



GOLDEN CONTRAILS

April 2015

..... 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



Remember When?



DENVER

LOS ANGELES

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HOUSTON
SAN ANTONIO**

**PHOENIX
TUCSON
EL PASO**

have a wonderful trip!



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HAWAII

Notes from the Editor

The color prints on the front and inside front cover come from scans of a route map folder that was presented to passengers as a souvenir of their Golden Jet Flight. The picture on the front cover is of particular interest to me as it brings back the days of passengers getting dressed up for flying—one of many things that has changed since my hire date in 1966.

Then of course, there is the 707—that grand old lady of the sky. First came the basic model with its old water injected engines (can we go 3 wet and 1 dry?) that produced huge quantities of black smoke on takeoff and then when the water ran out, the noise level in the plane dropped so much passengers wondered if the engines had quit. Then came the 720B with its powerful (for then) fan-jet engines. It was so nice to take off from LAX with a full load of passengers going to ORD and climb directly to FL 410. And of course the mighty 320C that could convert to a freighter and fly forever (for then). The MAC operation was one of the greatest examples of cooperation between the company and employees ever seen in the airline business. You would be scheduled for an 8 day trip and it would turn into 2 weeks by the time you got back to LAX and you had the fun of Wake Island layovers included at no extra cost! Camp Wake as it was affectionately known with its 25 cent martinis in the Pan Am Club at Happy Hour followed by the outdoor movies complete with popcorn. Ah, the good old days!

And how about Clark AFB and the Skyline AerHotel and later on the Oasis Hotel with its own casino in the basement. (until someone smuggled in a bomb and blew it up!). Then on to Okinawa and the Koza Palace Hotel and hotsy baths and the Paris Barber Shop. What an experience flying MAC was and never was the morale higher. There was nothing in the world that made you feel better than taking off from one of the bases in Viet Nam and hear-

ing 165 servicemen in the back let out with a huge cheer when you rotated and left the war behind them.

Ah.....memories. We all have so many of them and they get better as we age. Sort of like how wine improves with aging and yes, there are bad bottles of wine in among the good ones but not that many.

Speaking of memories, we have two really great articles by Golden Eagles members in this issue and I think they are indicative of the type of memories we all have and could share with the group. The first is a great recollection of a trip from the coast of Oregon to the coast of New Hampshire **by bicycle!**

Mike Bender and his wife Arohanui made the 3700 mile trip and he shares his memories of the quest with us.

The other article is by Dick Floreani and tells of one of those incidents in a flying career that are seared into one's brain, never to be forgotten. Anyone who has flown for an extended period of time has accumulated such memories and Dick has told this story in a way that makes you feel you were right there with him.

A big "Well Done" to both of these gentlemen and a plea to those of you out there to follow their example and submit your own stories.

You will notice that we have included the minutes of the business meeting in Denver this last October. I have to apologize to all as I had them in time for the December issue and forgot to include them. Mea Culpa and thanks to Charlie for nudging me so politely.

You will also notice that we have one more report than usual in this issue (and future issues) and that is from our new Webmaster, Bruce Sprague. We

welcome Bruce and encourage you to check out the changes he has made in the website, www.thegoldeneagles.org. We would also like to extend our sincere thanks to Birdie Bertrand, our original webmaster, for the years of hard work he performed keeping our website up to snuff. Hopefully he is now enjoying a well deserved retirement.

One of the changes that Bruce has made in our website is the ability to use the "Store" tab to pay for such things as annual dues, banquet reservations and golf tournament entries by credit card. Be sure to check this out as it will make it much easier to handle all these charges and you will not have to pay for a stamp!

Last but not least, I would like to thank all those members who provided me with a large collection of historical items that I will incorporate in upcoming issues. I know you will enjoy them



Linda and I look forward to seeing you in October.

Shaun

The Presidents' Report

A special greeting to our Golden Eagle members. It is hard to believe that it is spring of 2015. It seems like yesterday that we were coming out of the October 2014 Denver convention. During the convention Birdie Bertrand our webmaster had asked that we find a replacement for him. It was not long thereafter that Bill Chambers asked Bruce Sprague and to the benefit of the organization he accepted. Before I go any further I want to thank Birdie on behalf of the Golden Eagles for his many years of service. He was a great asset to the organization. Almost immediately after accepting the Webmaster position Bruce was off and running. If you haven't done so, you need to visit the web to appreciate

what Bruce has done to modernize our site.

