



GOLDEN CONTRAILS

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

August 2010



LAS VEGAS 2010

On the front page:

A reminder that the annual convention of the Golden Eagles will take place on October 13th and 14th at the Sahara Hotel in Las Vegas, NV.



The Captain's Corner

Well, summertime has definitely arrived here in Houston, time to head north for a little mountain time and fly fishing. Of course we will be keeping our fingers crossed and eyes on the Gulf for any signs of hurricanes headed this way as well. Time is flying by and by now I hope you all have not only your summertime plans in place, but have made your reservations to join us in Las Vegas in October. We are looking forward to a great convention this year and hoping to see lots of “new” old faces there. BJ Bellrue has been working hard to arrange some great entertainment as well as stocking the ever popular hospitality suite. Paul Grover is busy arranging the golf tournament, an event that is enjoyed by all. Don't miss the chance to catch up and renew old friendships.

On another note, I want to catch you up on the happenings with the Continental / United merger. Bill Chambers has graciously stepped up to the plate to head up the committee to ensure retirees input into the negotiations. He is on top of things and doing a great job of keeping The Golden Eagles in front of all parties. Of course our concerns are largely towards retirees travel benefits and if we can even maintain the policy that United has, it will be an improvement. There are also issues to be addressed concerning insurance and we are working hard to protect our membership on this issue. There will be more information available on this matter at the convention as well. Thank you Bill for your dedication and hard work!!

I would also like to take this opportunity to extend thanks to many of the other hard working members that contribute their time to keep our organi-

zation functioning and viable. Charlie Starr has spent many years and thousands of hours donating to the Golden Eagles, we appreciate K.D. Thompson for his tireless contributions, Shaun Ryan is a valuable member volunteering his time, Butch Meier can always be counted on to step up to the plate, Birdie Bertrand's contributions are invaluable, Sid Alexander is always available to donate his time, Don Gentry can be counted on every year, Dave Newell spends countless hours disseminating information, and Bob Shelton is always available for consultation! If I have forgotten anyone, please forgive me, you may not have noticed, but I'M OLD!!! I will buy you a beer at the hospitality suite!

Once again, make sure to get your reservations and dues in!! Looking forward to seeing everyone in October! Don't forget that there is a \$100 prize to the Golden Eagle that brings the most new members to the convention!

Gary Humphries

President

Continental Golden Eagles



Thoughts from the Editor

As we approach the middle of the summer here in Tucson (I know, but it is a DRY heat!), it occurs to me that we are rapidly closing in on October and the Golden Eagles Convention in Las Vegas. It is time to start making plans to attend and enjoy the company of old friends and cronies and polish up some of those old stories to be shared at the hospitality room. Elsewhere in this issue, you will find the forms needed to make your golf and dinner reservations and I urge you to not put it off any further as the people organizing the convention have to make plans and need to know how many will attend. You will also find the toll-free number for the Sahara reservations and remember, the great room rate of only \$45.00 per night (plus tax and energy surcharge) is only available until September 10th. The rooms are available at this price from October 12th through the 14th to accommodate those who will playing in the golf tournament as well as those who just want an extra evening to enjoy the atmosphere of Las Vegas. I also urge you to get your reservations in for the banquet as they have a deadline of October 7th.

I have been getting some very interesting stories from a few of our members that will be shared in the order in which they come in. This issue's main article is by Charlie Starr and is a very detailed and well written description of his last trip to Oshkosh for the big airshow – thanks Charlie!

I am sure that by now that you have recognized the great job that Dave Newell is doing as the E-mail Liason person and I suggest that if you have any news of any of our members or friends that needs dissemination to the membership, that you contact him at Newelldb@aol.com and he will get the word out. This is an important service because all too often by the time I publish something like a notice of services in the *Golden Contrails*, it is months out of date.

Speaking of the Golden Eagles Golf Tournament, I would like to invite all the golfers whether you are a 6 handicap or a confirmed hacker like myself to enter this year's event. Our Reserve Captain, Paul Grover has graciously offered to run the tournament again this year and after the last one he organized I am really looking forward to this year. Again, details for registering can be found in this magazine.

Let's make this the best convention ever and considering the great bunch of folks who regularly volunteer, it certainly has the potential. Whether you are enjoying the hospitality room, having some early morning doughnuts and coffee, or marveling at the fantastic decorations at the banquet, take the time to thank the folks who have put in many,many hours so that the rest of us can totally enjoy the experience.

Looking forward to seeing all of you in Las Vegas on the 13th and 14th of October and once again enjoying the camaraderie we have always had at the Golden Eagles Convention.

Shaun Ryan

Editor and Publisher

f100plt@aol.com

(520) 299-2338



A MESSAGE TO THE LADIES AUXILIARY
FROM BJ BELLERUE

Hot, Hot, Hot, is the best description of the weather here in Las Vegas. I hope everyone is enjoying their summer and vacations and traveling. Ken and I took one short trip to the Sierra Nevada Mountains in July and enjoyed driving over the Sonora pass. The eastern sierras are beautiful and full of flowers at the higher altitudes. We took old route "49" into Sutter's Mill and enjoyed the history of the Gold Rush days. So much to see and visit - not enough time.

October 13th and 14th are fast approaching and the Golden Eagles reunion in Las Vegas will be here! I know many of you are looking forward to coming to Las Vegas. The new "City Center" has opened on the strip and has received great reviews. Some of the hotels are very expensive, but fun to visit. There are a lot of venues in the new city center so I hope you will get a chance to visit it while you are here.

Our entertainment this year is The Rusty Davis Orchestra. I know everyone will enjoy this entertainer. His orchestra travels all over the U.S. and has received praise and accolades wherever they play.

Once again, I will remind all of you that the ladies auxiliary will be electing new officers for the next two years. Please contact me to let me know what office you are interested in. This is a terrific opportunity and a rewarding experience.

See you in October in Las Vegas!

