



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.

August 2006



Vought F-8A Crusader

BEAUTY and THE BEAST

The
Captain's
Corner
Shaun Ryan



The big news for this issue is, of course, the convention to be held in Las Vegas on September 20 and 21 at the Sahara Hotel and Convention Center. We will be featuring the usual hospitality room for your socializing . It will be located in the Presidential Suite and is the perfect spot to renew old acquaintances and meet new members. After you check into the hotel, this is the first place to visit to pick up your name tags and meal and raffle tickets. It will be open from 1:00 PM to 12:00 AM on the 20th and will be a great place to get this year's convention rolling.(see published schedule for the 21st and 22nd)

For the golfers, Paul and Gail Grover have organized another two day tournament starting on the 19th and finishing on the 20th. They have once again generously invited the golfers to their house for a dinner and cocktail party following the first day on the links. You can find a golf registration form in the Golden Contrails. Be sure to register early so Paul and Gail will know how many to plan for. Remember that the golf tournament is a fun event and everyone regardless of handicap or cussing ability is welcome. We regularly have a good number of wives playing and hope to continue this tradition.

I am hoping to see a good turnout from my initial training class that started on 19 Sept 1966. This is the 40th reunion (actually for all the classes that started in 1966) and what better place to celebrate than at the Golden Eagles

Convention?

I am looking forward to a great turnout and a fantastic convention. Don't forget to call the Sahara on their toll-free line and book your room early. They have an early cutoff date after which they will not guarantee the special room rate so don't put it off - call them today.

After having to cancel last year's convention in Houston because of the hurricane, let's make this one the best ever!

See you all in 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,

By now you've probably made your reservations and are looking forward to having a great time at our Las Vegas Convention. I hope you've included our luncheon in your plans. On the menu: "The Trio" consisting of chicken, tuna and shrimp salad served with grilled vegetables and pasta salad. You don't want to miss this, and you just might win one of our door prizes!

Our agenda is as follows:

*September 20 1:00 PM - 10:00 PM - Guest Arrival-Registration
Hospitality Room open based on availability.*

Location: Alexandria Tower - Presidential Suite #2542

*September 21 10:00 AM - 11:30 AM - Ladies Business Meeting
Hospitality Room*

*Location: 12:00 PM - 1:00 PM - Ladies Luncheon
Golden Room*

*2nd Floor Above Casino
6:00 PM - 10:00 PM - BANQUET
Location: Golden Room*

We will be electing a new Board at our Business Meeting. If you would like to serve or name someone as a candidate please contact our Nominating Chair, Alice Gorman.

We hope you will volunteer an hour or so to help make this convention the best it can be. Sign-up sheets will be available when you register. We thank you in advance for your efforts on behalf of our organization.

Until we meet in September please take care.

Sincerely,

Judy
Judy Brown



RESERVE CAPTAIN'S CORNER

The real summer finally got here. As I sit here typing it is 96 and going to rise throughout the next ten days.

Thank goodness Carol and I have made plans to go to Washington State in August for a couple of weeks. I am going to San Diego where I will board the USS Lincoln and cruise to Everett, Washington. Carol will then join me and we will vacation from that point.

Have you made your reservations for the Convention???? Don't wait until the last minute as the last day for the special rate of \$52.95 is August 12th. I made mine yesterday and it was painless, so get with it. I haven't sent in my banquet and golf reservations but that is the next thing.

As usual Paul Grover has planned a great tournament and rumor has it that He and Gail will host a cocktail party as they did two years ago. I had to miss that one and am looking forward to seeing their lovely home. Remember that the golf dates are September 19th and the 20th. The tee times are early so the golfers will have to be in place on the 18th, anyway that is my plan.

REMEMBER YOU DO NOT NEED TO BE A GREAT GOLFER TO PLAY WITH US, THIS IS FOR FUN, I REPEAT THIS IS FOR FUN. COME AND JOIN US.

Shaun has planned a great convention and I for one am looking forward to seeing everyone.

Bob

EDITOR'S CORNER



FRONT COVER... “Beauty and the Beast.” The picture of Continental Pilot, Dave Hicks, inverted over Mt. Fuji in an F-8 Crusader was featured on the front cover of the July, 2004 issue of Golden Contrails. Dave died of cancer sometime in the 90s.

Birdie Bertrand wrote of this, “I don’t know where Dave is now, but for those few seconds I know that he was in heaven!”

Now, to emphasize the article within on Supercritical Wing development, we have superimposed the modified F-8, inverted, below Dave’s fighter. This, of course, is no more than a “spoof” to show how beautifully the “Beast” was converted into a real “Beauty!”

LADIES AUXILIARY... Judy Brown has thoughtfully included a map of the Sahara Hotel complex along with her program for the ladies. Thank you, Judy!

F-8 SUPERCRITICAL WING... This article is the best we have found outlining the development of the Supercritical Wing plan-form, which has benefited all of us who flew sub-sonic and trans-sonic aircraft outfitted with it. Our thanks to retired UA Captain John Joyce for pointing us toward it.

PLEGGENKUHLE AIRLINE MEMORABILIA... Pictured within and on the back cover is a small part of the collection of airline memorabilia of Kellee and Cliff Pleggenkuhle. To our knowledge, Cliff senior and junior are the only father and son team to retire from active airline flying at age 60.

