



GOLDEN CONTRAILS

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

DECEMBER 2006



THE STARRS' HOMEBUILT

Captain's Corner



Here it is November already, the convention is behind us and the Holidays coming up fast. I thought the convention was a great success with a total attendance at the banquet of over 170. A special word of thanks goes to all those volunteers who made the whole thing work. In the hospitality room, Gary and Renelle Humphries along with Lee Meyners made sure that the operation went smoothly and that everyone was well taken care of. The Ladies Auxillary under the capable leadership of Judy Brown arranged for the wonderful decorations in the hospitality room and also at the banquet. I wish I had the space to name all the people who volunteered as we owe them a huge "Thank you".

The golfers in the group were treated to a great tournament courtesy of Paul Grover and then were spoiled even more by a great dinner party hosted by Paul and Gail. Thanks to you both.

As you can see from this issue, we have some great pictures of the banquet attendees, thanks to Linda Ryan and Judy Brown. This is only a small portion of the pictures as we have a limited space for color pictures in the Golden Contrails. I will put the entire collection of pictures on a CD for anyone who wants one – just let me know and I will bring it to the next convention.

We are concerned about the lack of new members and your board of directors is planning on meeting after the Holidays and addressing this problem. One thing that could help this issue is if every member was able to recruit one new member, we would double our membership. Surely you know someone who has retired recently and could be invited to join. Have them go to our web site, www.thegoldeneagles.org and they can find an application blank. Tell them how much fun the conventions are and how nice it is to stay in touch with the people you flew with.

I hope that everyone has an enjoyable Holiday Season and that the New Year finds you in good health and good spirits. Linda and I look forward to seeing you in Houston next September.

Shaun

RESERVE CAPTAINS CORNER

The Convention in Las Vegas was a great success this year. Our turn out was a little down from 2004 but all had a good time. The Sahara Hotel is very cooperative in the use of the hospitality room and use of its staff that it makes it very easy to work with them. That's why we booked again for 2008. Shaun and I met with the convention coordinator and zip, bang it was done. We might even get a little more out of them is our numbers are up.

I want to thank all of the volunteers for their hard work. Clyde and Ina Domengeaux to start with. You may not know but they drove out in their RV just to bring the decorations that we used. Gary and Renelle Humphries along with Lee and Pam Meyners along with Don Gentry kept the drinks flowing. Ken and B. J. Bellerue for being the Vegas connection which we needed. I know there are others but I am having a senior moment.

Paul and Gail Grover a special thanks. Paul for the Golf tournament and Gail for opening your lovely home to us for evening cocktail hour and dinner. Paul, I don't know about the others but my face was red for a week from playing in the 30kt wind that you ordered.

One other SPECIAL THANKS goes to Charlie Starr. Without him a lot of things would not get done. Charlie would like for me to remind everyone that the 2007 DUES are PAYABLE by January the 1st. That is \$30 for members and \$20 for associate members. Individual renewal notices aren't sent , only this annual notice.

I was thinking back about some things and I want to share

with you. When I came to work Cliff Pleggenkuhle was #3 on the seniority list. I know because Ed O'Quinn gave me a copy of it. When I left, Cliff Pleggenkuhle was #1 on the list. I'll bet that doesn't happen on other airlines. It was great to see them both and also to help celebrate Seniors birthday. Thanks to Ann, Kelly and Scooter for bringing your father.

I had a lunch with Dick Grigsby and others. Dick was #17 on that list. Back in '68 I wouldn't have thought to ask him to lunch. What a great guy. Dick thanks for all you do and the knowledge you have about this organization. Always good to see Bill Lively, I flew with him a lot. (Bill used to give me a leg now and then) I miss seeing Don Ballard and Amos Cann. Think about it, this is what the convention is all about. We need to make the GOLDEN EAGLES grow so that someday someone will say the same about me.

At the business meeting we agreed that we would make a donation to the CONTINENTAL WE CARE PROGRAM. As my memory serves me it will be \$5,000 again this year. We presented the check to Maria Benson and her assistant Tavon Williams on the 1st of November. Bud Battley, Renelle Humphries and I made the presentation.

Shaun presented a plaque to Ben McKenzie for the work he has done as the President the last two years. Thanks Ben, we will be calling on your much needed advice.

Next years convention will be in Houston. The agreement has already been made with the IAH Marriot. We are working on some things to make it a special time. I am told there is a good chance that we will be able to go to the Training Center and see what is new there as well a jump in a simulator for a quick spin. We promise no PC's

I look forward to seeing everyone. Let's try for 300+ in 2007.

Bob Shelton

Dear Ladies,

Thank you one and all for your contribution to our Las Vegas Convention. Once again seeing friends, sharing the latest news, enjoying the festive decorations in addition to good food and drink was a great experience.

We have a newly elected Auxiliary Board who will be serving for the next two years. They are as follows:

Renelle Humphries President

BJ Bellerue Vice-President

Cynthia Starr Secretary

Your efforts on behalf of our organization are appreciated. Thank you sincerely.

Due to the generosity of our Auxiliary members we raised \$300.00, which we donated to the We Care Foundation in Memory of Flora Pleggenkuhle, Joanne Gentry and Jean Alley.

I will be signing off as your President but not before publicly acknowledging those who served the past two years with me. I was fortunate to have Ina Domengeaux, Linda Meier and Cynthia Starr working with me. Thank you so very much for all you have done, and trust me it was a lot.

Thank you to Renelle Humphries, BJ Bellerue, Chris McKenzie, Sharon Clough, Pam Meyners and Gail Grover. Charlie Starr, they don't pay you enough. If thanks were money you would never have to work another day.

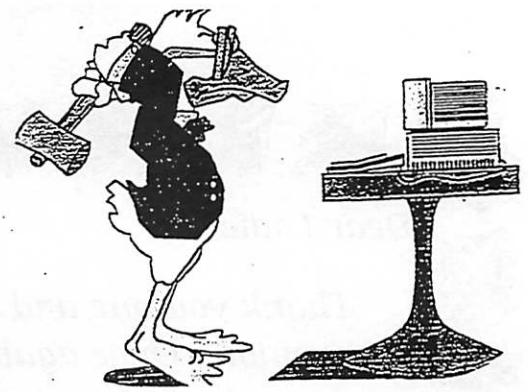
I wish you all blessed memories that will last a lifetime.

Happy Holidays with Warmest Regards.

Judy Brown



EDITORS' CORNER



FRONT COVER... Built from a kit, Charlie and Cynthia Starr's "Moose" illustrates in color what can be accomplished with willingness to learn and perseverance. Congratulations, guys. Well done!

"SO WHAT DO YOU DO WHEN YOU RETIRE?"... Charlie Starr's fine article clues us in on what it is like to build a 4 place, handsome, 150mph airplane from scratch with only the kit... and the plans to guide him.

He must have felt like Orville and Wilbur did when they finished their first "Flyer"... and then, to fly it from Niceville, Florida to OSH and the greatest airshow on earth... in July/August, yet. My, Oh My!

CENTERFOLD (S)... Thanks to Shaun and Linda Ryan and Judith Brown for the fine layout of centerfold pictures from our September reunion banquet at the Sahara Hotel in Las Vegas. It really helps your editors to receive the picture gallery ready to print and with the subjects already identified so professionally.

"THE SAGA OF KEN LAWRENCE'S 1957 CORVETTE."

This article, believe me, took more than a little time to recall and to write! Ken Lawrence is our latest associate Golden Eagle member and we remember him as one of our favorite Ground School Instructors. We are hopeful of seeing him again in Houston '07.

INSERT... the centerfold insert contains our annual complete roster and e-mail listings.

One page is devoted to familiarizing you with ARECA. Would you believe that after all these years there are Golden Eagles who have never heard of the Association of Retired Employees of Continental Airlines? They have agreed to scratch our back if we will scratch theirs, helping one to recruit new members for the other!



THE GOLF RESULTS

On September 19th 2006 six teams of Golden Eagles teed off at the Silverstone Golf Club in Las Vegas in quest of the BEST TEAM in a scramble format.

In an effort to keep all teams close, I tried to keep the "high talented" players, the likes of Ben McKenzie, Bob Shelton Bob Pearse, the Glau's, Dave DeFever and Ed Wallace on separate teams.

After day one, a picture perfect day, all teams were in close contention.

The weather held for that evening's cocktail and dinner gathering at our home for all golfers and guests.

Day two was a different story....winds started up and by 10AM it was Blowing 20-30 knots. In short, we had British Open conditions without The rain. In a feat worthy of a British Open Win, the team of Glau and Glau Jr. John Solomon and Ed Cox shot an unbelievable 10 under par 62. Needless to say, they took home all the marbles of this tournament. What a round of golf considering the conditions!!!! The winning team Graciously donated their gift certificates to my wife Gail, for all of her hard work on the previous nights party. She has decided to re-gift those certificates to a youth sports cause.

Next year we will play in Houston, and Ben McKenzie will handle the tournament. Ben has hosted the play in Houston before. He has lots of good connects, so it is always First Class. If you own a set of clubs you qualify to play. So plan to join us in Houston in 2007.