Sincerely,

BJ Bellerue bbellerue@aol.com

Phone (702) 269-1419



Treasurer's Report — From your "Bean Counter",

Charlie Starr

July 25, 2010

As I write this article for the 2010 summer Golden Contrails, July has nearly come and gone and the August heat will be soon upon us, here on the Florida Panhandle and Gulf Coast. The Oil Spill and its dire consequences on both the economy and the environment weigh heavily on all of us; and I fear the effects will not quickly disappear. On a brighter note (and in looking forward to cooler, dryer climate with happy times), I hope you are making plans and also looking forward to the Golden Eagles' 2010 Convention/Reunion in October in Las Vegas. By the time you read this, the cut-off date for hotel reservations, at our very attractive group rate, will be fast approaching. This year's event promises to be one of the best ever, with the ever-popular open-hospitality room where you can reminisce and enjoy your favorite beverages and food with your friends, renew old acquaintances, and swap some of the stories (that you have probably embellished to some degree). For those who like to attempt to put a little white ball in a cup in the ground, Paul Grover has put together a one-day golf tournament – designed for us hackers as well as those who take the game more seriously. The culmination of the Las Vegas event will be the Convention banquet, complete with great dinner selections, fine entertainment, and the usual giant raffle. If you haven't already made plans to attend, now is the time to make your reservations. A banquet meal reservation and selection form is included in this publication as is an entry blank for those wishing to play golf. Hotel reservations should be made direct with the Sahara Hotel at their toll-free number on the banquet reservation form (be sure to note the cut-off date for our group rate – and be sure to ask for the Golden Eagle special rate).

As you are probably aware, Dave Newell has undertaken the job of being The Golden Eagles' e-mail coordinator (and a fine job he is doing). Any time there is a special announcement or some news, that should be of interest to members, Dave sends an e-mail to the membership. While most notices are announcements that members need to know about, all too often there has been a sad e-mail, announcing the loss of a member or a member's family, or a serious illness. Of course, this system requires that we have your current and correct e-mail address and that your security settings allow mail from Dave. Please keep us informed of any change in your mailing or e-mail address, so that we can keep you fully informed. Dave will distribute any news about important happenings, but will not distribute remarks or opinions that might be offensive to the membership.

Contributors to the Postage Fund this period

Many thanks to those who help defray from the ever increasing of postage

Charlie Brooks
Frank Longo
Charlie Starr

Bill Childress
Jim McDonald
Jack Thompson

Dan Dowling
Max Meinen
Don Leseberg

Ken Duncan
Doc O'Brien

Ted Herbert
Jerry Shafer



GOLDEN EAGLES TREASURER'S REPORT

7/20/2010 – 7/25/2010

CHECKING ACCOUNT

Balance (checking) 3/19/2010	\$ 15,768.16
<i>Inflows (checking) 3/20/2010 – 7/25/2010</i>	
Dues Received	\$ 2,525.00
Postage Fund Contributions	181.00
Convention Banquet Deposits	1,263.00
Total Inflows this period	\$ 3,969.00
<i>Disbursements (checking) 3/20/2010 – 7/25/2010</i>	
Postage	\$ 325.45
Printing	209.56
Web-site	128.58
Bank fee	6.00
Memorial Donations	100.00
Total Disbursements this period	\$ 769.59
Balance (checking) 7/25/2010	\$ 18,967.57

NEW MEMBERS THIS YEAR

**Please welcome these new members to
The Golden Eagles**

Bill Baddorf	Mitch Inman	Jim Mundell
Philip Swartz	Pat Campbell	Chip Elliot
Tip Fuller	Charlie Hill	Chip Lyon
Romain Nelson	Bruce Sprague	Jim Starley
John Totilas	Spots Williams	George Davies

**NEW MEMBERS NEEDED
NO EXPERIENCE NECESSARY**

Surely you know a friend who is eligible for Golden Eagle Membership. Do them a favor by asking him or her to join. Membership applications are available for downloading on the Eagles website. Remember, the

SAVINGS ACCOUNT

Balance (special savings) 3/19/2010	\$ 10,470.45
<i>Inflows (special savings) 3/20/2010 – 7/25/2010</i>	
Interest earned	\$ 3.50
Total Inflows this period	\$ 3.50
<i>Disbursements (special savings) 3/20/2010 – 7/25/2010</i>	
None	\$ 00.00
Total Disbursements this period	\$ 00.00
Balance (Special Savings) 7/25/2010	\$ 10,473.95

CARE FUND

Balance (CARE Fund) 3/20/2010	\$ 1,281.73
<i>Inflows (CARE Fund) 3/20/2010 – 7/25/2010</i>	
Donations received	\$ 50.00
Interest Earned	00.44
Total Inflows this period	\$ 50.44
<i>Disbursements (CARE Fund) 3/20/2010 – 7/25/2010</i>	
None	\$ 00.00
Total Disbursements this period	\$ 00.00
Balance (CARE Fund) 7/25/2010	\$ 1,281.73

person having the most "new members" join this year will win a \$100 prize. Let's all find at least one new member



The Golden Eagles

An Association of The Retired Pilots of Continental Airlines

APPLICATION FOR MEMBERSHIP

Please Print or Type

From the By-Laws is quoted:

PURPOSE: To maintain and continue the close friendships and associations of the members, and to promote their general welfare, as well as assist those active pilots who are approaching retirement in the problems relating thereto.

MEMBERSHIP: Regular Membership shall be limited to Retired Continental Airlines Pilots and to Active Continental Airline Pilots over the age of 50.

An Active Pilot is defined as one who is on the Company Payroll as a Scheduled Airline Pilot.

A Retired Pilot is defined as one who flew as a Scheduled Airline Pilot and who was on the payroll in such capacity at any time for Continental Airlines, its predecessor companies, or any of its merger partners.

Name: _____ Nickname _____
first M.I. last

Spouse Name _____ Nickname _____

Street Address _____

City _____ State _____ Zip _____ + _____

Telephone (_____) _____ E-mail address _____

Date of first Airline Employment _____ Airline _____

Signature _____ Date _____

Dues are \$30.00 per calendar year ----- Make Checks payable to **GOLDEN EAGLES** and send to:

Charlie Starr, Treasurer
4328 Sunset Beach Circle
Niceville, FL 32578-4820

The Golden Eagles 2010 Golf Tournament
will be Played at
Angel Park Golf Course Angel Park
was voted best Golf Course
In Vegas by the local news paper
Las Vegas Review Journal