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 plus tax per night. Call the hotel @ 1-888 696-2121 and mention that you are a Golden Eagle when making your room reservations.

DATES: Tues. Sept. 19th Tee Time 9AM
(cocktails and dinner at the Grover's following end of day one play)

Weds. Sept. 20th Tee Time 8AM

LOCATION: SILVERSTONE GOLF CLUB
8600 Cupp Dr. Las Vegas, NV 89131
maps will be available at check-in @ the hotel...ask for them!!!

COST: \$135.00 for both days of golf

RSVP DEADLINE: September 1st.

MAKE CHECKS PAYABLE TO:

PAUL F. GROVER
2585 GRASSY SPRING PLACE
LAS VEGAS, NV. 89135
(702) 253-5236 home
(702) 525-9287 cell

REMEMBER.....
SOFT SPIKES!!!!

_____ single golfer @\$135.00 _____ handicap

_____ Name

F-8 Supercritical Wing

In the early 1960s, Richard T. Whitcomb, chief of the Transonic Aerodynamics Branch, Langley Research Center, Hampton, Va., conducted exploratory research that led to the invention and patent of the NASA Supercritical Airfoil.

Compared to a conventional wing, the supercritical wing (SCW) is flatter on the top and rounder on the bottom with a downward curve at the trailing edge (see illustration). The concept was first studied in the 8-foot transonic pressure tunnel and other wind tunnels at Langley and Ames Research Center, Moffett Field, Calif., before actual research with an aircraft began.

A TF-8A Crusader, available from the U.S. Navy, was selected as the SCW testbed. With its easily removable wing, landing gear that retracted into the fuselage, and Mach 1.7 capability, it was a satisfactory choice as a testbed. The announcement that the SCW concept would be flight tested at the Dryden Flight Research Center (then the NASA Flight Research Center), Edwards, Calif., was made in February 1969.

Rockwell International's North American Aircraft Division was awarded the \$1.8 million contract to fabricate the supercritical wing. It was delivered to NASA in December 1969.



Supercritical Wing Diagram

The supercritical wing was a new tailoring of an airfoil design that delayed the formation and reduced the strength of the shock wave over the wing just below and above the speed of sound. Delaying shock wave formation at these high speeds resulted in less drag. Results of NASA supercritical wing research showed that aircraft using the concept would have increased cruising speed, improved fuel efficiency, and greater flight range. Supercritical wings are now commonplace on virtually every modern subsonic commercial transport.

Flight Research

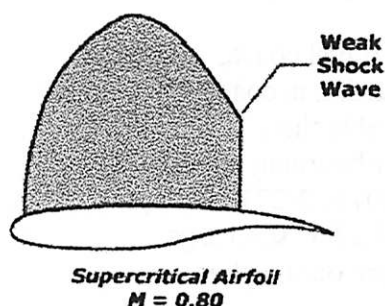
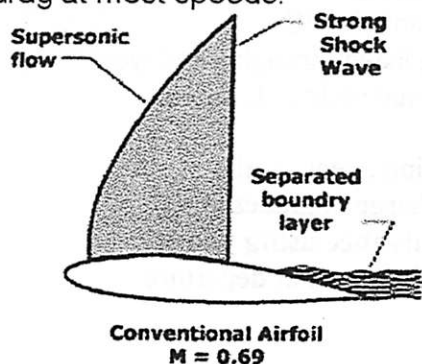
Dryden engineer John McTigue was the first SCW program manager, with Tom McMurtry as the lead project pilot. At Langley, Whitcomb took a personal interest in test results while Thomas Kelly acted as that Center's project engineer.

The first SCW flight took place on March 9, 1971, with McMurtry at the controls. On this first flight, McMurtry reached an altitude of 9,200 feet and a maximum speed of 260 miles per hour.

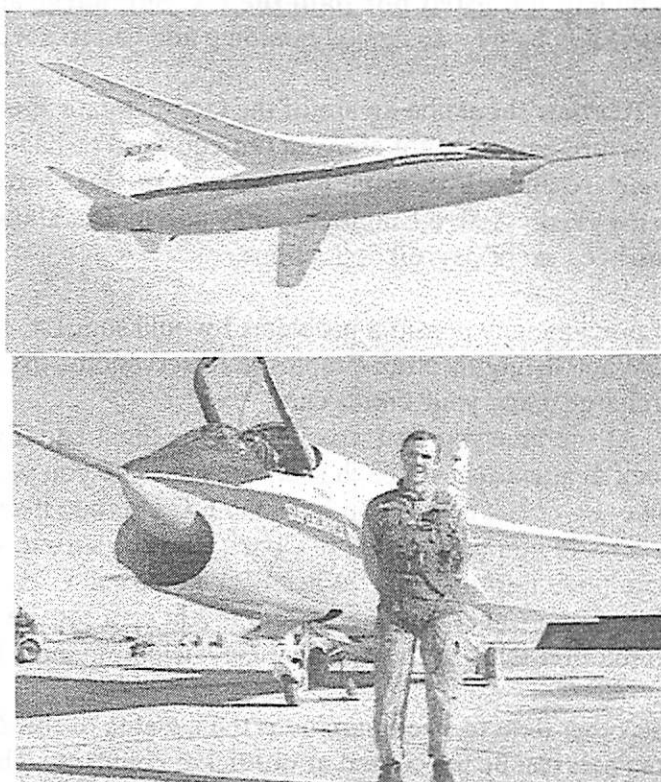
Pilot Tom McMurtry and Supercritical Wing

With the new wing, the F-8 landed at a high speed of 200 miles per hour. Without antiskid brakes or wing flaps, it was necessary to land the craft directly on Rogers Dry Lake. The 15,000-foot concrete runway at Edwards was used for most takeoffs but was too short to accommodate landings. The first flight of the supercritical wing at supersonic speeds was on May 26, 1971.