While all of the web changes were going on we were able to talk Gary Small into taking on the task of creating a new data base for us. Gary along with help from Bruce, Charlie and Tom should have the data base up and running by early May. Since Bruce and Gary have done so much to take the Golden Eagles to a new level, we have asked and they have agreed to put their names on the ballot for our October officers elections, Bruce as Treasurer and Gary as Secretary. We need to thank them for stepping up to the plate.

On January 21st we had a Executive Council Meeting in IAH. Prior to the meeting we made our presentation of \$5,000 to Janet Tyse, the UAL WE CARE Fund Foundation representative. Janet was able to get the company to put the picture in the UAL Flying Together web under The Lounge section. We would urge you to make a contribution to the We Care Fund.

We have almost completed the arrangements for our October 8-11 2015 convention in Houston at the Double Tree Hotel. Gail Grover and her group came up with the Denim and Diamonds theme. The dress code is Dressy Casual (your best Denim and Diamonds outfit). Ernie Killingsworth has put together a great golf package at the Oakhurst Golf Club in Porter TX. The convention and golf forms are in this issue as well as on the web. The entertainment for our banquet is Leslie Blasing from South Padre Island TX. She is terrific!! So make your reservation and pack your duds for a fun time.

Your President,

Don Gentry



The President-Elect

Folks, here is the long-awaited changeover to the United employee number for pass riders, which will be known as your 6-digit uID and password. Please read the information below to learn how to find your uID and to begin using it for future pass travel booking.

The following communication between Golden Eagles President Elect Bill Chambers and Employee Travel Policy and Procedures Representative, Human Resources Michelle Pritchett is being shared with our members in order to clarify some of the confusion around the changeover to the new United ID log on procedure.

“We have integrated the system that maintains employee pass travel eligibility information and the system through which employees enroll their eligible pass riders and submit supporting documentation for pass travel privileges.

The new user-friendly system, which will launch on March 23rd, will help employees and retirees enroll pass riders and manage their information more easily while reducing processing time and improving our ability to assist them.

Effective March 23rd, retirees will use their 6-digit user employee uID, to access the system to enroll a pass rider for pass travel. When you access the following links, you will be prompted to use your 6-digit uID and password:

- Flying Together > Employee Services > My Info > Travel > Pass Riders

- Flying Together > Travel > Update Pass Riders

Information on how to use the enhanced system to enroll eligible pass riders will be available on March 23 on the Travel tab and employeeRES. Please direct any additional questions to the Employee Travel Center at ETC@united.com or 877-UAL-ESC9 (877-825-3729).

To find your uID:

1. Go to the Flying Together homepage.
2. Move your mouse over your name at the top of the screen: Welcome “Your Name”.
3. View your uID on the pop-up
4. If you have not previously used your uID and don’t know your password:

1. Input your uID in the Employee ID field.
2. Type your birthday using YYYYMMDD format in the Password field to be prompted to change your password.
3. Change your password for the next time you log in.

If you have used your uID and forgot your password:

Self-service option: Click on the "Forgot password?" link on the login page.

- If you still require assistance, contact the United Service Desk at 1-847-700-5800 (option #1 for password resets)

You do not have to re-enroll existing pass riders with the uID. Your existing pass riders will still be on your profile in Employee Res.

Note: employeeRES is a non-HR application therefore your sub-CAL ID will still work. Even if you were to log in to Flying Together with the uID and clicked on employeeRES, right now behind the scenes the system will flip your uID to your sub-CAL ID for travel purposes only. I will say it will be good practice to start using uID number even to access employeeRES so when the time comes when our sub-CAL IDs are decommissioned (date to be determined), you will be already be familiar with your uID.”

See you in Houston,

Bill Chambers



Ladies' Auxiliary

Dear Ladies,

Just a short note to let you all know that our upcoming gathering in October is one NOT TO MISS. DENIM and DIAMONDS!! need I say more.....

President-elect of the Auxiliary, Jamie Doherty, was on hand for the initial meeting with the hotel staff along with the Golden Eagles present board, so I think she is a bit more comfy with planning and carrying forward. We've planned a lovely luncheon along with 'SURPRISE!!!!' table favors.