Date Oct. 13th Tee Time 10:00 Am

Cost \$80 For Golf - Cart-Prizes

RSVP Deadline: Oct 1st

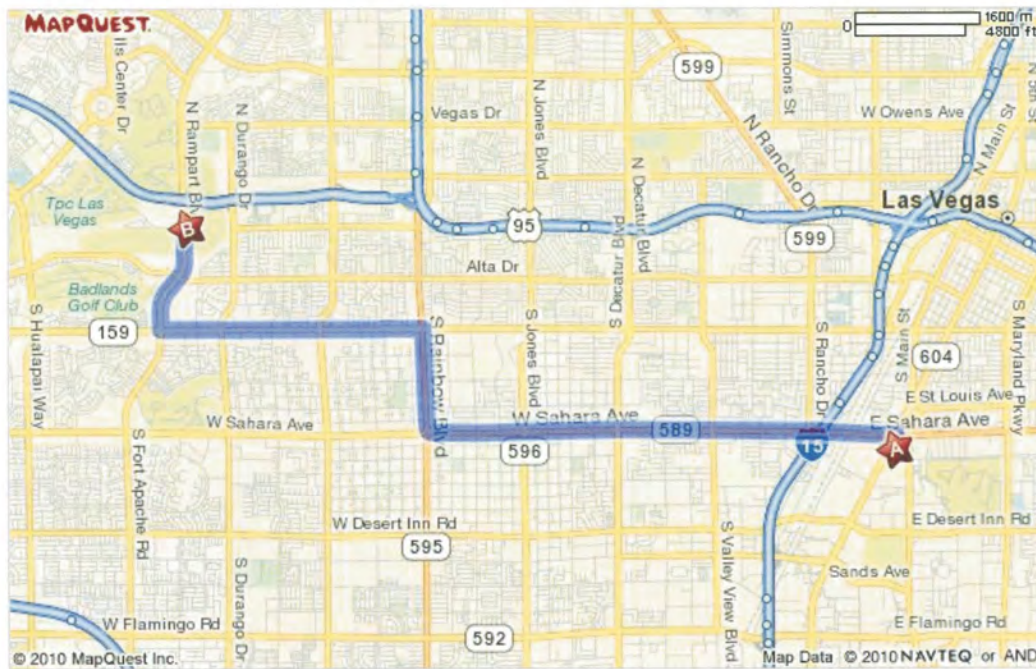
Make checks payable to: Paul Grover
2585 Grassy Spring Pl Las Vegas, NV. 89135
(702) 253-5236

Single @ \$80.00 Handicap_____

Soft Spikes

Name_____

* Anybody Can Play-Handicap or no Handicap



How To Get To The Golf Course!

Reservations Form for Oct., 2010 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) _____

	Price	number	total
Ladies Luncheon (Oct. 14th)	\$24.00 each	x _____	= \$ _____ .00

Banquet Dinner . . (Oct. 14th). . (NY Strip)	\$49.50 each	x _____	= \$ _____ .00
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and/or

Banquet Dinner . (Oct. 14th). (Classic Chicken). \$45.00 each	x _____	= \$ _____ .00
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and/or

Banquet Dinner . (Oct. 14 th) (Salmon).	\$48.00 each	x _____ = \$ _____ .
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All banquet dinners include salad, accompaniments, rolls, desert, coffee or tea, and tax & gratuity

No. in party _____
Prices include tax and gratuity

Meal total: \$ _____ .
Please remit this total

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Please send this completed form along with your check for both the banquet (indicate banquet meal choices – beef fish 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 Oct 7th Reservations should be received by this date. Banquet or luncheon refunds for cancellations after Oct. 7th, subject to refunds by hotel

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

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IMPORTANT (DEADLINE FOR GUARANTEED HOTEL RESERVATIONS AT SPECIAL RATE IS SEP. 10TH)

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 only \$45.00 per night (plus tax and energy surcharge). Rate is good for Oct. 12 thru Oct. 14th (check-in time is 3:00 PM - checkout time on the 15th is 11 AM) The Sahara's toll free number is 1-888-696-2121 or 1-866-382-8884

Heading West

The following individuals have taken their final flight west since the last issue. We wish them clear skies, smooth air and favorable winds.

Dick Dahse

Jim McNulty

Dick Green

Bob Conrad

Buzz Patterson

Jay Worley

Harlon Miller

Monica Henry(wife of Bill Henry)

Fern Zimmerman (wife of Abbey
Zimmerman)

A note from the Editor:

As was already mentioned, we will let Dave Newell keep you up to date with his email service as this will result in a real time notification to the membership of time sensitive news. However, I will attempt to publish personal comments that I feel to be of interest to the members. The following falls into that category.

Received these comments from Bill Knowles regarding Jim McNulty:

Dave, firstly let me thank you for the great job you are doing keeping the "Eagles" up to speed on the unfortunate news of the passing of our friends.

I had the pleasure of having Jim in my base for some time; like so many of the pilots he was a delight to work with. He was respected and admired by crew members who flew with him and management pilots who worked with him.

Jim was a "quiet man" who came to work, did his job without drawing attention to his efforts on Company behalf and when the day was over returned to his family.

His performance was exemplary, he was the type of guy that you would say, "I wish that I had known him better!"

I had the distinct feeling, about Jim, that he enjoyed his job to the fullest and that it brought him great personal pleasure; his loss will be felt by many.

Bill Knowles

The following recollections and comments regarding Captain Harlan Miller were provided by Captain Glenn Kowal. Thanks to Captain Kowal for his insightful comments.

I have many fond memories of flying with Harlan Miller. We checked out together in the DC-9 (Continental's newest aircraft in 1965) while based in Denver. Since we were both new to the aircraft, and I was relatively new to Continental, Harlan thought it best that he do all the flying while I focused on becoming a proficient FO. This division of duties worked out well. When Harlan felt comfortable in the aircraft and satisfied in my abilities to share the takeoffs and landings, we became a cockpit team and friends, enjoying many flights together. Harlan was a gentleman and a true professional in the finest sense of those terms.

Glenn Kowal

The following poem was submitted by our former editor and Publisher, Dick Grigsby. For those who were not familiar with the term “Wild Weasles”, they were the two seat fighters with sophisticated electronic gear that would fly low in Viet Nam and try to get the Surface-to-Air missile sites to lock on to them. They would then fire a missile down the beam to kill the site. As a point of interest, the guys in the back seat were called “Wizzos” and they referred to the front seat pilots as “Forward Facing Bird Deflectors”.

LOW FLIGHT

Oh, I've slipped the swirling clouds of dust
A few feet from the dirt.
I have flown my plane low enough
To make my bottom hurt.
I've raced over desert, hills, through valleys,
And mountain passes too.
Frolicked in the trees
Where only gray squirrels flew.

Chasing cows along the way,
Disturbing ram and ewe.
I've done a hundred other things
You damned well shouldn't do.
I have smacked the tiny sparrow,
Bluebird, robin, and the rest.
Dragged vortices through branches
Throwing eggs out of their nests.

I've hurled through total darkness
Just as blind as I could be,
And spent the night in terror
Of things I could not see.
I've turned my eyes to heaven
Sweating bullets through the flight,
Reached out my hand and pressed-to-test
--the Master Caution light.