Studies of actual wing performance began in August 1971. Pressure sensors on the wing's upper surface measured shock wave formation. Performance largely substantiated data from the original wind tunnel tests performed at Langley. In May of 1972, NASA added new instrumentation and installed new fuselage fairings, which were intended to reduce drag at speeds just below the speed of sound (Mach numbers between 0.95 and 1.0), thereby increasing speed. However, it turned out that the fairings actually produced somewhat higher drag at most speeds.



Lineart of the Supercritical vs. Conventional Airfoil



Research results showed the SCW had increased the transonic efficiency of the F-8 by as much as 15 percent and proved that passenger transports with supercritical wings could increase profits by 2.5 percent over aircraft with conventional wings. This equated to \$78 million per year (in 1974 dollars) for a 280-plane fleet of 200-passenger airliners.

The last flight of the NASA SCW F-8 was on May 23, 1973, with Ron Gerdes as pilot.

- This F-8 jet aircraft was originally built by LTV Aerospace, Dallas, Texas, for the U. S. Navy.
- NASA 810: Navy Bureau # 141353.
- Powerplant: Pratt & Whitney J57 turbojet.
- Original wingspan: 35 feet 2 inches (350 square feet)
- (Wingspan with the supercritical wing: 43 feet, 1 inch)
- Overall length: 54 feet 6 inches
- Height: 15 feet, 9 inches.
- Flown as the SCW testbed by NASA from 1971 to 1973.
- Fleet F-8s were the first carrier-based planes with speeds in excess of 1,000 mph. LTV won the Collier Trophy for its design and development. Total production was 1,261.

July 6, 2006

Greetings Members:

I would like to make everyone aware of a situation which occurred earlier this spring and for which we sent out an e-mail advisory at that time.

A member, while returning from Gatwick to Newark, had listed for travel in Coach Class. At departure time Coach was full, however there were seats available in F/C. As he **had not listed nor paid the F/C Surcharge** at the time he listed through Employee Reservations, he was denied boarding and had to spend an additional night in London.

All Retirees should be aware of the fact that gate agents or boarding agents at the departure gates are not allowed nor equipped to handle F/C Surcharge upgrades at departure time. **You must list and pay the F/C Surcharge in advance using your credit card.** Active Employees may possibly be allowed to do this at gate at departure time because of payroll deductions.

To preclude any possible problems I would suggest:

- 1). When listing through Employee Reservations, list for F/C standby and pay the surcharge using your credit card.
- 2). At the time you first check in for the flight and if you wish to travel coach, advise the check in agent that if coach seats are available you would prefer sitting in coach. If however, coach is full, you have the F/C upgrade if seats are available there.
- 3). Should you be boarded in Coach Class be sure to keep all your boarding and seating assignment information. When back home call CAL Refund, (800) 932-2732 with your information. They will credit your credit card for the amount of the F/C surcharge. Calling first thing in the morning may help to avoid a long hold time on the phone.

One other item to keep in mind is the benefits of the ZED, (Zonal Employee Discount) fares that can be purchased at our ticket counters. These are the old reciprocal carrier service fees that now are based on Zones. They can be very useful and any unused are **completely refundable.**

As an example of a back up, Virgin Atlantic has been running two flights a day from Newark to London Heathrow, one around 8 a.m. and one around 8 p.m. They have been using an A340 with a seating capacity of around 400. Seats are usually available. Price of the ZED fares on them is approximately \$57 o/w. Should you decide to purchase one of these ZED fare tickets be sure to have the ticket agent write on the ticket **"VALID ON ANY ZED CARRIER"** In this way you can use the ticket between your travel points on any other carrier with which we have reciprocal travel benefits.

Good Luck,
K. D. Thompson
Travel Liaison

Reservations Form for Sept., 2006 Reunion Banquet and Ladies Luncheon
(All meals include tax and gratuity)
(Please print)

Last Name _____ First Name _____

Address _____

City _____ State _____ Zip _____ - _____

Phone (_____) _____ - _____ e-mail address _____

My significant other half (spouse/guest) will attend ☐ Spouse/Guest Name(s) _____

Ladies Luncheon (Sept. 21st).