Golden Eagles President Don Gentry, Secretary Charlie Starr, and Treasurer Tom Doherty have put together a 3 day format of activities to be enjoyed by all...especially the Famous Golden Eagles Hospitality suite and the raffle that grows bigger every year.

I am so very grateful to all of you for your continued support of the Ladies Auxiliary.....We are the biggest supplier of blood,sweat , tears and joy to our Golden Eagles.

Fondly,

Gail Grover



Gary Small—New Data Base

My path to becoming a “volunteer” was about as indirect, with as many turns as the “OPEC” arrival into Newark. As with most of us, I was content to attend the annual convention whenever I could, hang out for a while in the hospitality suite, and chat up some old friends. I also appreciated the value of having a collective voice to interface with the

company on issues such as retiree pass travel and other benefits. So, knowing that the continuation of an organization depends on the efforts of a few volunteers, I promised President-Elect Bill Chambers that I would do “something more than nothing”, if I could help in some way. Of course we all know what happens when you let the “camel’s nose under the tent”... and I found myself having to “regretfully decline” the “honor” of a few “good deals”, until I proposed a project that would hopefully lighten the load of maintaining the membership contact and dues information. As a CPA, I confess to a latent “nerdly” interest in computer technology, and decided to build a database that would replace our aging record keeping system that is based on the now obsolete Microsoft Works. Although I had dabbled with database software in the past, this became a major learning curve, complete with it’s own terminology, which was about as foreign to me as initially learning the meaning of a Bus Tie Breaker (Navy pilots don’t need no stinking Bus Tie Breakers)!

At this point, I’ve gotten the wings and engines mounted and the thing seems to fly, but I’m sure that one of these sneaky Training Department guys will find something wrong and I’ll keep working to “do better”, as we gain time with it. In the meantime, if any of you has expertise in database design or SQL (Structured Query Language), give me an email and I’ll cut you in for a share of my “salary” working for the Golden Eagles. I’ll even throw in a couple bars of hotel soap.

Gary Small



NOTES FROM YOUR SCRIBE – AKA: YOUR SECRETARY *Charlie Starr*

I know that some of you, especially those in the Northeast have had quite a winter. Even here in NW Florida we've had our share of below freezing temperatures, with some nights in the teens. But, spring has finally "sprung", and the whirr of the air conditioner and the sounds of lawn mowers is now the norm. Over the past several months, your Executive Committee, along with key volunteers, have been busy trying to improve the member services and streamline the organizational and bookkeeping methods of your Association. Our new Webmaster, Bruce Sprague, has created an entire new Golden Eagles website. It features an all-new layout, with easy to use "pull-down tabs"; and it incorporates access for members to not only update their personal information 'on-line' (no more need to mail or call in such changes – though you can still do this); also coming very soon will be the ability to pay dues, make donations to the postage fund and CARE Program, make convention meal payments, etc. – all by secure credit card payment (no more checks – though this option will also still be open). Bruce has worked tirelessly to build this new web site; take a few moments to browse through it www.thegoldeneagles.org. Already, many of you have used the new data entry feature to provide address and e-mail corrections and your full 9 digit zip codes that make our mailings go much more smoothly (and cheaper).

Gary Small has stepped up to the plate and has created an entirely new database system to keep track of the huge amount of information needed to run our Association; from member data to accounting improvements. And the entries you make through the new website will merge with the new database, making the tedious manual entries almost a thing of the past. There is still some work to do before the systems are fully operational, but much has already been done. Standby, for more upgrades to come.

Your Executive Committee recently appointed Dave Newell to fill the open position of Executive VP; In addition, Dave has volunteered to continue his most important position as E-mail Coordinator. Some of the item that have come before the Exec. Committee have been: How to treat members who fail to renew their memberships in a timely fashion. It was felt that 90 to 120 days after dues renewal time (Jan. 1st of each year), was more than sufficient time to renew – especially with the renewal date being printed on each Golden Contrails label, the e-mail reminders that are sent, and even a mailed reminder to those who seem to

forget. Carrying these delinquent members and providing the information and services to them, seems unfair to those who "foot the bill". Therefore, after May, those still delinquent will be dropped from all member services and information.