The first of the Wild Weasle aircraft, the North American F-100F Super Sabre. This was later replaced by the F-105, then the F-4 and eventually the single-seat F-16

I received this on the internet and just had to pass it along to all of the Golden Eagles.

The Perfect Welcome Mat



A PLACE CALLED OSHKOSH

A WEEK AT THE BIGGEST AIR SHOW
IN THE USA

A story by Charlie Starr

Officially, the event's title is "AirVenture", but to most people in "aviation" it's simply called – "Oshkosh". Oshkosh or AirVenture, for those who may not know, is this nation's largest air show and aviation display. Many of you, especially those interested in aviation, have probably attended one of these annual gatherings. It – "Oshkosh", that is – is the annual, week-long, aviation show and display put on by the E.A.A. (the Experimental Aircraft Association) in late July and early August each year.

Oshkosh really wasn't where it all began; the concept actually started in the early 1950's with a small gathering of experimental aircraft builders – or "home-built's", as they called themselves – lasting a few days in late summer at Wright-Curtiss Airport (now Timmerman Field) near Milwaukee, Wisconsin – as part of The Milwaukee Air Pageant. One builder, Paul Poberezny, and a few of his friends, who shared an interest in designing and building small home-built airplanes, joined together to mutually display their work and discuss their hobby. They decided to publish a small newsletter a couple of times a year – at that time just a few mimeographed pages – and to form a small association of members with similar interests. In the years to follow, this small association has evolved one of the largest and most devoted interest-groups imaginable. The E.A.A. (Experimental Aircraft Association) is now some 160,000 members strong. Their original small mimeographed newsletter now consists of four monthly full color magazines serving the gauntlet of private aviation – from experimental, vintage, aerobatic, sport, to war-birds. From the small group first meeting in Milwaukee there are now over 1,000 local chapters with chapters in all

fifty states plus DC, and even chapters in 15 foreign countries (there are E.A.A. members in 105 nations).

By the late 1950's, it became evident that the area of Wright-Curtiss Airport that was allotted to the E.A.A. was too small of a place to host this annual gathering, which, by then had increased in size and attendance beyond anyone's imagination. In 1959 the event was moved to the Rockford, Illinois Municipal Airport where it would stay for the next decade. The "Rockford Years" were where the E.A.A. Fly-In Convention established both its prominence as a homebuilders' event and its friendly feeling that is retained to this day. It was during these years that such diverse aviation interests as Warbirds, antique aircraft and aerobatic performers became part of the E.A.A. event.

By 1969, it was apparent that the E.A.A. Fly-In Convention had, again, simply become too large for the Rockford facility. E.A.A., as an organization, had grown from a home-basement operation to an office and a museum in the Milwaukee suburb of Franklin. The annual convention mirrored that



Entrance to the flight line at Oshkosh – July 2009

growth, attracting hundreds of show-planes and tens of thousands of visitors.

Sites were being studied for a new home, when aviation legend Steve Wittman, who had been an E.A.A. member since the association's founding in 1953, suggested the airport in Oshkosh, Wisconsin. There was acreage surrounding the airport to handle the annual influx of airplanes, vehicles and tents. There were two lengthy runways (east/west and north/south) which did not cross, allowing greater traffic movement. Oshkosh city officials eagerly sought the event and enjoy the economic boost it provided. In late 1969, the E.A.A.'s Board approved the move to Oshkosh, and the E.A.A. was able to buy and lease some land and a few buildings on the airport, bringing their still meager staff and facilities north to Oshkosh, Wisconsin.

There was only one problem – no Convention facilities or infrastructure existed in Oshkosh. E.A.A.'s volunteer network was up to the task, however. Within six months, E.A.A. members had created a home for the



My first airplane ride at age 5 was in one of these
a Stinson Gullwing

fly-in. That volunteer spirit continues today, as more than 4,000 people donate their time and talents to help prepare and coordinate the Convention's grounds and activities. Hangers and workshops were built; display buildings for vendors appeared; parking lots, camp grounds and camping facilities sprung up; even an aviation museum with its own little grass strip runway was built adjoining the main airport.

Through the 1970s and '80s, the Convention exploded into national prominence. Attendance jumped into six figures each year and the event became one of sport aviation's top gatherings. "E.A.A. AirVenture Oshkosh" (as of 1998, the new name for the Fly-In Convention) now serves as one of the world's premier aviation events, attracting top government officials,

corporate leaders and hundreds of thousands of aviation enthusiasts. It spans the entire spectrum of aviation and attracts about 10,000 to 12,000 airplanes each year – for those who have never been to Oshkosh, try to imagine over 10,000 airplanes parked on one airport, all arriving in a few days time frame. The more than 500,000 aviation enthusiasts who attend the event, annually, supply the local and state economies with more than a \$110-million boost during the week-long event.

Back in the early 80's, a friend asked me to go with him to Oshkosh – I had never been, though I had heard glowing reports from others who had spent time at this show. We flew into Milwaukee from Houston on the airline that I worked for, rented a car, drove north, and found an available hotel in Fond du Lac, a small town about twenty miles south of Oshkosh (even in the '80's, hotel rooms had become scarce during the event). The Wisconsin summer weather was a welcome change to the hot, humid south Texas weather; the displays, air shows, educational forums, and the entire experience was even better than I had imagined. In future years I have returned many times; in fact it has become an annual event for me. My temporary residence for the week has ranged from the motel in Fond du Lac, to one in Appleton (about twenty miles north of Oshkosh), to a dorm room at the University of Wisconsin at Oshkosh, to where myself and a small group of friends have stayed for the last twenty-plus years – a private residence in Oshkosh, just a block from the airport. We were lucky enough to find a family who wanted to



A very full Whittman Field, Oshkosh Wis. - July '09

escape the week-long influx of out-of-towners (as many as 600,000 or more) who descend on this small town for the week – yes, Oshkosh still has that small mid-western town look and feel. Our hosts use the week to vacation somewhere away from the crowds, allowing us the luxury of staying in their home – which provides comfort as well as a place to escape the crowded restaurants and local watering holes after a long day at the airport. It also is considerably less expensive than a week's stay in local hotels (though by national standards, Oshkosh is still a bargain when it comes to meals and lodging). I've missed this annual experience only once since my initial visit, and then only because I was in the hospital for some emergency surgery. A few years ago, I was fortunate enough to fly my own experimental airplane, which I had just completed, to the event – an experience that every aircraft builder dreams about.