Price	number	total
\$20.00 each	x _____	= \$ _____

.00

Banquet Dinner . . (Sept. 21st). . (Prime Rib) . . . \$44.00 each x _____ = \$ _____ .00

and/or

Banquet Dinner . (Sept. 21st) .(Chicken w. crab). . \$43.00 each x _____ = \$ _____ .00

All banquet dinners include salad, accompaniments, rolls, desert, coffee or tea, tax & gratuity

No. in party _____	Meal total: \$ _____ .00
Prices include tax and gratuity	Please remit this total

Please send this completed form along with your check for both the banquet (indicate banquet meal choices – beef or chicken – and number of each) and for the ladies luncheon payable to:

GOLDEN EAGLES
C/O Charlie Starr, Treasurer
4328 Sunset Beach Circle
Niceville, FL 32578-4820

Deadline for meal reservations is Sept 11th Banquet or luncheon refunds or cancellations after Sept. 11th subject to refunds by hotel

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

IMPORTANT (DEADLINE FOR HOTEL RESERVATIONS AT SPECIAL RATE IS AUG 12TH)

Hotel room reservations and room payments must be made directly with the Sahara Hotel & Casino. Be sure to ask for the GOLDEN EAGLES group rate of \$52.95 per night (plus tax and energy surcharge). Rate is good for Sept. 17 thru Sept. 21 (check-in time is 3:00 PM - checkout time on the 22nd is 11 AM) The Sahara's toll free number is 1-888-696-2121



In the world of airline collecting, there are few collections that outsize that of Cliff Pleggenkuhle Jr. Cliff's collection of memorabilia has been growing for some 40 years. The grouping includes models, wings, service pins, pictures and paintings, hats, time tables, maps etc. If it was related to the commercial airline industry in the past 60+ years, Cliff wants a piece of it!!

The models, some of his most prize possessions, number somewhere over 550. They range in size from 1/50 to 1/400 scale. Big and small, they are detailed replicas any airplane enthusiast would envy. They range from all the different paint schemes of each of the commercial airlines over the years, including some of the "never existed" machines, like the Continental airlines Concorde. They are detailed right down to a 1/400 scale model having its own movable set of air stairs! Quite incredible detail.

Service pins and wings have become Cliff's latest passion. He's got over 260 service pins and 200 sets of wings and cap badges. From the well known like CAL, UAL and TWA to the lesser knows like Slick Airways. He spends countless hours on EBAY and other airline collectible sites in search of that one rare pin or set of wings. So if you've got some old treasures lying around that aren't of interest to you anymore, Cliff would be happy to add them to his collection!

Cliff's 500 sq. foot office is a sight to see! It is an indescribable representation of a 40 year flying career and a family that wore their Continental logo with pride. The Pleggenkuhle's home is always open to visitors, so if you're ever in the area and feeling nostalgic, stop in. You'll truly enjoy the ride down memory lane!

GOLDEN EAGLES TREASURER'S REPORT

3/13/2006 – 7/06/2006

Balance from 3/12/2006 (checking)	\$ 21,694.07
Inflows (checking) 3/13/2006 – 7/07/2006	
Dues Received	4,235.00
Postage Fund Contributions	450.00
Deposits for Banquet & Luncheon	1,802.00
Mis-addressed CARE checks	20.00
Total Inflow this period	\$ 6,507.00
Disbursements (checking) 3/13/2006 – 7/07/2006	
Golden Contrails printing & postage	\$ 2,669.40
Refunds for duplicate dues rec'd.	90.00
Office supplies & postage	126.52
Bank charges	12.00
Remembrance donations	75.00
Transfer to CARE fund	20.00
Total disbursements this period	\$ 2,992.92
Balance checking 7/07/2006	\$ 25,208.15

GOLDEN EAGLES CARE FUND

Balance from 3/12/2006	\$ 3,829.53
Inflows 3/13/2006 – 7/07/2006	
Donations received	\$ 50.00
Interest income	6.11
Total inflow this period	\$ 56.11
Disbursements 3/13/2006 – 7/07/2006	
Bank charges	\$ 45.00
Office - printing - postage	71.27
Total disbursements this period	\$ 116.27
Balance Care Fund 7/07/2006	\$ 3,769.37



POSTAGE FUND CONTRIBUTIONS

The following have generously contributed to the Eagle's **Postage Fund**, and have helped greatly to defray the ever increasing costs of postage; and have thereby saved you and your Association countless dollars. Your officers, many times, use their own funds for postage and telephone and thus make their own contributions to this fund.. **A BIG THANK YOU** to all! If a name was omitted, please accept my apologies

Jack Alley
Bob Appleton
Ray Booth
Dick Boudreau
Walt Bybee
James "Jet" Conger
Jerry Dixon
Ken Duncan
Dick Floreani
Tom Folwell
John Gaylord
Virgil Hemphill
Roy Henderson
Wally Jolivet
Doug Kricken

Tom Laney
Ron Lemon
Dr. Lawrence Marinelli
Leif Mauritzson
Norman Meyer
Ralph Musser
Phil Nash
Larry Nelson
B.M "Bim" Richards
Ted Rutherford
Charlie Starr
Allen Timms
Moffitt Tinsley
A. Scott Tomlinson
Steve Zavitz



OUR NEWEST MEMBERS

Avery special welcome to our newest members of THE GOLDEN EAGLES. Why not ask an eligible friend to join? Membership applications can be found on the Eagles web-site: **www.thegoldeneagles.org**

Jerry Becker
Dennis Boone
Bob Mabeoone

Fred Morton
Rene' Robert

A very special thank you to all who have contributed to THE GOLDEN EAGLES CARE 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 recent hurricanes and floods, as well as those with other special needs