Take care everyone and Happy Holidays

Paul and Gail Grover

So – What do you do when you retire? - by Charlie Starr

Some retire and play lots of golf or tennis; some travel. Many find their place puttering around the garden or their homes. Golf and tennis – though I did play them in my younger days – just didn't seem to hold my interest anymore. And, perhaps the fact that I wasn't particularly good at either one may have had something to do with my reluctance to take them up, again, after retirement.

I was about to finish almost 42 years at the one job I'd held since the mid '50's – working for an airline. I had literally been "in aviation" for over 50 years – starting as a young teenager – making a pest of myself around the local airport, cutting grass and washing airplanes; getting 'paid' in flying time instead of money. I was able to solo (fly by myself) when I turned the legal age of 16, had a private license by 17, and a commercial at 18. College sort of interrupted my aviation for a few years, and later, after a two year stint in the army, working as an aviation mechanic in Korea, I was back instructing, charter flying – building up my flight time and trying to get a job with an airline.

Finally in the mid-fifty's, I was hired by a small airline in Texas, and the rest - as they say - is history. The small airline expanded to a coast to coast, border to border airline, bought some jets, and eventually merged with a big airline. I was lucky enough to be able to fly a variety of airplanes from the venerable old DC-3 to the Boeing 747; all sorts of flying – the milk runs between small Texas towns, to international flights to the world's cities. But after almost 42 years, it was time to "hang it up" and move on to "those golden years" of retirement. But what was I going to do? Golf; tennis; gardening; travel; none of those really seemed to grab me!

I had always wanted to build and fly my own airplane – in fact I had started one while in the army, stationed in Korea – buying the plans for a homebuilt airplane. I had made rib patterns, practiced fuselage welding, even done some dope and fabric work (yes, the army did still have some airplanes that were fabric covered back then). But I sold all of my plans and meager assortment of parts when I got home from the service, and someone else finished this project. I had bigger and better things to do back then. But now - - - I would have time; I could probably afford to buy the

necessary parts and plans; I even had a good sized basement with a walk-out door that could be converted to a workshop.

While at the big Oshkosh air show in 1996, I finally convinced myself that I had found an airplane that I could build. At that time it was only a mock-up; a partial fuselage – a metal cage with bare seats and an instrument panel with cardboard instruments pasted on it. A partially built wing sat nearby; but the drawings and pictures looked like just what I wanted. It was big enough to hold four people, lots of cargo room, could get in and out of small airfields, would cruise near 150 mph, and was all metal. Most importantly, it could be built in about 2,400 hours of build time (or at least that's what they said). 2,400 hours! – if I really worked at it, I could build this airplane in a little over a year of 40 hour weeks. The price of the kit was attractive – though there really wasn't a kit as such, yet. I could get a tail kit (parts for the tail only) in about six or seven months, but delivery of a total kit would be about a year away. But - I was convinced that this was the one, and made a refundable deposit for a delivery position on a full kit - whenever that would be.

In August of '97, at the Oshkosh air show, they actually had a complete, finished airplane to demonstrate (though I believe it was brought to Oshkosh by truck, not flown there). And it was pretty impressive looking – an airplane could really be built from their kit (though this one was built by the factory people, not by an amateur builder, like me)! A couple of months later the factory called and said to send

them the final payment - my kit was ready to ship! Wow, I'd finally be getting my project; and in about a year I would be flying it! I had even begun to organize my basement, built a huge work table, installed lights, storage bins, tool shelves. My "factory" was ready!

Finally, months later, the big day arrived. A big truck showed up with a crate that filled one side of my garage. For several days, my neighbor and I eagerly unpacked, unwrapped,

cataloged and stored hundreds and hundreds of both big sheets of metal and little parts, along with odd-shaped, funny looking pieces and boxes with thousands and thousands of rivets of all different sizes. Some parts, I had no earthly idea



The fuselage is almost finished - ready for the wings

what they were or why I needed them. Oh... and there were two huge three-ringed binders full of instructions, diagrams and pictures. Wow! Where to begin?

Since I hadn't really done any real sheet metal work since my days in the army, I had decided to attend a three day school; to brush up on metal aircraft assembly. I even convinced my wife to go with me and "learn how to drill, de-bur rivet holes and sharp metal edges and to learn to rivet". The school was in an old hanger, just south of Ft. Worth, and it was hot as ... you know where. My wife's hands are small and she could reach inside of some of the airfoil shaped pieces that we had to build, and she could hold a "bucking bar" (that's a heavy piece of steel that is used to mash the back end of a rivet, while a rivet gun pounds the head). Unfortunately, she had the bar on a different rivet than the one that I had the gun on as I was squeezing the trigger of the gun. Bang! A big hole in the pretty little piece that we were working on! Loud cursing from me, and the loss of my 'helper' for quite some time. Wives just don't have the same "sense of humor" that we real aircraft builders have!

Most people begin the building process with the tail pieces, since these are small (compared to the fuselage and wings) and relatively simple and with straightforward construction. So I started assembly - without my helper - on the elevators (hinged flaps for the tail that steer the airplane up and down). Looked like the job should take a day or two - a week at the most. Three months later, I actually had a piece of the airplane assembled. I moved on to other parts, like the rudder, flaps, ailerons, etc.

I was slowly beginning to learn that what looked like, on paper, a couple of weeks for a job, usually took about 5 - 6 months (or more). But each piece that I completed produced a "learning curve". For example, the first wing took well over nine months to build. The second, almost half of that. The wings were a particularly frustrating and nasty project. There are no fuel tanks, as such, in the wings. Rather, a portion of the wing is actually the tank; and thus, has to be sealed to prevent the fuel from leaking out of rivet holes, joints, etc. The sealant is a gooey black compound, that would make working in road tar seem like a pleasant job. The sealant is rather toxic, sticks to everything (including skin), smells terrible, and once dried is extremely hard to remove. In fact, even before drying or curing, laquer thinner or MEK (another very toxic solvent itself) are about the only things that will remove it - neither are very friendly to the skin. This stuff even seems to penetrate rubber gloves! Of course there inventively are some minor leaks that have to be located and stopped - and of course, these leaks are always in a location that is practically inaccessible. Thus, the long build time for a wing.

But finally, the first wing was completed, the tank pressure tested, and ready for storage, along with all of the other smaller assembled pieces. My basement was way too small for storage - each wing is over 17 feet in length. A big truck was rented, and the parts were moved to a hanger at a local airport where final assembly would begin soon - or so I thought. If the wings took over a year total to build, I would soon learn that the fuselage was an even bigger project.

The fuselage slowly took shape, and it actually started to look like a real airplane. My grandchildren came to visit several times, and I had pictures of them sitting in the semi-finished cockpit, looking like real aviators. Of course, from time to time I needed help to move or turn bigger parts. I had a next-door neighbor who's help I enlisted from time to time. He variously referred to me as "Orville or Wilbur", and constantly asked how in the world I was going to get this thing out of the basement. Yes... I already had done the measurements and knew I could get it out the double sliding doors, once they were removed. However, every time he would ask me, I'd slap my forehead and yell "*damn, I never thought of that*". I really don't know if he forgot that we had discussed this each time, or if he was pulling my leg.

All was progressing OK (though I had passed the advertised 2,400 hours of build time, long ago) - when all of the sudden we decided that New Jersey wasn't where we were going to live. The airplane and all of its parts was packed on to a moving van (along with most of my "airplane factory tools" and our furniture) and moved to Florida, our new home. The problem was, that in Florida, I had no place to work - no basement and no workshop. A Florida neighbor, who had also worked for my airline, and I decided to build our own hanger and shop at a small nearby airport. Of course this project, in itself, took the better part of a year. In the meantime, my dream airplane and all of its parts sat in storage, nearby, gathering dust.



The instrument panel nears completion

Finally, the hanger was finished; and construction could, once again, resume! Progress was slow but sure, and the finished project gradually began to look like a real airplane. Then another set-back – in fact almost a disaster. I awoke one night to a pain that felt like an ice pick in my chest. Of course I sat there, on the side of the bed, for some time, wondering what I had eaten that evening to cause the pain. Finally, my wife woke up, saw me, and rushed me to the nearby emergency room. I was lucky; I hadn't had a heart attack, but had come close; I was flown to Birmingham by air ambulance, had a quadruple by-pass operation; and spent the next 5 - 6 months recovering. No airplane building for a while. In fact just getting the FAA to restore my medical certificate would be story in itself - and they did.

But I did recover, resumed building, and completed the remaining 90% of the project. **note:** For those of you that have never attempted such a project, there is joke or saying among builders: *when you think that you're 90% done, you only have another 90% to go.* This joke proved to be all too true. Even though I thought I was almost done, it took another two years - or more - before the airplane was ready for its test flight.