This brings me to the summer of 2009. An airport neighbor had just completed construction of his experimental aircraft; a four place all metal low wing model, called an RV-10 (a kit-design by the well known Dick Van Grusev of Van's Aircraft); and he invited me to make the trip north with him (every builder wants to do this once during his life). From my home in the panhandle of Florida to Oshkosh is about 1,000 miles; and even in this 200 mph airplane, that is well over four hours of flying. While the RV-10 is capable of five plus hours of flight, we decided to make two stops; as much for creature comforts as to insure adequate fuel when arriving in the Oshkosh area.

With as many as 10,000 airplanes arriving during the week, there are very specific routes, speeds and altitudes that must be flown to the airport. Holding at specific points (sometimes with a number of airplanes in the same pattern) is sometimes necessary, and one wants to make sure they have adequate fuel reserve to do this. Rules for arrival require that all aircraft approach a point called FISKE (southwest of Oshkosh) then follow a specific track, at a specific speed, to another point (called RIPPON) then into the traffic pattern for Oshkosh. Controllers are actually stationed on the ground at these points to sequence aircraft. Busy radio communication, by necessity, is usually just one-way, with the controllers doing the talking and the aircraft acknowledging the instructions by rocking their wings. During the week, the Oshkosh control tower is called *"the world's busiest airport tower"* – and with good reason. Three runways are used for arrivals; an east-west runway (primarily used for large, fast airplanes) and two north-south parallel runways (actually a parallel taxiway is pressed into service as a runway). Each runway has three large

colored circles or dots painted at intervals on them. It's not uncommon to have four or more airplanes all landing at the same time on the parallel runways. Each arriving airplane is instructed to land on a specific colored dot on a specific runway. Landing clearance might go something like this: *"High-wing Cessna on final for 17-right land on the orange dot; Piper aircraft #2 for 17-right, land on the red dot; Beechcraft on final for 17-left, land on the green dot; and etc., etc."* One definitely needs to be paying attention; and two sets of eyes and necks on a swivel are a definite plus. Some times the airport, and airport parking, becomes so saturated that arrivals are turned away to some of the nearby airports, such as Fond du Lac and Appleton – this happened a couple of days after our arrival; there simply was no room left for aircraft parking.



Nexrad satellite radar & our route to Oshkosh

Our flight north from the Florida Panhandle started early on a Sunday morning, under clear skies and light easterly winds. We've been asked to make a stop at Champaign, Illinois, to drop off a part for one of our friends, who was also enroute to Oshkosh the day before, and who has had a mechanical problem with his Chinese-built Yak (a ex-military training airplane built by the Russians and Chinese). We know that there is a nasty line of thunderstorms along our route, across Arkansas, Tennessee and into the Carolina's; and have looked at it on our GPS 'Nexrad' radar (a system whereby you can overlay weather radar returns from satellites on the moving map of a GPS, literally seeing weather anywhere in the country from thousands of miles away). Even before leaving the ground, we can see that there appears to be a break in the line, to the west, around the Little Rock-Pine Bluff area; so right

after takeoff, we engage the auto pilot on a course, northwest, direct toward Pine Bluff; climbing to a cruising altitude of 6,500 feet, where it's as smooth as glass; my cup of coffee doesn't even have a ripple on it. Now, before you begin to think of all home-built or experimental airplanes as glorified Piper cubs – let me tell you something about my friend's airplane. It has electronic, twin-screen, 14 inch flight instrument displays (EFIS), with moving maps; electronic engine instrument displays (EIS); dual global position systems (GPS); auto pilot with approach coupler; and back up systems for most of these – experimental airplanes aren't your typical Piper cubs anymore!

About 100 miles southeast of Pine Bluff we can begin to see the line of heavy thunderstorms that, until now, showed only on our GPS map display. The display still shows the break near Pine Bluff, so we press on northwestward through some light showers. We've been talking with the air traffic control center since departure (monitoring our progress and advising us of any traffic) and he confirms that he, too, is showing the break in the line of thunderstorms near Pine Bluff. Between dodging some smaller showers visually, and using the Nexrad displays on our instruments to avoid any heavy storms, we clear most of the weather and turn northeast, toward Champaign IL. Having decided that we both have consumed too much coffee we decide to make a refueling (and bladder emptying) stop at Cape Girardeau MO – now, once more, in bright sunlight and smooth air.

The stop in Cape takes about thirty minutes, time to refuel, time to use the bathroom, and to munch on a small snack from a vending machine. Back north bound in smooth air, we head direct to Champaign Illinois where we will drop off the part to our friend, and again refuel to assure we have plenty of gas for our arrival into Oshkosh, should there be traffic delays. We



Our friend's YAK, awaiting a part in Champaign IL

tried to call ahead on a cell phone to our stranded friend to tell him to bring some sandwiches to the airport with him (yes, our airplane even has a cell phone interconnect as well as a system that lets his wife track the airplane's progress on her home computer). Unfortunately, our stranded friend's cell phone had a dead battery, so we have to settle for popcorn and a soft drink while we refueled.

Again north bound in smooth air, we skirted the busy Chicago air space and eventually started our descent into Oshkosh. The Oshkosh airport weather broadcast indicated that skies were clear, the wind was



Show center at AirVenture Oshkosh - 2009

light, and traffic was landing to the north. As we passed over the required navigational point of FISKE, at the required altitude and airspeed, we spotted a number of airplanes, also obviously, inbound to Oshkosh; however, traffic seemed to be much lighter than what we had anticipated. The approach controller on the ground near FISKE identified us as 'a brown and white low-wing' and put us in trail behind a small high-wing home-built just in front of us. At Rippon, the final fix before Oshkosh, the approach controller switched us over to the tower frequency, and this local controller asked if we wanted to use runway 35 (to the north) or runway 27 (to the west) – this was a real surprise since using runway 27 would cut down, immensely, on our taxi distance to parking. We gladly accepted runway 27 and were put in trail behind two other aircraft using this same runway. All three of us were cleared to land at the same time; one on the green dot; one on the orange dot; and us on the blue dot. A perfect landing by my friend, a right turn off of the runway into the grass parking area; and we were through flying for the day – only to tie the airplane down for the week's stay and unload our bags (I travel very light, a trait learned from my airline employment days; one small suitcase – my friend, a retired doctor, travels with two steamer trunks – at least they looked as large as steamer trunks – assorted pillows, computers and several smaller bags of which I

have no earthly idea what they contained). Fortunately, our transportation to our rental-home-for-the-week was nearby and required only minimal trips back and forth to our rent-car.