FROM YOUR TREASURER - *Charlie Starr*

Somehow, I seemingly just can't find the right words to get this message out to many of our members. So - - once again, I'm going to try to use this space to appeal to the members who are in arrears in their dues. Unfortunately, the number who are in that category is, again, alarmingly high. Your Golden Eagles dues are "annual dues". That is - they become due each January first; and your membership is good for that entire calendar year (through the end of December of that year). Individual notices are NOT sent out; however there is a notice in each December issue of *Golden Contrails*, that reminds us that dues for the following year are payable. I know that we're all getting to that point in life where we let little things slip by us; but when this happens, special notices or reminders have to be printed and mailed. This is not only a time consuming task, but also a very expensive one. For our members, associate members or those who subscribe to the magazine - each time you receive a mailing from the Golden Eagles (especially each issue of *Golden Contrails*) there is a year printed on the mailing label after your name. Take a look at the label on the envelope that this magazine came in. If the year on this issue's label is less than 2006, then you are in arrears. If this applies to you, please take a moment and bring your membership up to date. Dues are \$30 per year for regular members. A membership update/renewal form is attached below for

your convenience. Use this for dues payments or to make any changes in your address, phone or e-mail. Remember, the post office will only forward mail for a short period after you move, and e-mail is never forwarded to a new e-mail address.

One more plea. Please print your information on these dues forms. My tired old eyes just can't decipher some of the handwriting that I receive. I just can't make the 20/20 line anymore.

By now you should have also received a reminder notice urging you to make your reservations for the upcoming CONVENTION/REUNION in Las Vegas September 20 - 22. This year's event promises to be bigger and better than even some of our past ones. Since we missed the 2005 date, due to our hurricane friend, RITA, lets all turn out for 2006 in Las Vegas! A banquet and luncheon reservation form is included with this issue of *Golden Contrails*. Don't wait - make your reservations now. Meal cancellations and refunds will be honored until Sept. 11th. The Sahara Hotel has an early cut-off date for room reservations this year (August 12th) and room reservations must be made directly with them 1-888-696-2121. Don't delay, and don't be left out. Make your hotel and banquet/luncheon reservations today.

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.

Golden Contrails History

Golden Contrails was originally begun in the early 1960s as an “in house” monthly publication to keep pilots abreast of current policies and procedures system-wide.

I had been chosen to fill the newly created position of Director of Flying (system chief pilot) and I quickly recognized the need for such a line of communication.

Since Continental’s image was at that time centered around “Golden Jet, Gold Carpet Service, Proud Bird With the Golden Tail,” to name the magazine Golden Contrails was a natural follow-on as well as an inspiration for the short poem, “Golden Contrails.”

I prevailed upon one of our Dallas Captains, W. C. (Dub) Ewing to do the art work of the heading, which at that time lacked the present Golden Eagles emblem and the poem.

In business meeting of the Golden Eagles in 1990, Captain Jack Alley, president, it was decided to begin publication of a similar communications organ. Since Continental had abandoned the project, I requested that Golden Eagles be assigned proprietary rights to the name and we began publication on a quarterly schedule, now a triennial one.

It has developed from rather primitive copy done at home on my old typewriter to its present, somewhat more sophisticated form. Its success has been dependent upon the cheerful and reliable input from succeeding Golden Eagles officers and members. Mailings have grown from a skimpy 125 to over 600 and we are grateful to those members who regularly assist in the “stuffin’ @ mailing.”

It has been a great personal pleasure to provide this service to our members and their families.

**Richard S. Grigsby,
Editor, Golden Contrails.
Historian.**



GOLDEN CONTRAILS



FEEL THE DIFFERENCE PRIDE MAKES

GONE WEST:

FLIGHT ENGINEER LARRY HEUBERGER died early in January, 2006. **LARRY** occupied the third seat on Continental Flights from 1951 until 1962, leaving to become an aircraft designer and builder. Among his projects were the Derringer, Lear Jets 23, 24, 25, and Learstar 600, which became the Challenger.

CAPTAIN FRANK OSTER died March 23, 2006. An e-mail, dated 4/4/2006, and relayed by **KEN ALRICK** follows:

Frank Oster was born in Linz Austria, on the 24th of April 1941; he immigrated to the United States in 1950 with his mother Ana and stepfather Gerhard Kapahnke, initially settling in Gloucester, Massachusetts for a few years before moving to Southern California in 1957.

After graduating from high school, Frank attended Northrup Institute of Technology for a year, then spent another two years at Colorado State University, majoring in aeronautical engineering. While at CSU, Frank came to the realization that he would rather fly airplanes than build them, and was accepted as a Naval Aviation Cadet in June 1962, with the ultimate objective of receiving the designation of Naval Aviator.

Upon successful completion of flight training, Frank was immediately assigned back to the training command as flight instructor for a year, before proceeding to Cecil Field, Florida, for fleet training in the A4 "Skyhawk". Once training was completed, he volunteered for duty in the Pacific, and was transferred to attack Squadron 212 deploying aboard the U.S.S. Hancock. While assigned to Hancock, Frank met and married Michiko Nakata; they had two children, son Scott in 1969, and daughter Emily in 1972. Upon completion of his Navy commitment in June 1967, Frank was released from active duty and began employment as a pilot with Continental Airlines in August of 1967. He continued his

association with the Navy, affiliating with the Naval Reserve in the Summer of 1967, and ultimately being recalled to active duty for a short time during the "Pueblo Crisis".