Another service we hope to provide is to make available information (both by email and on the website) about products or services that may be offered to our members, from time to time, at reduced rates. While the Association will make no guarantee or claim as to value, we hope to be able to offer you contacts to these products or services that you can take advantage of.

President Elect, Bill Chambers has agreed to continue to take on the duties of Pass Travel Coordinator. If you encounter a problem that can't be solved with a communication to United's ETC, perhaps Bill can provide some help.

Much work has already gone into the planning for your 2015 Convention/Reunion (Oct. 8-11 in Houston; see the reservation form in this Golden Contrails). Many thanks to our President, Don Gentry, and Ladies Auxiliary officers, Gail Grover and Jamie Doherty for their efforts. It's time to start blocking out your schedules to attend these fun days in October.

In January, your Executive Committee was pleased to present a \$5,000 check to the United We CARE – charitable donations from our members that go toward helping fellow co-workers who have suffered catastrophic losses or serious health problems (see the picture of this event in this Golden Contrails). Please consider making a tax deductible contribution to this worthy cause (The Golden Eagles CARE Program).

Your Association is always in need of volunteers to help in the running of this organization. Please consider running for office in the October elections. The positions of President Elect, Executive VP, Treasurer and Secretary will be on the ballot. You can help!

Enjoy your spring and summer, stay safe; and I hope to see you all in Houston in October.

Charlie Starr



Greetings from Naples, Florida. After such a long winter with record cold and snow in the New Hampshire area, we are reminded how fortunate we are to have a winter home here. Hopefully the three feet of snow on my roof back home will have melted by the time we return. I hope that all of you are seeing the first signs of Spring in your hometowns.

Please be sure to visit the Golden Eagles website to check out the new graphics, layout, and drop-down menus for ease of navigation - all created by our new webmaster, Bruce Sprague. He has worked tirelessly to create a dynamic website that is user friendly.

Gary Small has built an entirely new database that will be used by the Secretary to manage all member information. The implementation of this new database will be used to divide the Treasurer's duties between the Secretary and Treasurer to more effectively and efficiently distribute the work load. Much of this will be accomplished by the ability to make payments for dues, postage donations, The Golden Eagles Care Program contributions, and convention reservations and meal selections online.

While on the topic of moving to an online operation, I would like to point out an opportunity to save thousands of dollars annually. The Treasurer's Report reflects an expenditure of over \$3100.00 that was spent on printing and mailing of a single issue of The Golden Contrails. This totals over \$9300.00 per year. This money could be used to strengthen our coffers for other benefits for our association. If you have not already done so, I urge you to consider receiving The Golden Contrails online. To choose to receive the online version, simply go the website www.thegoldeneagles.org and fill out a member roster update form.

Another way to save money is to provide us with your 9-digit zip code. If you have not already done

so, this can also be done with the member roster update form.

Be sure to save the dates October 8-11 for our annual convention in Houston. Plans are underway for a fun "Denim and Diamonds" reunion. Yee-haw!

Have a great Spring and we'll talk in August!!!

Tom Doherty
7 McCormick Way
Salem, NH 03079-2816
jkated@aol.com



*******IMPORTANT*******

**THE NEW PASSWORD FOR
ACCESSING THE GOLDEN
CONTRAILS AND ROSTER ON
THE WEBSITE**

www.thegoldeneagles.org WILL BE:

seatback (all in lower case)

FROM YOUR BEAN COUNTER (aka: TREASURER'S REPORT) *Tom Doherty* – Treasurer

Report Period 11/14/2014 – 3/21/2015

CHECKING ACCOUNT

Bal. (Checking) from 11/14/2014	\$ 13,375.61
Inflows (checking)	
Membership Dues	\$ 12,035.00
Postage Contribution	1,754.00
Total Inflows This Period	\$ 13,789.00
Outflows (checking)	
Contrails Printing	\$ 2,697.70
Contrails Postage	406.37
Remembrance Donations	50.00
Misc. Printing costs	393.79
Postage (general)	151.70
Misc. Office Expenses	99.56
Web site set up and fees	338.83
Transfer to CARE Account	3,000.00
Total Outflows This Period	\$ 7,137.95
Bal. (checking) 3/21/2015	\$ 24,026.66