Over the years, one of the tasks that I seemed to have been assigned, for our week's stay, is that of 'meal-planner and grocery-shopper'. My best guess is that this task was awarded to me some time back because either (1) it's a time consuming and unpleasant task when one could be relaxing and enjoying happy hour or (2) the group looked at my size and decided that if I planned the meals and bought all of the food and beverages that contributed to my 'girth', then they would all eat and drink quite well for the week. Thus, while the rest of our group of six (the other four finally arrived from their various homes in Texas and Florida) enjoyed the 70 degree temperatures along with a beverage and snack that they had brought with them – on the beautiful little screened-in porch of our house – I spent a long hour or more shopping for our week's supply of food and beverages. But, then finally, it was my turn to relax for the evening, while the others prepared our first night's meal. Grilled 'brats mit sour-kraut' – a German-Wisconsin staple – also burgers, baked beans, corn on the cob, cold slaw, with plenty of beer and wine made up our first night's fare. Subsequent nights featured such specialties as beef Stroganoff, pasta with meatballs, and even steaks (to get back to basic cooking) – this is not to mention the 'hors-d'oeuvres' and happy hour each evening that served as our "de-briefing period". You can see that calorie counting was out of the question for the week.



Elvis - the giant fire-fighting helicopter

Our group's day at AirVenture starts quite early, with normal departure from the house at or before 7:00 AM – coffee, juice and a pastry are available for those who want them. By 7:15, we have loaded folding beach chairs from our host's garage into the van, we have stopped at a convenience store for ice for our loaded cooler (which will remain in our van awaiting our late



afternoon return and enjoyment while we wait for the traffic to thin out a bit), and we have parked the car in a choice spot right outside the main entrance (thanks to one of our group having a handicapped parking sticker). The gates are already open and the crowd is beginning to build. I lather myself with sun screen; for though the temperature will only peak at about 78°, the sun is bright and skies are almost cloudless. The grounds have been expanded this year with several new roads and some new buildings; and I consult my site map to find the best route for the day. With only five days to cover as much of the spectacle as possible (it's almost impossible to see everything in even an entire week), some careful pre-planning is required to preclude wasted time and walking; after all it's literally miles from one end of the airport to the other end. Today I'll concentrate on looking at the many antique and vintage airplanes as possible (these are aircraft originally built prior to 1945). These beautifully restored aircraft, and there are hundreds to look at, are parked in two large fields adjacent to and about midway down the north-south runway. On the way to this area I pass a number of places that I will visit later; there's the four warehouse-size display buildings that house hundreds of vendor sales and display booths, a gigantic food court with just about any kind of food one can imagine, a huge temporary stage that will host a popular band concert later that evening, some of the latest military jets on display, and the many aerobatic show-planes that will perform daily during the three hour long air show. As I arrive in the vintage/antique area I notice that, in front of the newly constructed "Red Barn" vintage aircraft headquarters building, there is a Pitcairn autogyro, originally built around 1935 – truly a piece of aviation history. Next to it is a full scale, flying, reproduction of the Spirit of St. Louis (Charles Lindbergh's aircraft for the first solo Atlantic crossing). Just a bit further are the lines of antique/vintage aircraft, flown here and displayed by their proud owners. Stearmans, Wacos, Stinsons, Howards, Fairchild's, Tiger Moths, Spartans, Taylorcrafts, Piper, Cessna, the list goes on and on. All beautifully restored and here for all



A past "Oshkosh" Grand Champion - Luscomb Sedan

of us to see, up close and personal. Many of the owners are camped with their airplanes (tents, cots, camp stoves, folding tables and chairs – no fancy hotels or houses for this hardy group). I could literally spend hours talking to each of them about their restoration project – but there's just too many to spend that kind of time. With camera clicking, I move from the end of one row to the next, then on to the next.

By early afternoon, I still had only been about three quarters of the way through the antique/vintage parking section. Time to take a quick lunch break and enjoy a few minutes of shade and rest. While I grab a quick sandwich and a cool fresh-made lemonade, out on one of the runways there's a steady procession of 'fly-bys' from various aircraft manufacturers, showing off their wares – and all the while an ever-steady stream of arriving airplanes using the another runway. With the first day's air show scheduled to start in about another hour, I make my way toward air show center (to have a good vantage point to watch), and I pass through a portion of the classic aircraft parking (those built from 1945 through 1955). As with the antiques, many of these have been restored to show-quality. I'll spend a good part of tomorrow in this area; but now it's nearly air show time! But wait, suddenly two Air Force F-22 Raptors scream by down the runway just below Mach-1, and just a few feet off the ground. Then they pull straight up, vertical, and climb out of sight. Wow that was loud! Just as I settle into my folding chair on the flight line, and without warning, here they come again. This time making a 180 degree turn, inside of the airport boundary (I wonder how many G's they pulled in that turn), and again they pull straight up, out of sight.

Each day at AirVenture features an impressive air show, with different performers each day. These performances run the gauntlet from aerobatic airplanes, helicopters and gliders, to air racers, to war-birds (ex-

military aircraft from WW-II through the modern jet era), to wing walkers, to jet powered trucks, to well, you name it. Every day's show opens with a parachute drop of sky-divers who trail various flags including a thirty-foot American Flag during the singing of our national anthem. It always amazes me and touches me, that here at Oshkosh, everyone stands, removes their hats, and places it over their heart during the playing of the Stars Spangled Banner – something that just doesn't seem to happen in today's world at other mass events. Today's air show features several aerobatic performances by some of the best pilots on the air show circuit, an aerobatic helicopter (how many helicopters have you seen doing loops or rolls?), a wing walking act, and a demonstration by "Elvis" – a huge fire-fighting helicopter capable of picking up and dropping tons of water on forest fires.

I make my way back to the parking lot at the end of the air show and note that many of the large opening day crowd are already piled up in front of the huge portable stage that will host an evening rock concert by the Dubbey Brothers, beginning in about an hour. Maybe I'm just not a rock fan, or maybe I've been on my feet too long today – or maybe I'm just too old to appreciate today's modern music – whatever the reason, I'm glad to see my group already back in the parking lot with the cooler open enjoying a start of today's happy hour – and all in agreement that we'll forego the concert and head home shortly.



A Pitcarin Auto gyro - circa 1936

Tonight is my turn to work in the kitchen, but two of our group's wives have taken over most of the dinner preparation, and I can join the rest of the guys on the porch and engage in some of the lively debate and conversation going on during our pre-dinner cocktail hour. The conversation covers all topics – from what did you see today, to critiques of flying skills, to the ever-popular political debates. These continue well past

dinner and into late evening, before I finally decide that we still have more days to discuss these important matters – and our conversation is becoming repetitive (pilots will do this, you know).