Once back at Continental, Frank continued his airline career; first, as a Boeing 707 Second Officer, participating in military contract flights thorough the Pacific and later progressing through the ranks and various aircraft. His final assignment was Boeing 777 Captain, from September 1998, until his retirement at age 60 in 2001. During his airline career Frank also flew as a Captain on the DC-10, 757, and 737.

Those who knew Frank are keenly aware that he never undertook any effort or embraced any cause to which he did not apply the maximum energy and enthusiasm. It was with the aforementioned enthusiasm that Frank entered the Buddhist philosophy in the late 1960s and to his last day remained a devout and ardent practitioner.

Frank's friends and acquaintances will readily attest to his near legendary athletic ability; he was always a devotee to health and fitness. In his late thirties Frank clocked just over 2 hours and 30 minutes in the 1978 Boston Marathon, a remarkable pace of 5 minutes, 49 seconds per mile. As recently as January 2005, Frank was actively training for a cross country bicycle tour that proposed to maintain a 125 mile a day pace across the entire US. Alas, it was not to be as he was diagnosed with a brain tumor late that month and began what would be a valiant 14 month fight against the disease which finally claimed his life on March 23rd.

Frank is survived by his son Scott, daughter Emily, ex-wife Michiko, mother Ana, stepfather Gerhard Kapahnke, aunt Hilde Schnell, and cousin Heidi Shakerin.

On Sunday, April 2nd, Frank's family and friends gathered at his residence to celebrate his life and say good bye. He will be missed by all whose lives he touched.

CAPTAIN DAVID CLARK PERRY passed away April 1, 2006, at Los Robles Hospital & Medical Center, after a three month gallant battle with cancer.



The rest of his obituary follows:

Born Aug. 16, 1938, in Hartland, N.Y. to Olive and Laurence Perry, he graduated from Barker Central High School in Barker, N.Y. in 1956. He entered Kent State, Kent, Ohio, where

he was a Lamda Chi and member of the ROTC, and graduated with a Bachelor of Science in business administration in 1961.

He then enlisted in the US. Air Force as a second lieutenant. He later upgraded to captain of the C-130's—40th Troop carrier Squadron TAC. He discharged from the Air Force in December 1966. and he joined Continental Airlines in January 1967. After 31 years of passenger service he retired as a Captain on the B-757. He then joined the Continental flight test program, where he enjoyed six more years of flying with the "good ole boys". For close to 30 years Dave was a member of the Thousand Oaks Elks Lodge, and he enjoyed Saturday barbecues.

David leaves behind his wife of 38 years, Georgette of Thousand Oaks; son and daughter-in-law, Mike and Andrea of Bluffton, S.C.; siblings, James L Perry (wife Kathleen), and family of Raleigh, N.C.,

Ronald L. Perry (wife Jean) and family of Newfane, N.Y., and Linda P. Jones and family of Barnsville, GA.

Dave will be greatly missed by Georgette, and Mike and Andrea, who will be having David's first grandchild, in June. He was deeply loved and will continue to be.

A note from JET PERRY accompanied the above obituary: "I want to thank everyone in the Golden Eagles for their help ---this is a "tuff" time for me ---we just celebrated our 38th anniversary March 23rd. Our first grandchild (girl) will be born June 27th, and we know Dave's keeping an eye on her.

Again thanks to everyone..... Jet Perry"

CAPTAIN ROBERT B. (BOB) BAUER died June 18, 2006. BOB was born August 28, 1928. We believe his older brother, H.M. (JIM) BAUER taught him to fly, and three months after JIM was hired as a co-pilot, BOB followed his brother and also joined Continental.

BOB was an excellent pilot and First Officer, and progressed up to Captain with no difficulty. He was in the Training Department of

Continental as a Flight Instructor in 1965, 66, 67, 68, 69, and 70.

BOB flew the DC-3, Convair 340 and 440, Douglas DC-6B, and DC-7B, Boeing 707, 720B, Boeing 707-320, Boeing 727, and 747. He also flew the Sabreliner, Douglas DC-9, and DC-10, and retired Aug. 28, 1988, flying the



ROBERT B. BAUER (BOB)
June 18, 1951

DC-10-30. His logbook shows 37 years of service, with a total of 27,500 hours.

About four months ago BOB was diagnosed with cancer. He had an operation to drain water from his lung, and then on his wife, SANDY said "he gradually went downhill, until he died." BOB will be sorely missed by his fellow pilots.....

The SUNSHINE AND RAINDROPS Page of the July "THE GOLDEN TALE" reported the death of DON DAVIS on March 20, 2006.

The article stated that DON was hired as a mechanic by Varney Speed Lines in 1934. Sent to Pueblo, DON did everything that had to be done, including once roaming around the area looking for a plane when it set down in a pasture instead of at the field during a snowstorm.

He was one of 16 employees who traveled to Denver with Bob Six in 1938 to establish our main base. Later that year he became our one and only full-time Flight Dispatcher.

DON continued as Senior Flight Dispatcher until he retired in 1971, after 37 years of service. DON was very much a part of the birth and growth of aviation and a vital member of the Continental Airlines family.

DON leaves a wife, Iris, and two grown children, a son John, and a daughter Beverly.