What may look like a ready to fly airplane, still had major projects to complete – such as engine and propeller installation, instruments, radios and wiring, plumbing for brakes and fuel, upholstery, painting – just to mention a few. All very tedious and time consuming projects. But the big day finally did come in the spring of 2006. First was the weighing and checking of center of gravity, to make sure it was all in limits (the empty weight was bit heavier than I anticipated – but everyone told me it would be). Then it was time for the first flight! But even that was delayed a day or so, waiting for just the right weather and wind conditions (just like the shuttle launch?). I waited for two days before the spring winds died down and the skies cleared. Then it was time.

I'll have to admit, I was a little apprehensive – maybe even a little scared. Though we had tested the engine several times, and had even taxied fast enough to lift off, I still wondered – Would it really fly? Would everything work like it was supposed to? Would it come apart? What had I overlooked? Was my life insurance paid up? Was I crazy?

A small crowd was on hand to assist me (though I think some were there to watch the "crash"). There was someone manning a radio in case I had declare an emergency; a chase plane to fly behind me to look for parts or liquids coming from my airplane. I opened the throttle and the acceleration was much greater than I had expected; suddenly I was flying! Everything seemed in order; the

controls worked like they should; the engine ran like it was supposed to; I even remember telling the people on the ground that all was going as planned. The 'chase plane' following me radioed that everything looked OK. I tried several different flight configurations and speeds and checked all of the instruments. Amazing; everything was working like it was supposed to. I made one low pass down the runway (I told myself that it was just to familiarize myself with the approach and landing attitude - but the truth is that I wanted to show off my airplane and give those on the ground a photo op). The landing was just as much a non-event as had been the rest of the first flight. Boy, was I feeling pretty happy! Almost nine years of work, and it all seemed to be OK!

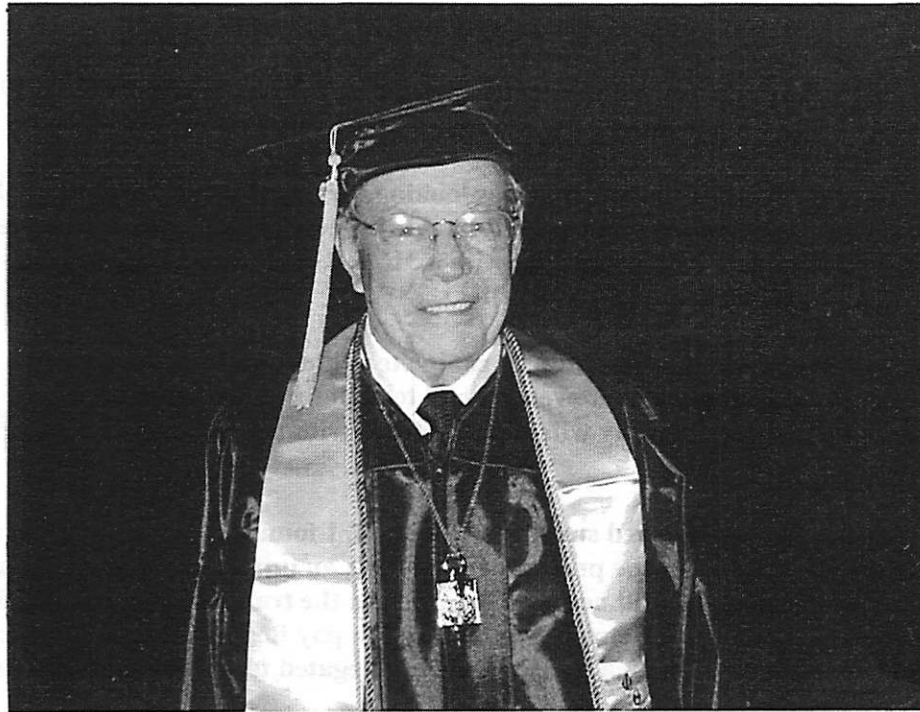
So what then? Well, the FAA requires 25 hours of test flight time before carrying any passengers. Twenty five hours of test time doesn't seem like very much, but it took over a month to complete all of the testing. Of course, there were a few minor glitches to work out; but nothing too major. And my first passenger? Of course it was my reluctant helper who caused me to ruin my first riveting project those many years ago - my wife. But this time I didn't yell at her; we both just enjoyed the ride.

In July we flew it from Florida to Oshkosh Wisconsin, and back, for the big annual air show. It didn't win any of the treasured trophies given for outstanding workmanship (these are reserved for the real professional, skilled and dedicated craftsmen who build or restore airplanes). While I might think my airplane is beautiful and a work of art, in truth it doesn't hold a candle to the beautiful works of perfection that true builders and restorers bring to this show. But, at least I can now say that I built and flew my airplane to Oshkosh. It was a lengthy project, with many problems along the way. But to me, it was still the culmination of a dream: 1996 to 2006. Incidentally, the number on my airplane is 96CS ('96 for the year I decided to build, and CS for my initials). Now, maybe I can start playing golf again.

Charlie Starr is a retired pilot, from a major airline, now living in Florida and is building several home-built airplanes.



N96CS - Almost ready for first test flight



Roland Brown at Austin Community College Graduation, May 11, 2006.

I'm Practicing What I Preached – Halfway There!

While President of the Golden Eagles, I advocated the importance of keeping the mind busy in order to keep it in good health as long as possible. In keeping with that objective, I've been working on getting the college degree that eluded me when I was younger. I've challenged myself to do the very best I'm capable of, so it's a demanding goal. However, the golden tassel, sash, and medallion, emblems of graduation with honors, indicate that I'm succeeding so far!

The next phase starts this fall at Texas State University – San Marcos, in pursuit of a Bachelor of Applied Arts and Sciences degree. So far, my academic experience has been very positive. I've enjoyed all of my teachers and my classmates, and have learned from both groups.

As an "older" student, 70 years old at graduation, I hope to demonstrate that if you're interested in what you're doing, you're never too old to learn. I also hope to set a good example for my grand children – surely if Grandpa can do it, they can probably do it - even better!

THE SAGA OF KEN LAWRENCE'S 1957 CORVETTE

Raoul Cote hired me in Denver as a ground instructor and Link operator in mid 1957. In 1961 "Red" Stubben and Don Ballard asked me to move to Los Angeles to start up Flight Crew Ground Training there.

In 1968 I ran across an abused 1957 Corvette that was looking for a new owner. My rationale for acquisition of the vehicle was that I had once owned a black 1957 Fuel Injected Corvette, which had been replaced by a more sedate 1959 Chevrolet Impala 2 door hardtop with a 315 HP engine and 4 speed manual transmission, and thought that I really should have another Corvette.

The Corvette was in very rough condition, but was a complete vehicle, and since it needed a lot of work purchase price was low. My thought was that even if I had to wait for a few years to restore the vehicle it would be worth while. I am not sure that my wife totally agreed with my rationale but there were no strenuous objections.

After Continental's takeover I was declared surplus and laid off. I found employment at North American Rockwell working on the B1-B. I was in the process of preparing an introductory level Flight Crew training course when the customer decided they did not wish to purchase the training. Fortunately, in 1984 Martin Marietta (MM) offered me a position in Denver. They offered to pay for my move to Denver, including my hangar (read garage) queen Corvette, which was once again relegated to waiting for much needed attention.

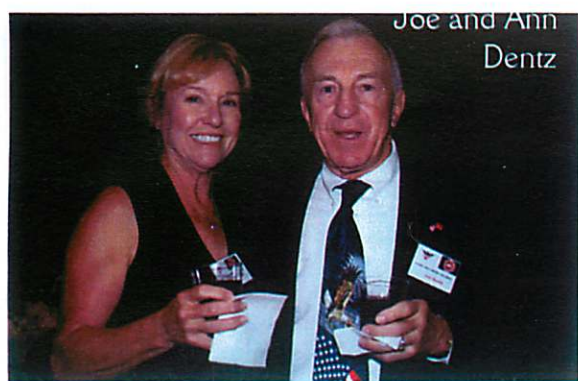
At MM I did much the same work as at Continental including analyzing training requirements, creating training courses, developing training material, and presenting the courses to Air Force, AFOTEC, and MM personnel at Cape Canaveral and Vandenberg. The difference was –airplanes at Continental and launch vehicles at MM.

In 1999 I retired. In late 2000 we (my wife Sidney, my son Patrick, and myself) started restoration of the Corvette.

Before retirement I had done extensive research in regard to sources and availability of the parts the car would need. I found that there were several categories of parts, NOS (New Old Stock, original GM parts), GM licensed reproductions, reproductions, rebuilt/restored components (like generators, starter motors, etc.) and further that there were three, maybe four, really reputable supply houses.

One of the first orders of business was to remove the five different colored layers of paint. The last layer was black. Black was the color of my first Vette, so I was lucky to be able to paint the car in the vehicle's original color and have another black Corvette.

The vehicle had been in a collision before I purchased it. After all the paint had been removed the crude repairs were extremely obvious. The right front fender was one and a half inches higher than the left. The front-end bodywork repairs were very poor. Obviously the right fender and front-end bodywork would have to be rebuilt, a major fiberglass fabrication job. I had done some fiberglass work on race car bodywork but nothing of the magnitude necessary to repair this car. After assessing what would be necessary to restore the bodywork to an acceptable level, I decided to remove all of the poorly repaired fiberglass bodywork. This entailed removing and discarding both front fenders, the front body, and the cowl (which included the top of the dashboard).