Shell Aerobatic team T-6's

Day two is much like day one except that most of today's time will be spent in the classic airplane area and part of the home-built (experimental) area. Just like yesterday, there are hundreds and hundreds of classic airplanes to view, and many again have their owner/restorer camping under their wings. Many of these aircraft, just like the antique aircraft viewed yesterday, have been prize-winners at smaller shows; but only the best of the best will take home trophies from AirVenture. To win an Oshkosh trophy is almost like winning the super bowl. There's one area between the classic display area and the home-built area that's reserved for past grand champion winners. While I've viewed almost all of these in years past, I can't help but to re-visit them and marvel at the skill and workmanship that went in to each of these aircraft during their rebuilding or restoring. Having built several aircraft myself, and having brought my handiwork here to be judged in the past, I can truly appreciate the time and effort (and the expense) that these show-winners have devoted to their craft (my humble offerings didn't hold a candle to the fine craftsmanship of these winners).

Later in the afternoon, I settle-in to watch more of the day's air show; but after the first several acts, I decide that that it would be a good time to look at some of the merchandise displays in the big warehouse buildings. After all, I had been in the sun all day, I have seen most of the show performances before, and the crowds at the displays would be much thinner during the show. I pick two of the buildings to tour today, and two for tomorrow and spend the next two hours looking at

the many displays. There is everything from the latest and greatest electrical gizmo and radio, to vacation destinations, to aircraft parts of all kinds, to tools to to well, you name it. I even managed to find a few bits and pieces, parts and tools, to buy; things that I can't imagine how I've done without them all of this time. I even remember to buy the token T-shirts for grandkids and a 'trinket' to take home for the wife (she doesn't like dusty, hot airports; though she did come with me a few years ago – but spent most of the time at a nearby shopping mall).

After a short rest break back in the parking lot, again waiting for some of the many thousands of cars to clear out, and again finding my group already there watching the last of the air show near the comfort of our van and its cooler, we depart for our house and another evening of good food and good (but again repetitive) conversations. By bed-time, skies have become cloudy and a light rain has started to fall. Hopefully this cooling, but needed, rain will be gone by morning.



White Knight – space ship's Mother Aircraft

Morning number three comes under rather cloudy but rain-free skies – though the forecast is not too promising for later in the day. After the usual morning tasks, and our arrival at a rather soggy parking lot, I decide to travel to the far north end of the airport and tour the war-bird area before the forecast rains arrive. While war-birds are not my first love in aircraft, one simply can not be unimpressed by the vast numbers and quality of these magnificently restored or rebuilt ex-military airplanes here on display. There is literally at least one of almost every type of ex-military airplane, from the pre WW-II era P-40 to the century-series jet fighters, from L-4 artillery spotter aircraft, to B-17 bombers, Japanese zeros to Russian MIGS. Nearly all are immaculately restored; the costs to own and restore some of these are beyond contemplation. Many of these will fly in or before the daily air show. It's truly



The Airbus A-380 makes a low and slow pass

mind boggling to see so many of these machines in one place at one time.

Just before lunch time today, we are treated to a special event. Virgin Atlantic Spaceship White Knight, a private space exploration vehicle, is making an arrival at Oshkosh. This is the privately owned and financed project that will, hopefully in a year or two, make space flight available (probably for a hefty price) to ordinary people – a venture of Virgin Atlantic's owner, Richard Branson and famous aircraft designer, Burt Rutan. The arrival today is the giant "mother-ship" of this project.

By early afternoon the forecast rain has started to fall, and I make the decision to visit the E.A.A. Museum, located adjacent to the airport. In fact the museum has it's own grass-runway airport and several 1930-1940 era replica hangers filled with beautifully restored aircraft – some from the WW I era. I ride the free bus for the short ride that delivers me to the main entrance of the museum – looks like many people have the same idea that I have – to visit the indoor museum rather than get wet. While it's a bit crowded, I spend the next several hours re-visiting the hundreds of display aircraft contained in the museum. While I have seen many of these before, I never tire of seeing them again. Here you'll find – in mint condition – aircraft that date back to an exact replica of the Wright Flyer (the first powered flight by the Wright brothers), to a replica of The Spirit of St. Louis, to WWII fighters, to the cabin of the first round the world un-refueled flight – and everything in between. To really view and digest everything in the museum would take a full day or more. By late afternoon when I leave the museum, rain continues to fall and clouds hang low over the airport; the daily air show has been canceled, and the grounds are fast emptying. Time to head to the parking lot and to the dry back porch and take up the conversations where we left off last night. Several of our group had

already given up earlier in the afternoon, and caught one of the buses back to our neighborhood; happy-hour hors-d'oeuvres were already on the table and dinner was started – another night of light kitchen duty for me.

Morning #4 came with bright sunshine and mild temperatures and a brisk wind; in fact I actually wished that I had worn a jacket. Since one of the airplanes I am working on at home is fabric covered, I decided to spend a couple hours at one of the instructional forums that are presented each day – this one is a hands-on demonstration of the art of aircraft fabric covering. During the week of AirVenture there are literally several hundred of these forums held; covering just about any subject dealing with airplanes, engines or flying. Additionally there are workshops that one can attend and gain some experience in crafts such as sheet-metal work, welding, wood-working, painting, etc. All of these are free with the regular daily admission.



There's something for all ages at Oshkosh

After several hours of instruction and actual working with fabric covering, I've learned the solution to a couple of the fabric-covering problems that had vexed me back home in one of my projects; and decided to visit the nearby home-built aircraft parking section for the rest of the morning. The scope and number of the home-built aircraft on display here at AirVenture is really beyond imagination. There are hundreds of different designs of airplanes, and hundreds of different versions of some designs – everything from home-designed and home-built replicas of WW I aircraft, kit-built aircraft (airplanes built by individuals from manufactured kits – though by law, the builder has to complete over 50% of the fabrication and construction tasks), to new slick-design composite construction airplanes; even replicas of military aircraft. I find several airplanes just like the one I had built and spend a good bit of time comparing notes with their owners,



I couldn't convince my wife to do this

who are ever-eager to discuss the construction details with fellow enthusiasts. We all seem to agree that you're never really finished with a build project – there's always something else you want to add, or some modification you'd like to make. One builder of my aircraft type shows me how he has installed an autopilot servo – a project that I have been unsuccessfully working on for months. Why hadn't I thought of his simple idea?