E-mail from DICK GRIGSBY, to KEN ALRICK, dated 5/13/2006: Please notify all that Mary Stone (Huffman), lately of Tucson, AZ, passed away after a long illness. Mary served Continental Airlines for many years as office secretary for Harold Spores in El Paso, and for me in Dallas. She

was well loved by all who knew her.

She was a lover of music and poetry, being herself an accomplished pianist and poet. And she was a longtime member of the Golden Eagles.

Condolences may be sent to her daughter, Ms. Sandy Shaw, 1904 Muirhead Loop, Tucson, AZ 85737. Sandy added that Ken Wenger's son died recently, and that's all she had on that. Ken, of course, is remembered as an efficient crew-scheduler, link trainer operator, and all around office manager for many years. Thank you, Ken,

DICK GRIGSBY received a letter from JEANE and HAROLD SPORES dated 05/21/06 as follows::

Dear Dick,

We thought you might like to see the enclosed (Memorial Service picture and Program). We attended the Memorial Service Friday. Sandra (Mary's daughter) told us that Mary had been buried Friday in Fort Bliss, near Lt. Col. Huffman.

They played a lot of the music she had composed. Had no idea she was so talented. We did know when she worked for Harold she was very involved music-wise, with her boys and their friends..... Jean & Harold

E-mail from CHARLIE STARR, passed on by KEN ALRICK, dated 05/24/2006, as follows:

Ken: I received this today from the Corbett's. If you would please publish in your list. Thanks. Charlie Starr

Charlie, could you please pass on that my mother, Lenora Corbett, wife of the late Capt. George Corbett, passed on 5/2/06, at the age of 94. Burial arrangements are being made with Thompson/Harveson/Cole Fort Worth, Texas, and burial will be at Laurel Land in Fort Worth. Thank you in advance.

George Corbett
760-802-5140

ILLNESSES/SURGERY:

The following paragraph was omitted from our last issue due to a late receipt of RALPH EIKMEIER's photograph.

After DICK GRIGSBY'S fall a year ago, an MRI revealed a serious accumulation of fluid on each side of his brain, which had to be released. Doctors are hopeful that the remaining residue will be absorbed. And after a CT scan, a hematoma was found, so Dick is taking therapy, with an excellent therapist. DICK is not yet well, but he is much better. SUSAN (his loving wife), is his constant companion and helper.

(More recent news) Early in March of this year DICK felt well enough to take SUSAN on a two week, round trip Princess Cruise to Hawaii. Dick said that they had a wonderful time, both on the ship and in Hawaii.

E-mail from K. D. THOMPSON, via KEN ALRICK, dated 3/18/2006:

Just talked with Diane (Ballard), and she got Don home yesterday, Friday, the 17th. His surgery was last Monday; was quite extensive what with some plastic surgery also involved. However, he came through O.K. and now back home, weak and ready for a lot of TLC. Keep up good thoughts and prayers.

K.D.

E-mail from ROLAND BROWN, passed on by KEN ALRICK, dated 3/29/2006:

Ken, please post this for friends of Don Faull, former CAL pilot. Don has been diagnosed with throat cancer, and just received clearance from the docs to leave MD Anderson in Houston, and go back home. His home address is:

115 South Avenue P, Apt E,
Clifton, TX 76634.
Phone (254) 675-3154.

No email address yet, but he may get one.

The following is from Dave Moran, who

visited with Don in Houston on Sunday. Talked to him last night (Tuesday) and he was upbeat. His primary physician at MD Anderson has let him return home to begin chemo at his local hospital. Angel Flight will fly him to Clifton Thursday free of charge. Thanks,

Roland Brown

Same date e-mail from Dave Moran: Roland forgot to include the results of Don's scan that he had Monday. The cancer is localized in the lymph nodes in his throat, and has not metastasized to any other parts of his body or organs.

E-mail from JOHN CAMPBELL, via KEN ALRICK, dated 5/11/06: Tom Tyler and I have reconnected recently, as a result of our efforts to help Don "Porky" Faull as he does battle with the big C. Both of us live about 20 miles from Clifton, Texas, where Faull now lives.

Tom and I are planning a celebration for Don Faull's friends to get together, and hopefully give Don's spirit a boost. We have determined to have it on June 3rd, somewhere in the proximity of Clifton. (about 80 miles SW of Dallas). We plan a Fish Fry or BBQ lunch with all the trimmings., but the details and exact location will be forthcoming. If you would pass this information on, and help us get the word out. Thanks

John Campbell

E-mail from JOHN CAMPBELL, via KEN ALRICK, dated 5/18/2006:

To all friends of "Porky" Faull:
Don met with Hospice on Monday to plan for whatever comes to pass. He had to check in to the emergency room Monday night where they treated his throat abscesses.

When I visited him at his apartment Tuesday afternoon he was feisty and allowed that he was going to keep fighting the disease as hard as he can.

Tom Tyler and I have arranged to have a Don Faull celebration party at the VFW Hall

in Clifton, Texas on Saturday, June 3rd. We plan to have Don there from noon to 4PM. There will be food, drink, and tall tales of the past. Bring any pictures you can find of the good old days.

Don says that he is looking forward to seeing some of his friends. Let's pray that he is going strong, but, may not want to wait until June 3rd to see him.