Joe and Ann
Dentz



Bette
Ireson



Paul
Shelton

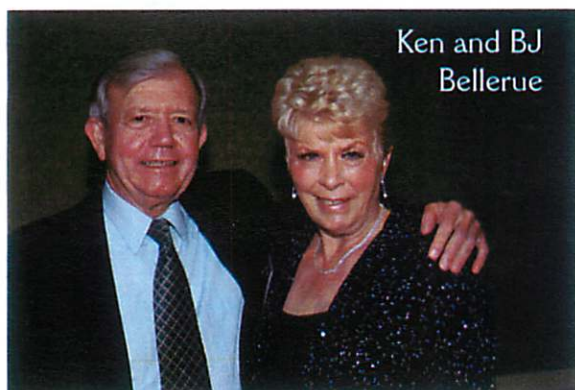


Cal and Bonnie Templeton



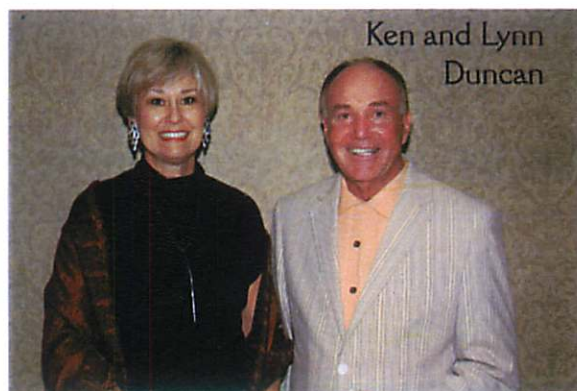
Judy Brown

Barbara
Aldridge



Ken and BJ
Bellerue

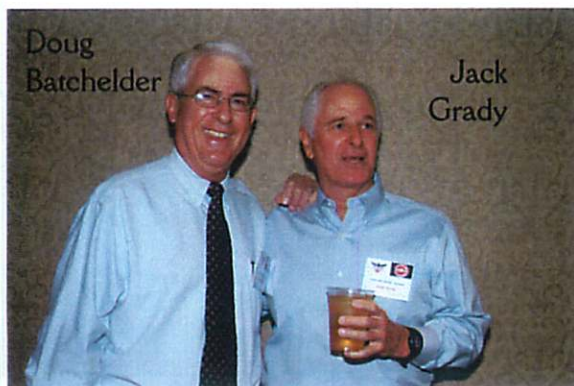
Golden Eagles



Ken and Lynn
Duncan

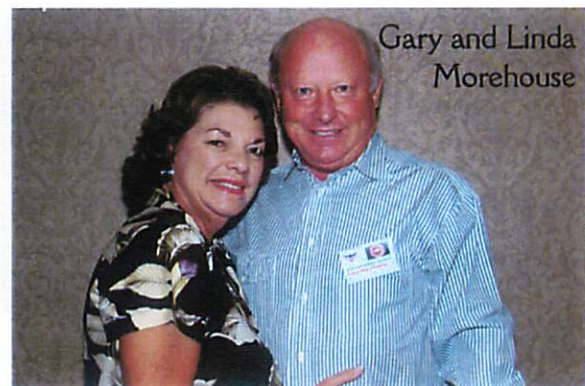


John
Zetzman



Doug
Batchelder

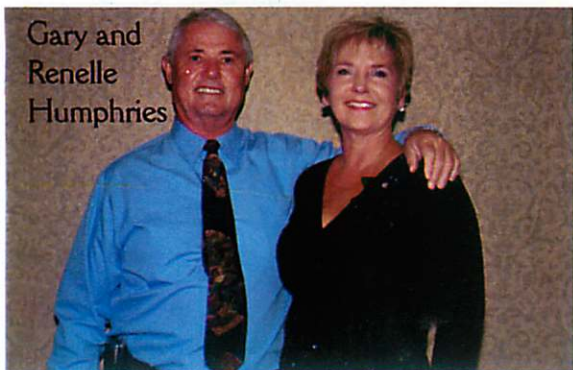
Jack
Grady



Gary and Linda
Morehouse

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Gary and
Renelle
Humphries

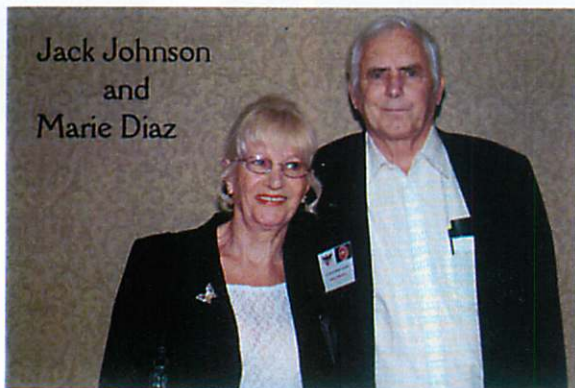


Golden Eagles

Henthorn



Jack Johnson
and
Marie Diaz



Ron and Sandra
Alverson



Ben and Chris
McKenzie



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Dr. Lawrence
and Joan
Marinelli



