doing very well! He's been working very hard to get himself back into action. We're very proud of his progress and expect that he will be walking on his own as quickly as possible. I will help him with the email (if he doesn't shoo me away from it), but you can expect to be in direct touch with him very soon!
Thanks to all for the support and kind

messages—we took your notes to him every day as they came in, and that made him very happy.

Carol (Alrick)

E-mail from Ken Alrick, dated 2/18/06:
It has been two months since my hip fracture. It takes time for the healing, but I am getting along about on schedule. I get around quite well with a walker but it will be some time before I will be walking normally. Since Laverne is limited in mobility, we have lady in five days a week to prepare meals and care for the house cleaning. Our children take up the slack on week ends. It is going well.

It feels good to get back to my computer and in touch with all of you.

Ken Alrick

E-mail from KEN ALRICK, dated 2/03/06:
As many of you know, our friend Amous Cann was admitted to the hospital a few days ago. His blood count was down and he had pneumonia. I talked with Laverne this evening and as of today, his temperature is normal, and his coughing has subsided somewhat. She says he is quite weak a pneumonia, but at least he is home. As for his blood count, he has had a problem with that for some time, but responds to transfusions. This is not exactly the best news, but progress is being made. I will keep in touch and let you know his progress.

Ken Alrick

Gene Newman talked to Laverne Cann on March 3rd and learned that AMOUS's blood disease is called MDS (abbreviation for the Latin name) which results in a loss of ability to produce red blood cells. When his cell count is low it is necessary for AMOUS to have blood transfusions. Complicating the matter, the red blood cells last only 120 days, and even worse, they all seem to die at the same time. AMOUS has still another problem—he gets chest pains, and needs to take nitro-glycerine immediately.

AMOUS sleeps in a recliner chair, and we are sorry to say that LAVERNE says that his health is "not good", and that she says there is some doubt that AMOUS's condition will improve.

LAVERNE's health is good—only a few days ago she played golf when a good friend came to care for AMOUS, and she made a birdie on a par 5 hole!

TOMMY GREEN called the CANNS recently and advised LAVERNE that he and ADAH MYRLE are "hanging in there".

E -mail from K. D. THOMPSON, relayed by Ken Alrick, dated 2/13/06 : Just talked with Diane, and Don Ballard has suffered a heart attack.

E-mail from KEN ALRICK, dated 2/13/06: Laverne Cann just called. She talked with Diane about Don (Ballard). This is also backed up by a note from K.D. Don's arteries are quite restricted. Surgery is planned tomorrow. Probably four bypasses. Don's spirits are good. Actually he is anxious to get it taken care of. We all know Don Ballard always took a head on approach to any problem and is doing just that. I will do my best to keep you informed. Keep him in your thoughts and prayers.

Ken Alrick

E-mail from Ken Alrick, dated 2/18/2006: Just had a call from Laverne Cann. Word from Ballard. She had talked with Diane, Don's wife. Don had a quadruple bypass. He is doing well, is up walking around and she expects he will be home early next week All that is good news. It seems that the hospital is some distance from DeKalb, so she is staying nearby in a motel, thus the difficulty getting information.

Ken Alrick

E-mail from K.D, Thompson, relayed by Ken Alrick, dated 3/4/2006:

Got call from Diane last evening and things not going as planned for the Old Redhead. He is still in hospital, day 20, and his patience running thin, after some post surgery problems with fluids—now they say he has developed an infection and they are treating him with intravenous antibiotics, etc. And she is trying desperately to get him released to her care at home. Let's keep those prayers going for them. Ballard's address:

**3466 Owens Lane,
De Kalb, IL 60115
815-787-9010**

P.S. She did say he is still spunky and just keeps plugging along.

K. D. Thompson

E-mail from JIM MICHAELS, and relayed by Ken Alrick, dated 2/14/06:

DAVE PERRY has been diagnosed with bone and lung cancer. He's had considerable pain for the past few months, especially in the hip, but it hit the fan as he returned from his last trip from England, I think, and he had a really bad time getting out of his seat.

Herb talked to him (and Jet) last week before we left, and again today. He is, understandably, pretty shaken and down about this thing, since it hit him pretty suddenly. He is on a chemotherapy right now, which means a program of 6 or 7 treatments every third Monday, starting last week. He is very weak right now and his voice has been affected, so he's a little difficult to hear on the phone. He lives only a few blocks from us so we will be in regular contact, and will try to keep you informed. Come to think of it, it would probably be a good idea for me to include some other guys from World Air Gummers (WAG) in this email so I'll include this info for those who may not know.

Dave's address is:

**158 W. Avenida De Las Flores,
Thousand Oaks, CA 91360
Phone 805-495-2294**

Jim Michaels

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

THIS'N THAT:

After FLORA PLEGGENKUHLE died, DICK GRIGSBY sent the following to CLIFF PLEGGENKUHLE, Jr., and CLIFF, Jr. liked it so much that he asked that it be published in this issue of the Golden Contrails.

February 1, 2006

Dear Cliff,

Do you remember, my lad, one summer night in Midland, Texas? You were co-pilot on a Viscount trip to Dallas, and I was taking the jump-seat to check your Captain, Fred White. Well I didn't really need to check Captain White, since I had recently given him his entire Viscount training, but I wanted to learn just how *you* might be doing. Since Fred owed me somewhat, I prevailed upon him to let me have his seat, from MAF-DAL and I asked you to fly that leg.

All went well, and I could see that you knew your way around the Viscount. Somewhere around Big Spring to Mineral Wells was a lingering line of thunderstorms and we figured the best course was to pick our way at more or less 90 degrees, using the radar to avoid the heavier areas.

I saw you tighten your harness and so I turned up the cockpit lights and notified the cabin attendants to make secure, then I began assessing the radar returns and giving you headings to fly. You slowed to rough air speed and I advised that you let the altitude wander as it would, within bounds, rather than try to hold it too closely. About halfway through the line of storms, I happened to look over at you and saw a competent, calm young pilot in complete control of the situation. About that

time, lightning flashed ahead of us and I remarked, "Scooter, what would your Mom think if she could see you right now?" You answered with just that grin of yours and a shake of your head.

Well, Captain Pleggenkuhle, if you and I can relive that moment in memory with it being as real as it was forty years ago, do you not think that your Mom is nowable to call up that same picture only on Big Screen with High Definition and Surround Sound? I think so, for *that is real reality!*

Your friend for life.....and beyond,

Dick Grigsby

—end—

NOTES FROM LAVERNE THORNBERRY

(Printed in January issue of Golden Tale)

NORMAN McGOWAN has folded his wings ending his flying career of 60 years without incident. His last flight was with CAF; he bid farewell to flying, his second love. PEGGY remains number ONE!

PAUL ECHEL, former CO, flew for JAP at the same time Jim was flying there. While the guys flew the skies, Dena and SALLY toured the country's grounds via car, bicycling and walking. Sally taught the Japanese tole painting; the Japanese offered many kinds of art, so Sally and Dena tried to get lessons in all of it.

NINA ANDERSON would love to hear from JANE IRESON. If anyone knows Jane's phone and/or address, please let Nina know at: 903/560-1303,

Ralph Eikmeier

Picture arrived late. See Gene Newman's column For obituary.