Scheduled for early this afternoon is the arrival of a new Airbus A-380 – the world's largest passenger aircraft. The A-380 makes several low passes down the north-south runway so the crowd can appreciate the size and handling of this giant. In one low-speed pass, with full flaps and the gear down, it appears that one could almost run as fast as it was moving. Its size makes its speed deceptive. Though there's a brisk wind out of the west, the Air Bus crew has decided to land to the north so that the crowd can get a better view. The ensuing landing has produced a number of remarkable videos showing the wings and engine pylons flexing to an alarming degree during the 'very firm' cross-wind touchdown. I must say that this landing would have even made some of my 'rather firm' landings, in days gone by, seem pretty good. Finally, the giant taxied to a parking spot on the main ramp where it dwarfed even the huge Air Force C-17 parked nearby – and apparently no worse for the landing just made. All afternoon, and all of the next day, lines of people waited to look at the interior of this giant (even though the interior of this test-bed aircraft consisted of instrumentation racks and huge water tanks for shifting loads during flight-testing). I spent a good part of the afternoon air show visiting the two merchandise buildings that I had previously missed. And, of course, the evening was a virtual repeat of previous evenings – though the menu was different and, in all honesty, we did discuss a few new topics.

Day five, our final day here! What hadn't I seen? Well there's a lot that I hadn't seen, but as I've said, there's really no way to see and do everything, even in a week's time. I won't have time to go to the seaplane base, a few miles away on Lake Winnebago (though there is a section of the airport for amphibian parking, and it had a good representation of float planes) – next year, a day will be set aside for a visit to the sea plane base. My final morning is spent at the ultra-light area. These special small machines even have their own little grass runway at the south end of the airport. This morning the ultra-lights are featuring powered parachutes and weight-shift aircraft along with the conventional ultra-light machines. One after another they fly around the small pattern, showing off their short takeoff and landing capabilities. Having owned an ultra-light, a few years ago, I can attest to the fun that they were having.



Tora Tora Tora

After trying to re-visit some of the special aircraft on display, I'll watch most all of the afternoon air show today. The show starts with a special war-bird presentation, featuring many of the WWII, Korean War and Viet Nam era airplanes, reenacting bombing and strafing runs. Two of the regular show performers are people I know plus, I missed the jet powered semi-truck performance a couple of days ago. The jet-truck, belches flame and smoke everywhere, like some giant dragon, as it warms up for "a race" and entertains the crowd. From a standing start on the end of the runway, the truck lets an airplane, going over 150 mph, pass over him a few feet before releasing his brakes – by half way down the runway the truck has passed the airplane and deployed his drag chute to help him stop on the remaining runway. They say the truck is capable of well over 350 mph!

All too soon day five at AirVenture has come to a close. One last trip back to our house; one last happy hour on our little porch; one last dinner to use up most of our leftovers; one more nightly discussion of the world's problems – didn't we solve all of these last night? To bed early; tomorrow will be a long day of flying.



Ford Trimotor - manufactured by the Ford Motor Co.

Our final morning finds us tidying up the house for our hosts; we do want them to welcome us back next year. At our airplane, I help load the many bags that my doctor friend had brought (along with a few more that he seemed to have acquired while here) – I still have my one suitcase, now full of dirty clothes. We untie and make a thorough walk-around inspection of the airplane before boarding. Departure traffic out of Oshkosh this morning seems light and, with no delays, we are climbing on the assigned route into bright sunlit skies; heading south in smooth air.



A British Lancaster Bomber

We once again, skirt the west side of the Chicago air space; avoiding their high traffic areas. Our Nexrad satellite radar, already as before, shows a line of weather far to the south, near the Gulf Coast. This will be a factor later in the day; but as before, there appears to be a break in the line to the west of a direct course home. With a good tailwind (and with less coffee consumed that morning), we pass up our intended fuel stop, opting instead for one further south, thus allowing us to have more fuel for circumnavigating any weather closer to home. A short refueling and bathroom stop in Jackson Tennessee and we are back in the air heading generally south toward the Gulf Coast, toward a point just east of New Orleans. By the time we approach the coast, we have to descend to about 1500 feet or lower to remain clear of the clouds, and finally we can start working our way back east along the coastline. The cloud deck lowers a bit more and we decide that if we stay just off shore, we can safely descend without encountering any of the tall antennas that seem to proliferate the landscape nowadays. Using the Nexrad radar and the old fashioned method of looking out the window, we skirt around, and miss, all of the heavy showers; finally arriving back at our home airport of Sky Ranch, in Florida.

Being the weather-wise person that I am (and being a bit lazy), I suggest that we refill the fuel tanks another day and unload the airplane once in the shelter of the hanger. This proves to be a wise decision; since no sooner that we have pushed the airplane into the hanger than the skies open and the airport all but disappears from view in a deluge. Only to help unload the good doctor's assorted bags and suitcases – and my one suitcase – and then the dangerous part of the whole week begins – the drive home on the highway. We had been gone a week, traveled over 2,000 miles in a little over eleven hours of flying, all in relative comfort. During the week, I had seen hundreds of absolutely beautiful airplanes, seen air shows and demonstrations that baffle the mind, and most importantly experienced a great week of fun with friends. Time to start making plans for AirVenture 2010.

Story by Charlie Starr – retired airline pilot and part-time aircraft builder; he and his wife, Cynthia, live in Niceville Florida and have several kit-built airplanes that they fly for fun from their Sky Ranch Airport (18FD) near Baker Florida. cws1932@cox.net

A note from the Editor:

My sincere thanks to Charlie Starr for this great article on his trip to Oshkosh and the great pictures to illustrate it. I am sure that there are a lot more of you out there that can put together an interesting story about one of your trips and send it in for the enjoyment of our members. Send your inputs to me at f100plt@gmail.com and I will see that they get published. For those of you that have already submitted material, be patient and it will be published in the order received.

On the Back Cover

A great picture of one of our first Boeing 727 aircraft with the old paint job. I received this from K.D. Thompson and then the written information came from Lee Myners. My thanks to both these gentlemen.



KD: Looked in my log book and got the following. I was in the Training Dept. in 1967. Jim Bauer, Dick Mills, Jim Ferris, Carl Malone & I went to 727 ground school at Boeing in SEA. in June 67. We wrote procedures, the flight manual, etc. at night, school in the day time. The first 727's were 100QC's. Convertibles, N2471,2,3,4,5. We leased them. Later bought 475 (Juju) & added one much later, 476,(Nuju) to stay in Air Mike. Boeing Instructors brought 471 down from Boeing on July 1st, 1967. Dick Mills and I went out with a Boeing Instructor the next morning for our training. We were rated July 6th. and were the first two guys at CAL to be rated on the 727. We both started instructing on the aircraft two days later. The one pictured here (472) showed up in LAX on July 26 1967. I took it out on a PT to Palmdale the next