Dick & Susan
Grigsby



Dave and
Sharon
Clough

Dick & Susan
Grigsby



The Pleggenkuhles



Blake Lamar



Kent and
Karen
Johnson



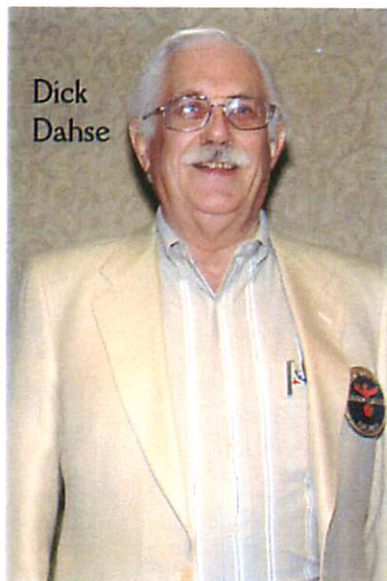
George and Mary
Hemminger



Ron and Penny
Watson

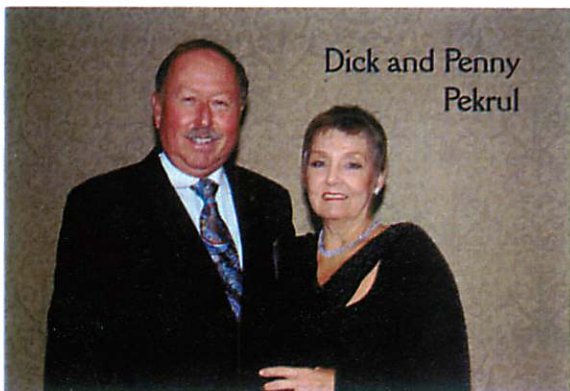


Dick
Dahse



Golden Eagles

Dick and Penny
Pekrul



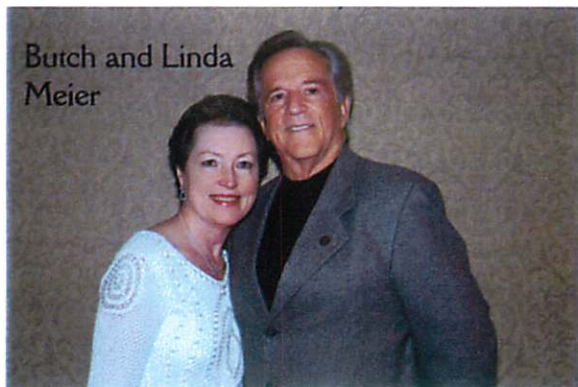
Jerry
Donevant



Dick Floreani

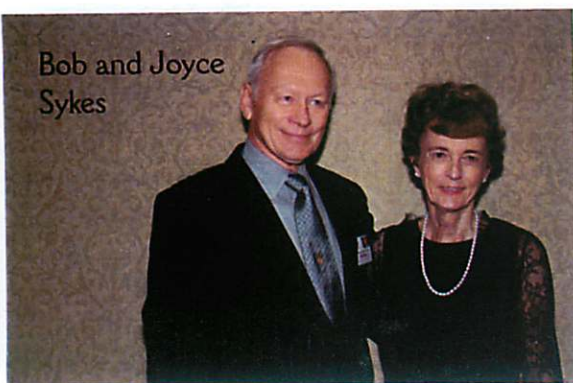


Butch and Linda
Meier



2006

Bob and Joyce
Sykes

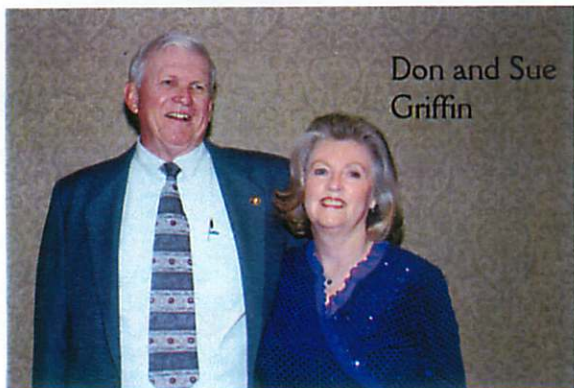


Lee and Pam
Meyners



Golden Eagles

Don and Sue
Griffin



Nick and Jeanne
Hooke



Larry and Jan
Nelson



Bobby and
Joyce
Glau



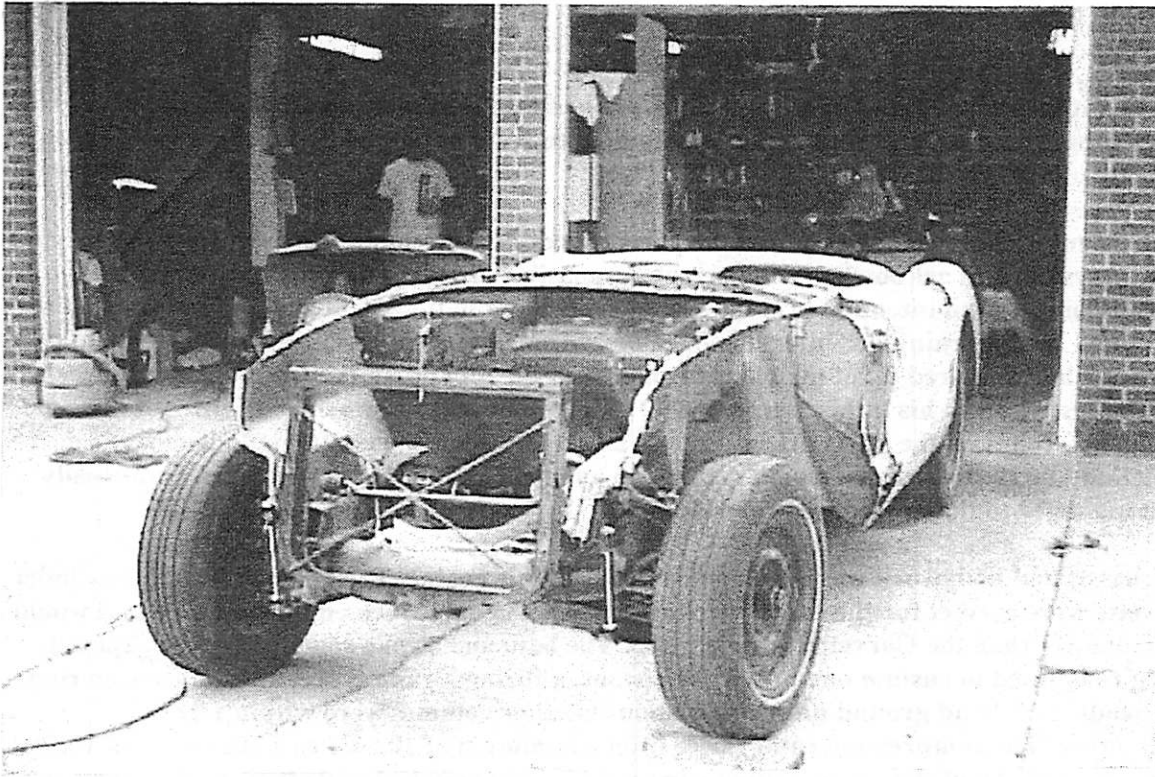
Paul & Gail
Grover



Don and
Marian
Leseberg



2006



Several specialty suppliers manufacture replacement fiberglass parts for Corvettes. They acquire a suitable vehicle, make a mold of the body parts they wish to duplicate, and then make the parts for sale. For 1956 and 1957 Corvettes the bodywork from the front of the doors to the front of the vehicle is unique. Total production in 1956 was 3467 units and 1957 production was 6339 units. As there were only 9806 made originally and the fact that these vehicles are now almost fifty years old there are not many surviving vehicles with original bodies available for a high quality mold to be made off of.

One problem with replacement fiberglass parts is that in Chevrolet's assembly facility in St. Louis all Corvette body parts were bonded together (glued if you will) by hand so no two bodies were exactly the same. Consequently, no two replacement parts molds are exactly the same. This means that replacement parts may or, as is the case most of the time may not, fit the car under repair. So each replacement part has to be fitted, and modified as necessary, before being bonded to the vehicle under repair. This is a very time consuming process.

A friend of mine (Al Bonk of Paintmaster in Denver) owns a shop in which he produces very expensively restored Corvettes and other classic vehicles as well as high dollar street rods. His advice guided us away from the substandard supply houses and undoubtedly saved us untold amounts of grief, and money.

Before ordering new fiberglass body parts I became conservative enough to wonder if a prior collision had damaged the frame so I found a frame repair shop that utilizes a state of the art laser beam measuring system to check frame alignment. After ensuring that the technician actually knew how to use the equipment we checked the frame and found that it was within factory tolerances and no repairs were necessary.

With the car back in my garage we were now in a position to proceed with restoration work. The first order of business was to place an order for new body parts, as there was a three to four month wait for them. The next thing we did was to disconnect what remained of the body from the frame and raise it six inches with spacer blocks. This gave us access to the frame so that it could be cleaned, sanded, and then painted with chassis black paint. Sidney put in a lot of work under the car cleaning and sanding the frame in preparation for paint.

With the body raised it facilitated disassembly and restoration of the front suspension, brakes, and steering system. When the frame and front end restoration was completed we lowered the body and secured it to the frame with new body mount hardware.

I have to digress here to explain where I acquired the parts to completely rebuild the front suspension, brakes, and steering system and acknowledge the person responsible for supplying them. George Botelho knew that I had the Corvette and intended to restore it. At some point in time, somewhere in the mid 70's I think, George dropped by the Training Center to tell me he had something in his car for me. I went out with him and found that he had gathered all of the parts I would need for rebuilding the front end mechanicals and the entire brake system from his father's warehouse. I was overjoyed, as I was pretty sure that I would receive a pretty good discount on the parts prices. When I asked him what the tariff would be he informed me that his father told him that it was not worth making up an invoice so the parts were free. I was really flabbergasted but managed to thank George profusely.

Coincident with chassis and bodywork was development of a suitable engine. The engine block and cylinder heads in the Corvette were correct for the car. Patrick designed a 283 cubic inch engine package that would develop more horsepower than the Corvette's original 283. The bore and stroke remain stock but special one-off connecting rods fitted to custom one-off forged pistons, utilizing a gapless second compression ring, are utilized. The heads were hand ground until combustion chamber volumes were within 1/2 cubic centimeter of each other. The compression ratio varies from a minimum of 10.56:1 to a maximum of 10.59:1 – essentially nearly perfect. All of the reciprocating parts were weight matched and all of the rotating parts were dynamically balanced to ensure a very smooth running engine. In fact the pistons are balanced to within 0.03g! Yes, heaviest to lightest is no more than three one-hundredths of a gram! Patrick fitted larger, unique radii valves and performed some magic on the cylinder heads ports to increase air flow into and out of the combustion chambers. Specifically the 'full radius' valve job did a real trick. He also rebuilt the 1957 Rochester Fuel Injection system, which is performing flawlessly. The engine runs so smoothly and develops so much power that the vehicle is an absolute joy to drive.

While waiting for new fiberglass parts I removed the rear axle and springs. I installed new gears, bearings, and seals in the differential. The axles got new bearings, brakes, and seals. New shock absorbers and custom made springs completed the rear axle and suspension restoration. The rear body, hood, top compartment cover, deck lid, and doors were then examined for flaws and discrepancies. Once found these were all repaired with either fiberglass mat and resin or a mixture of fiberglass and resin as appropriate. Early Corvette bodies frequently developed a minor but unsightly problem, called stress cracks, at various points. These were also repaired so that they would not reappear.

Almost eight months after ordering them the new fiberglass body parts finally arrived. I then started the fitting process and found that the fiberglass fit fairly well. After making the necessary modifications and corrections to make each part fit as good as or better than the original we fastened it to the rest of the structure with sheet metal screws. Once all of the parts were screwed to structure and checked for fit it was time to disassemble the whole thing, mix up the adhesive, apply it to the mating surfaces, and screw the whole thing back together again. Once satisfied with the form and fit the sheet metal screws were removed and the holes were filled with a mixture of fiberglass and resin in preparation for painting.

The interior color is what Chevrolet called red. In actuality it is close to a Mandarin Red (a lot of orange). The lower dash, steering column, interior of the top compartment, the underside of its cover, the interior of the trunk and the under side of the trunk lid all had to be painted the same color as the upholstery so we had our paint supplier custom mix paint to match the upholstery. This was done prior to painting the exterior body components. 1956 and 1957 Corvette seats, headliner, door panels, and kick panels incorporate a "waffle" pattern upholstery material unique to these two years. Fortunately one of the really good suppliers (Al Knoch) has accurately reproduced the material. I purchased a complete interior kit from

him, which we used to restore the interior. Our labor included rebuilding the original seat springs, installing the new foam, padding and seat covers. The seats are truly like new. New carpeting, headliner, and door panel upholstery and trim completed the interior.