His number is (254) 675-315 4.
John Campbell

E-mail from JACK THOMPSON, via KEN ALRICK, dated 5/7/2006:

Dear Ken,

I find this report very hard to send out, owing to the fact that we have been so fortunate until this event took place.

Maydee has been diagnosed with breast cancer on the left side. Tomorrow morning we will check in to North Central Baptist Hospital in San Antonio at 0800, for preparation for surgery now scheduled at 1300 approximately.

We have experienced some illnesses, but this is the first that I feel is (life) threatening. I sincerely hope you are well on the road to recovery from your hip surgery.

I will follow up as soon as I know more.
Best Regards, Jack (Thompson)

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

THIS'N THAT:

E-mail from J.T. BERTRAND about Web Changes, dated 3/23/2006:

Dear All:

I have developed a new (er) and I believe simpler more straight forward web site. The pages (each page) of content remain essentially the same - only the look is different and more consistent. I think you will like it better.....
Questions:

Page 1: This page will contain the same info

Page 2: This page remains essentially the same - except for format

Page 3 Bulletins and news - *needs input and updating*

Page 4: Conventions and Golf *needs updating*

Page 5: Wives: *Needs updating*

Page 6: Membership: *O.K. or update??*

Page 7: Travel: *O.K. or update??*

Page 8: Contrails: *Dick usually gives input.*

Page 9: Hall of Fame: *Has changed format*

Page 10: We Care Program: *I perceive that you all want same stuff on this page*

Please note: I have all the files that have ever been generated ie. golf signup forms and similar data and I can make changes in dates and locations to those forms - but I need individual input to do it.

If the page each individual is responsible for is OK, its OK with me and no changes will be made to the content.

That's it from here. Looking forward to hearing from you all.

Birdie (thegoldeneagles.org)

E-mail from DICK GRIGSBY, via KEN ALRICK, dated 4/4/2006:

I got a return mail of Contrails mailing to Frank Sawin, same address we have always used at Kailua-Kona, HI, marked "not deliverable as addressed, unable to forward." I tried his phone and got "this phone is out of service." We have no e-mail address for Frank.....

Followup e-mail, dated 4/5/2006:

Hi.... I talked to Ligea Painter, and she knew nothing about Frank Sawin—she's had no contact since Jack (Painter) died 7 years ago. Doesn't read the obits!

She sounded very "up" and expressed gratitude for having had such a good life with all of us. Enjoys reading Golden Contrails.

Apparently she is quite healthy. FYI she was "Hostess" Ligea McCracken when Jack

married her in about 1944. She was buddies with Fran Bradbury, who married R.K. (Dick) James about the same time.

Neat gal!

Dick

Since the subject of marriage has come up, we are happy to report that BENNES (BIM) RICHARDS married DORIS DIETEMANN on June 22, 2006!

It took two years of attending Computer Seminars and Sunday Champagne Brunches, before BIM proposed. Now they are very happy together! Their address:

874 N Beverly Glen Blvd.,
Beverly Hills, CA 90077
Cell Phone (818) 427-2243

The obituary of PETE PETTERSON printed two issues ago, stated that he was a member of the OX5 organization. OX5 limits membership to those pilots who have flown an aircraft powered by an OX5, water-cooled engine. Golden Eagles who are members of this Pioneer Pilots Association are CLIFF PLEGGENKUHLE, RAY MELBERG and GENE NEWMAN.

Both DICK GRIGSBY and ALICE POWERS sent FREDIANNE GRAY \$1.00 for each of

her 43 birthdays, with the 43rd coming up on September 10th. After last Christmas, FREDIANNE wrote DICK, thanking him for his gift, which will be used to buy "a great pair of heavy black corduroy cargo pants for work, that



are also warm, as I'm outside collecting samples often....I found a perfect out-door coat that I can wear as a rain jacket, which is quite important in our neck of the woods.

My absolute best to you and Susan. May you both feel 100% better in 2006."

With love.

Fredianne Gray,

(New address) 13 636 Connor Loop Rd.,
Silverdale, WA 98383

GEORGE and ELLIE CRAMP have left their "wonderful view of Waikiki" apartment in Honolulu to move to New Jersey! Their address is: 1 Cherokee Drive,
Pennington, NJ 08534-1007
(609) 737-1286

NOTES FROM LAVERNE THORNBERRY

(April 2006) To EVERYONE, thank you in every way I find to say.....Danke, Gracias, Grazie, and Merci, for your every remembrance of me in prayers, loving thoughts, cards, and calls. I listened, read and savored each word: your kindnesses were an inspiration in making my recuperation much easier.

An MRI revealed compression fractures in the T-5 and 6 vertebrae, with excruciating pain which instigated my fast decision for any relief. The Vertebroplasty Procedure was done on T-5, the most severe. The doctors think the fractures may have been caused by the long period of hard and deep coughing. I am getting into a routine and doing great, for which I am thankful. My illness began in early December, with a cold and flue symptoms, developing into an upper respiratory infection and bronchietasis.

(July, 2006) PENNY and TOM SCHUCHAT are quite busy with their ARECA duties. Penny flies International and Tom is retired, only with CO. They are remodeling their home, landscaping the yard, plus other time consuming projects. They often baby sit their great granddaughter.