Body finish began with Patrick applying two coats of a spray on base filler which, when dry, we (Sidney, Patrick, and myself) block sanded (wet) all surfaces with 320 grit paper. Any visible flaws or imperfections were repaired. Next were two coats of primer filler again block sanded wet. Next, two coats of the black base color were applied, block sanded (wet), then repeated when dry for a total of 4 black base coats. Final finish consisted of four double coats of clear coat, block sanded wet between coats. The final clear coat was block sanded wet with 1000 grit, then 1500 grit, and finally with 2000 grit. You'll notice I use the word 'sanded' a lot... The finish was then power buffed with three different compounds to achieve the show quality mirror finish we were looking for.

Satisfied with the finish I installed the instruments and gauges (all of which are original and function properly), new wiring harnesses, the windshield, door windows and mechanisms, followed by installation of the engine and transmission. Next up was the installation of various rechromed trim pieces, and freshly polished stainless trim, followed by seats and interior trim. This sounds easy, but imagine doing all this without scratching or otherwise blemishing the paint job!

The Corvette was now, for all practical purposes, complete. All of the restoration work, including painting, was accomplished in one stall of the 3 car garage at my home. A friend of mine, after a ride said, "now I know how it feels to ride in a new 1957 Corvette". Made my day.

This rather wordy discourse is an attempt to summarize the lengthy and complex restoration project



Gene M. Lawrence

FROM YOUR TREASURER

—

Charlie Starr

By the time you receive and read this latest edition of Golden Contrails, the Holiday Season will be almost at hand – Thanksgiving, Christmas then New Years – and the time when Golden Eagles 2007 dues are payable. Yep, it's that time of the year, again. Golden Eagles dues are annual; that is payable on January first of each year. No individual request is sent – only this notice in the Winter issue of Contrails. So while it's fresh on your mind, why not pick up that envelope that this magazine came in, and look at the numbers after your name on the address label. That number is the year that your dues have been paid through. If it is a number less than 2007, then you will not be current after January first. Wouldn't it be a good time to fill out the form below, make out your dues check and get it in the mail? Dues for anyone eligible for regular membership are \$30.00 per year; for those who were voted into the Eagles as associate members, your dues are \$20.00 per year. The costs of printing and mailing have forced us to increase this category from \$15 to \$20, just to cover costs.

The by-laws of the Association require that members who are more than two years in arrears be dropped from membership. We have sent out courtesy reminders to many who are more than a year behind in dues payments. Please don't force us to drop your membership; bring your membership up to date by sending your update form and dues check while it's fresh on your mind.

One other point on which I seem to have trouble getting the word

out – if you move, please send me a change of address notice. The postal people will only forward mail for a short period; after this short period, your magazine and other notices are returned undelivered and, and you are lost forever. Likewise with e-mail. If you change e-mail providers, there is no way to contact you by e-mail. And one more thing ... please ... my tired old eyes just won't pass the 20/20 test anymore; and between my eyes and your handwriting, well ... all I can ask is that you PRINT the information on the forms.

Between some very generous gifts from our members to "The Golden Eagles Cares" fund and from our general funds, again this year we were able to make a sizable donation to the Continental "We Care" fund. This charitable fund helps members of the Continental employee group who have special needs, such as those who suffered huge losses from the hurricanes and floods in the past years - not only here in the US, but in other countries as well. As the time for Holiday giving approaches, why not consider making a donation to "The Golden Eagles Cares".

Two final notes first, I want to add my thanks to all who helped put on one of the most enjoyable and successful conventions the Eagles have had. For those who missed the event in Las Vegas this year, you missed a great time. Hope to see you in Houston in '07. And finally, a big welcome to our new members. Let's all try to bring in a new member in '07. Have a great Holiday Season and an even better 2007!

cut or  tear

REMINDER - - ANNUAL DUES FOR 2007 ARE PAYABLE JAN. 1st - - PLEASE REMIT

Dues Renewal or Information Update Form

Dues are \$30 per year

For Associate Members - magazine only - \$20.00 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**

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 address above – Thank you!

GOLDEN EAGLES TREASURER'S REPORT**7/08/2006 – 11/01/2006****GOLDEN EAGLES CHECKING**

Balance from 7/08/2006 (checking)	\$ 25,208.15
Inflows (checking) 7/08/2006 - 11/01/2006	
Dues Received	\$ 4,223.00
Postage Fund Contributions	598.00
Deposits for Banquet and Luncheon	6,223.00
Hospitality Room Donations	1,497.00
Raffle Donations	1,797.00
Golf Deposit Returned	500.00
G. E. Jewelry Sold (Spouses Auxiliary)	661.00
Total Inflow this Period	\$ 15,499.00
Disbursements (checking) 7/08/2006 - 11/01/2006	
Golden Contrails Printing & Postage	\$ 2,542.00
Office Supplies & Postage	610.31
Remembrance Donations	50.00
Banquet & Luncheon Cancellation Refunds	867.00
Hospitality Room Food & Beverages	1,718.55
Convention Decorations	315.10
Convention Entertainment & Sound Systems	611.00
Convention Room and Facilities	1,865.00
Banquet & Luncheon Meals - Paid Out	8,081.78
Convention Awards and Plaques	369.40
Convention Misc.	175.00
Donations and Transfer to CARE Account	1,649.00
Total Disbursements this Period	\$ 18,854.14
Balance (checking) 11/01/2006	\$ 21,853.01

GOLDEN EAGLES CARE FUND

Balance from 7/08/2006	\$ 3,769.37
Inflows 7/08/2006 - 11/01/2006	
Donations Received	478.00
Transferred Donations from Checking	1,649.00
Interest Income	6.32
Total Inflows this period	\$ 2,133.32
Disbursements 7/08/2006 - 11/01/2006	
Bank charges	\$ 10.00
Printing Postage	20.00
Charity Donations	\$ 5,000.00
Total Disbursements this Period	\$ 5,030.00
Balance Care Fund 11/01/2006	\$ 872.69

POSTAGE FUND CONTRIBUTIONS

The following have generously contributed to the Eagles' POSTAGE FUND during this period. Their donations, along with those who made donations earlier this year, have greatly helped to defray the ever increasing costs of postage and have, thereby, saved you and your Association countless dollars. These donors, along with your officers who donate their own time and funds are to be commended. A BIG THANK YOU to all who have helped over the years.

Don Ballard
 Jim Benton
 Bill Berkley
 Harold Burton
 A. J. (Amous) Cann
 Bill Childress
 Jim Crabtree
 Ted Daniel
 Dave Devine
 Jerry Donevant
 Denis Duffy, Jr.
 Bob English
 Paul Grover
 Jerry Hardesty
 Pam Hart-Cole

Ted Herbert
 Bette Ireson
 Max Jacoby
 Don Leseberg
 Pete Levander
 Frank Longo
 Jim McDonald
 Gene Newman
 Jack Roth
 H.W. (Bill) Smith, Jr
 John Solomon
 Charlie Starr
 Marilyn Walker
 Kip Wintenburg
 John Zetzman

OUR NEW MEMBERS

Jack Bailey
 Jay Barnes
 Doug Batchelder
 Bill Bauer
 Tom Butcher
 Bob Caswell
 Roger Davidson
 David Defever
 Loren Furlong
 Frank Giles
 Don Gunther

Bill Hopper
 Will Jackson
 Jim Jones
 Keneth Lawrence
 Frank Longo
 Phil Molohosky
 Gary Morehouse
 Roger Paul
 Mike Schallow
 Wayne Taylor
 Ed Trimble

Mary Trusler
 Guy Ullman
 Stevens "Woody"
 Woodburn

**WELCOME
TO ALL**

ANNUAL DUES REMINDER

**2007 DUES ARE PAYABLE
JANUARY 1st**

Individual notices ARE NOT SENT - Please remit

GONE WEST:

CAPTAIN PAUL B. SANWICK died July 29, 2006, of cardiac arrest. PAUL was born in Viroqua, Wisconsin, attended the University of Minnesota, and George

Washington University before joining the Army Air Corps in 1942. After winning his "Wings" he was sent to the China-Burma-India theater where he flew "The Hump". After his military service, PAUL joined Pioneer Air lines, which later was merged with Continental Air Lines. During his airline career, PAUL flew the Douglas DC-3, DC-6, DC-7, DC-9, and DC-10; Martin 202, Convair 240, 340, 440, and Boeing 707, 727, and 320.

During the Viet Nam Conflict PAUL flew MAC (Military Airlift Command)

flights carrying troops to and from Viet Nam.

After 31 years of service and 28,000 hours, PAUL retired at age 60, January 1, 1979, flying the DC-10.

After retirement from flying

, PAUL found something equally rewarding. He volunteered to be a ski instructor at Winter Park, with the National Sports Center for the Disabled. He was still pleased and happy with his volunteer work, during this last season when he was 87 years old!

PAUL is survived by his wife, JEAN (62 years of marriage), daughter, CLAIRE, and sons, PAUL, JR. and JAMES.

JEAN ALLEY (Wife of JACK ALLEY) died September 9, 2006.



In the November, 2006 issue of the Golden Tale, LaVerne Thornberry said, We extend our

d e e p e s t sympathy to JACKALLEY and his family in the loss of JEAN, his precious wife and mother to their children. Jean had been ill for some time. She is survived by Jack, son J.D. and wife, daughter Valerie and her husband, and three

grandchildren. J.D. and his wife are both military and stationed in Alaska. Valerie and family live in Palm Springs. Jean was so loved and will leave a sad void in many lives of family and friends. Among them are LAVERN & AMOUS CANN, whom they met early in their careers.... They shared child care, travel holidays and all times of sadness and joy;. Cards of condolence may be sent to Jack at 4689 Cordoba Way, Oceanside, CA 92056-5105.

A loving e-mail from JACK and his daughter, VALERIE follows;

Our precious Jeannie was promoted to Glory at 3:05 AM, Saturday, Sept 9, 2006. We know she is singing in the choir right now, with her crown of stars that she had rightly earned throughout her lifetime.....

Our Love to you all from Jack, Jay Dee and VAL. Cards of condolence may be sent to JACK at 4689 Cordoba Way, Oceanside CA 92056-5105.



ILLNESSES/SURGERIES:

DICK GRIGSBY received the following from TOM FRAZIER, dated 08/10/06:

Bob Wampler is in a nursing home over in Friday Harbor (San Juan Islands), recovering from a bad fall where he broke his left hip. I saw him in April when his daughter had a birthday party for him and he was in very bad shape, but his spirit was high. Charlie Walker saw him about two weeks ago and said he was out of bed and able to get around with a walker. As Forest Gump would say "that's all I know about that" ...

Fond regards,

Tom (Frazier)

The Golden Tale of last May published the following, from La VERNE THORNBERRY;

LEM BELL, as you know, has been living alone in his home. He had a fall, could not get to the phone and had become dehydrated by the time he was found. Lem was hospitalized and then went to rehab, then hospitalized again and back to rehab. I talked with his son-in-law, Bill White, and learned that Lem is now in assisted living, doing well and adjusting to his new lifestyle.....he is in good sprits and would like to hear from his friends. Phone 469-635-8841; address: A217 Lewisville Estates Parkway, Lewisville, Texas 75077.

The following two items are from the June Golden Tale, by LaVERNE:

DON GRIFFIN's dual knee surgery healed well, with clean scars, and he is walking well. He returned to his work at Frontiers of Flight Museum in time to see his friend, JIM MINOR, bring in the B-17 and work the fund raiser, with the exhibit of the B-17, B-24 & 25, which was a record braker for the Collings Foundation.

JANE IRESON has some health issues, and to make life easier, she moved into assisted living. She would love to hear from friends—phone: 972/409/9280. Remington, 8707 Valley Ranch Pkwy. #330 Irving, TX 75063

From GENE NEWMAN, dated 11/01/06

For most of July, ERMA NEWMAN vomited more than once daily. Then on August 6th, she fell while getting out of a shower, not breaking any bones, but in severe pain. After two months as a patient in a Hospital or a Rehabilitation Center, she was released to come home, with medication curing her vomiting problem, and time alleviating her pain.

However, during the two previous months in Hospitals or Rehabilitation Centers, her doctors believe that Erma had one or more strokes (in addition to two strokes in 2005) so now she needs more care than I can provide. Still, I am hopeful that Erma can regain some of her former health. Please join me in prayers for her recovery.

Gene Newman

E-mail from RON AND BEVERLY LEMON, via Ken Alrick, dated 11/03/06:
Family and Friends<

Once again we have been blessed in abundance. Wednesday morning Ron's surgeon biopsied two more lymph nodes just to check one more time for cancer cells before removing the lobe. We thank God no cells were found so the lower left lobe was removed. Ron is doing fine according to the doctors and me.....

Of course it depends on the nodes, but if all goes as planned we have been told Ron will have to go in for testing every three months for a while, and if all continues to go well he can move up to six months.....

Each one of you has been right by our sides with your well wishes and prayers. (We) thank God for the special gift of allowing you to be a part of our lives. We don't know the future but we do thank you for being with us along the way.....

Ron and Beverly (Lemon)

This just in: Golden Eagles member Mike Sayan passed away after a long illness. He is survived by his wife, Susan.

THIS'N THAT:

Approximately 170 members, wives, and guests attended the 2006 Golden Eagles Convention in Las Vegas on October 20th and 21st.

In accord with tradition, ninety-six year old CLIFF PLEGGENKUHLE gave his personal, prayerful invocation, and during the evening the Pleggenkuhle table was visited by a great many members, wives, and guests, with all expressing congratulations, and warm feelings of friendship!

CHARLIE STARR listed the attendees, as follows:

BARBARA ALDRIDGE, SID and SCOTT ALEXANDER, JO ALLEN, RON and SANDRA ALVERSON, BOB APPLETON, DOUG BATCHELDER, RALPH BELLERUE, KEN and B.J. BELLERUE, JOHN and LEVA BLACKIS, JUDY BROWN, JIM and DENA BRYANT, WALT and ALICE BYBEE, BRIAN CAMPBELL, JOHN and ANN CAMPBELL, DAVE and SHARON CLOUGH, ED and KAREN COX, DICK and MARY DAHSE, JOEL and CHARLOTTE DANIEL, JOE and ANN MARIE DENTZ, MARIE DIAZ, DORIS DIETEMANN, CLYDE and IDA DOMENGEAUX, JERRY DONEVANT, KEN and LYNN DUNCAN, SPIKE and SANDY DUNCAN, MAXINE ELLIOTT, SANDY FISHER, DICK FLOREANI, BILL and MARY FOSTER, GENE and PHYLLIS FREEMAN, LOREN and JILL FURLONG, DAVE and JACKIE FURULI DON GENTRY, LUTZ and R OSEMARIE GLASBENNER, BOBBY and JOYCE GLAU, JACK GRADY, DON and SUE GRIFFIN, DICK and SUE GRIGSBY, PAUL and GAIL GROVER, LARRY HALL, JERRY HARDESTY, GEORGE and MARY HEMMINGER, BILL and MONICA HENRY, JOHN and DAWN HENTHORN, BOB and KATHY HIEMSTRA, NICK and JEANNE HOOKE, BILL and VICKY HOPPER, TOM and SUSAN HORNE, DONNA

HOWELL, GARY and RENELLE HUMPHRIES, JERRY and PHYLLIS HUNSINGER, BETTE IRESON, KENT and KAREN JOHNSON, JACK JOHNSON, BLAKE LAMAR, DON and MARIAN LESEBERG, PETE LEVANDER, LEE LIPSKY, BILL LIVELY, SONNY and GLORIA LOGAN, MARYANN LOW, SEAN LUCY, GEORGE LYCAN, DR. LAWRENCE and JOAN MARINILLI, MONROE MATHIAS, BEN and CHRIS MCKENZIE, BOB and DIANE MCKINNEY, JIM and NEILA McMEKIN, BUTCH and LINDA MEIER, ED MALONE, LEE and PAM MEYNERS, RICK MILLER, GARY and LINDA MOREHOUSE, DON MORRIS, HANS and CAROL MULLER, LARRY and JAN NELSON, JOHN NELSON, KAZUMI OHARA, TERRY OWENS, ROBERT PEARCE, DICK and PENNY PEKRUL, CLIFF and KELLE PLEGGENKUHLE, CLIFF PLEGGENKUHLE, Sr., ANN PLEGGENKUHLE-PARK, BIM RICHARDS, MIKE ROCHE, JACK and SANDY ROTH, TED RUTHERFORD, SHAWN and LINDA RYAN, TOM and PENNY SCHUCHAT, BILL and CAROLYN SELLMEYER, RAY and JOYCELYN SHEELY, BOB and CAROL SHELTON, PAUL SHELTON, GARY and KERI SMALL, WALT SMELICH, JOHN SOLOMON, FRED STANKOVICH, CHARLIE and CYNTHIA STARR, C. M. "RED" STUBBEN, ROBERT and JOYCE SYKES, CAL and BONNIE TEMPLETON, A. SCOTT and PAT TOMLINSON, HALDIS and KURT TOPPEL, ED and VERLINDA TRIMBLE, SUE TYREE, BOB WARNER, RON and PENNY WATSON, JAY WELCH, and JOHN ZETZMAN.

Edited e-mail from Birdie Bertrand,
dated 09/29/06:

Revisions etc. to the Web Site:

Open up the Web Site on your

computer and follow along—as we walk through the revisions:

Front (1st) page: The updated date will change when I get the info as noted below. And the date changes every time I make an update to the site = which is about 5-6 times per year.

Officers: Are all the names correct for this year? (2007)

Bulletins: Captain's Corner and Reserve Captain's Corner: Probably only need the President's message for now, but that is up to you. Messages will obviously change as we get closer to 2007 Convention

Conventions, Golf: Look at the website and answer the questions that pertain to the Houston 2007 Convention.

Wives: This obviously needs to be revised.

Membership: This page is up to date.

Travel: This page is up to date.

Contrails: This page remains the same until a new edition of Contrails is mailed.

Hall of Fame: What are the additions in the categories if any?

We Care: Needs up dating when all the pictures and stuff get handled for 2006.

Anything else you want changed or modified, let me know. Birdie

Editor's Note: We may have missed some replies to Birdie's requests for suggestions, but so far as we know, only Dick Grigsby, Roland Brown, Charlie Starr, and Bob Shelton have replied...??

E-mail from DICK GRIGSBY, dated 07/28/06: Hi....the August issue of Golden Contrails is in the capable hands of the U.S. Postal Service this date. Hope you enjoy it. Thanks to Bim Richards, Haldis (former Flight Attendant) and Kurt Toppel, Susan Grigsby, and our great Grandson, Nadim Galal, for their help in getting it out.

Dick Grigsby.

An edited letter to DICK GRIGSBY, from D.J. LEHMAN, dated 08/12/06 follows:

I am still living in Waikiki Oahu, and had been surfing 7 days a week since my

retirement. We had a breakage of our main sewer line right in Waikiki on March 26, and I managed to ingest some of the previous pristine water of the Pacific. I got bad, flesh eating bacteria in my stomach and colon, and it required such strong antibiotics it knocked out my normal digestive system. At this time I am still recovering, but feel like I will whip it if some thing else doesn't affect me while I am rundown. Such is life.

I read that you have had your problems too, and I am relieved to hear you are looking and feeling much better. That's good news for us all!

I flew a few months with you and Bob Bauer, as he was my next door neighbor when I first came to the base as a S/O. He told me that to really learn the airline business, and the art of flying, to watch Dick Grigsby plan his approaches and weather alternates. I took his advice and without your consent, made pages of notes on your techniques that assisted me when it came time to get into the flying seat. Thanks for that knowledge!

I most likely will not be able to attend the Convention in Vegas year, as my body still won't tolerate the trip.

Wishing you the Best. D.J. (Lehman)

A second letter to DICK GRIGSBY, this time from LA RUE PIERCE:

I am in San Diego for several months, and now it is quite pleasant, at least it is better than the Kansas heat! Ha....

I got my Golden Contrails and once again, Thank you so much. I hope this helps a little with the stamp fund..

I hope you are feeling much better—I know you had quite a lot happen, Pam and I just went to Dallas for a friend's 90th birthday party. He was a Captain for Braniff and his daughter, a flight attendant. We were friends when CAL started in Dallas, so it has been a long time. So keep going and hang in there. Thanks again for keeping me on the mailing list.

Fondly,

La Rue Pierce

A third letter to DICK GRIGSBY, this time from Fredianne Gray:

Thank you so very much for remembering my birthday with such a nice card and gift....I've just gotten back from a temporary assignment in San Diego, and am at the airport as I write this, on another temporary work assignment. I am very hopeful that I will be able to get a Chemist position that would start November 4th — still with the same employer. I would like the work infinitely better and would not be sent on these trips.

I'm going to put your gift to another coat like last year's — the one I got with your last year's gift kept me warm, but was ruined by oil from the aircraft carrier last week, so I'm very excited to get another
With all my love. Fredianne (Gray)

E-mail from GENE SMITH, Director of Pilot Recruitment for Cape Air, via KEN ALRICK, dated 11/04/06:

(KEN noted that this has been verified by several of our pilots)

My name is Gene Smith, and I am an airline coworker with retired Captain Hans Muller. Captain Muller is an on-call Captain for us in our SW Florida Region.

We have full time, and part time positions available. Seasonal, full, and part time as well. Hans gave me a website address of www.thegoldeneagles.org, but I have been unable to connect to it.

If there is any information you can give me regarding this request, please contact me via e-mail, gsmith@flycapeair.com or business cell at 508-364-8833.

Thank you for your assistance.
Sincerely,
Gene Smith, Director of Pilot Recruitment

It may be too late now, but there was a Continental Pass Survey, with completion due by November 7th, asking for opinions on Retiree Travel: with (1) Companion Passes, and (2) Boarding Seniority, being two of the items you might like to see considered. We will keep you advised, if there are any

changes in Retiree's Travel Rules.....

NOTES From LaVERNE THORNBERRY
From past issues of THE GOLDEN TALE

DAVE MORAN has kept us informed about Cole, the Southeastern guide dog he raised from a puppy. At the end of Cole's training period with Dave, he returned him to Southeastern in Florida. Due to Cole's immaturity, he was placed with a Florida family. After a few months he will continue his guide dog training at Southeastern, and it is hoped that he will be graduated, and be placed with a blind person.

SUE & DICK GRIGSBY had a great cruise on the Island Princess, visiting many ports, including beautiful Hawaii. The climate was always pleasant in the golden sunshine, with smooth sailing in the blue transparent waters. All of these, and other components created a near paradise, which Sue and Dick enjoyed for the two glorious weeks.

PENNY & TOM SCHUCHATs hamburger-hot dog cookout on a Texas hot summer day was a big success. Their generous contribution of a BBQ Smoker was won by the first ticket drawn. RUSS HURBUTT was the lucky winner. For being so lucky, the bunch promised him they would meet in his back yard anytime for a fall cookout. Everyone bought tickets for the drawing, each thinking they had the right ticket to claim the grill. The sales were pleasing to treasurer DOUG KRICKEN, putting some \$\$\$ into the treasury.

BEN WILLIAMS and I had a nice phone visit. He is doing well, but does not get too far from the lake, although he goes to the gym for regular workouts. The lake water is so low that he has not gotten his boat out for some time. He has even given a boat away, and now has only one. They do miss not getting on the boat. Maybe the rains will come soon and fill the lakes. There is a lot of social activity

about, Ben said. He says he keeps chasing the girls but he can't catch them. Ben's phone is (903) 451- 3915, and his address is 152 1st Oak Dr., Mabank, TX 75147-9020. He would love to hear from friends.

A big THANK YOU to Henry Rogers for inviting ARECA to join the family reunion. The attendance of the Rogers family and Continental was smaller than in the past, but as usual, the food was great, with plenty for second and third helpings. The visiting and stories were fun, and the day was beautiful.

JIM MAGEE invited the guests (of the Henry Rogers Reunion Party) to tour his ranch, which is between Sherman and Dallas; BETTY & LEON GREEN were among those who stopped by for the visit. This is now a cattle-less ranch, since Jim has sold his herd. The responsibility was great, work was becoming too much, and much of the food had to be bought, due our recent drought. It was just too expensive to be profitable in caring for, and feeding cattle.

Jim says there is plenty of work without the cattle, and he spends several hours on his tractor each day. Among the many points of interest; Jim's barn is 100 years old and is the main big barn. He has only added a work shed for tools, etc. His century old storm cellar and cistern are also operative, and the free water comes from his underground springs. His home is beautiful, and looks just as you would expect a ranch home to look.

MONTE & ED WALKOWICZ continue to enjoy his part-time retirement. Monte's flower garden grows with many, many lovely colors, but the garden gets smaller each year, due to new water regulations.

DOTTIE INGRAM continues to improve daily, and is remembering her friends. She called Charlie Hayes' office, and talked to

Charlie, the ladies in the office, and remembered each of them. As you know, Dottie worked for Charlie for many years.

El Paso is green! I talked with RUSS HURLBUTT. On his way to San Diego for the Fall Fling, about 60 miles east of El Paso, RUSS saw that the entire countryside was green!

During the many years that RUSS had lived in El Paso all the growth was brown. He had never before seen such green hillsides, and landscapes in the area. It was very beautiful....

PEGGY McGOWAN had to discontinue her chemo after three treatments and is now doing better without it. NORM is also doing quite well; he was able to complete his treatments with few side effects. NORM said that he and PEGGY are fortunate that he was well enough to help care for her when she was diagnosed..

ALICE POWERS was unhappy about missing the EAGLES and ARECA Conventions; she had plans, but had to cancel. She celebrated her 90th birthday in June. At home, and in her surroundings, she and her dogs do well, but travel is difficult. You will recall that at every meeting, Alice has furnished beautifully wrapped favors at each lady's banquet place.

For wives who could not attend the gift was placed at her husband's plate for her. The gift wrap was always coordinated with the decor colors. In the early days, Alice was known to ask her friends to grow certain flowers, which she gathered and placed on the banquet tables.

Thank you, Alice! We will remember.

It is with regret for me, as with others of you, who could not be at the Golden Eagles Convention and ARECA Fall Fling. Many of you were so kind to send me greetings, cards, and calls, and each word of communication was so special. Thank you dear friends, for thinking of me and keeping me up on our news.

(La Verne Thornberry)



Officers of The Golden Eagles present a \$5000 donation check to Continental's WE CARE employee fund. This fund aids needy families of Continental employees who had suffered severe or devastating losses, such as from hurricanes or floods. From left to right are Tavon Williams - Asst. Manager, WE CARE; Maria Benson - Manager, WE CARE; Ranelle Humphries - President Golden Eagles Auxiliary; Bud Battley - Golden Eagles Corporate Liaison & Bob Shelton - President Elect of The Golden Eagles