SAVINGS ACCOUNT

Bal. (Savings) from 11/14/2014	\$ 18,111.93
Inflows (Savings)	
Interest Earned	\$ 1.20
Total Inflows This Period	\$ 1.20
Outflows (Savings)	
None	\$ 00.00
Total Outflows This Period	\$ 00.00
Bal. (Savings) 11/13/2014	\$ 18,113.13

A Special welcome to our NEW MEMBERS

Gary Armentrout	John Berkstresser	Paul Curs
Michael Fortune	David Heekin	Michael Jenkins
William Landry	Richard Leeman	John Lumsden
Karl Novak	William Olson	Gerard Rivard
Mark Saveline	Gene Shumway	Mike Snowden
Philip Weber	Rhys (Joe) Wilson	

**A VERY SPECIAL THANKS TO ALL WHO
CONTRIBUTED TO THE POSTAGE FUND!**

CARE ACCOUNT

Bal. (CARE) from 11/14/2014	\$ 1,887.38
Inflows (CARE)	
Contributions	\$ 625.00
Transfer from Checking	3,000.00
Interest Earned	00.09
Total Inflows This Period	\$ 3,625.09
Outflows (CARE)	
Donation to United We CARE	\$ 5,000.00
Bank transaction fee	10.00
Total Outflows This Period	\$ 5,010.00
Bal. CARE 3/21/2015	\$ 502.47

We had such great participation in the postage fund donations that it would take several pages to list everyone. It's through the generous contributions of members like you that make it possible to offset the ever increasing costs of mailings.

**A BIG TIP OF THE HAT TO YOU
ALL!**

**IMPORTANT**

The password for accessing the Golden
Contrails and Roster on the website
www.thegoldeneagles.org will be:

seatback (all in lower case)

From Sea to Shining Sea

The Fulfillment of a Two Wheel Bucket List

An Article by

Mike Bender

I have always considered myself an adventurous person, open to the opportunity to find and accept new challenges, especially when they entailed activities in the awesome beauty of God's nature. Usually, these activities would involve a test of physical endurance, where I might have to push myself beyond what I thought were the limits of my ability. My quest for doing adventurous things started back in my Continental days, when my two Continental pilot friends, Dave Saas and Jerry Becker led myself, Phil Cushing and others up Mt. Rainier, a very physically challenging 14,410' foot peak. (Dave went on to be the co-Leader of the 1985 American Mt. Everest Expedition!) After the first Mt. Rainier climb, I went on to mountaineering ski trips in Austria, hiking in New Zealand, Tasmania, Nepal and Tibet, and follow on climbs of Mt. Rainier and Mt. Kilimanjaro. Most of these activities were with, Arohanui, my New Zealand born, Maori blooded wife.

I had the good fortune of having long weekend layovers in my subsequent flying career at UPS, and took advantage of any opportunities to hike in the Chugach Mountains of Anchorage, and in the mountains of Hong Kong, finishing the MacLehose Trail before I retired. On a number of my ANC & HKG hikes, I would be accompanied by Mickey Finnegan, my good friend from my CO and UPS days.

A DISCLAIMER! I would like to point out that most of the people reading this article are capable of doing all of the above activities. I was not blessed with any superior qualities of strength or endurance, but I enjoyed testing my limits when the opportunities presented themselves. I guess I followed the Nike commercial mantra: "Just Do It!"

In 2008, Arohanui and I became involved in serious bicycle riding. Although we have always had bikes, it wasn't until after I turned 70 that we began devoting most of our leisure activities to serious bike riding. Our motivation was that our 17 year old son (at the time) contracted Type 1 diabetes, and we became involved in the JDRF (Juvenile Diabetes Research Association) Bike for a Cure program. We have biked 10 Centuries (one day 100 mile bike rides), each of us raising \$4000+ apiece for each ride, to fund research to cure this debilitating disease. Our "signature" ride is the 105 miles in Death Valley, CA, with temperatures ranging up to 117 degrees. Most of our leisure time has been devoted to training for these rides, and since I turned 70, we both have biked more than 20,000 miles.

A couple of years ago I began considering the possibility of bicycling across the USA. It really wasn't much of a serious thought, because I really

felt that doing that was out of my realm of possibility. But I kept bringing it up, and I think Arohanui was thinking “put up, or shut up”, and she called my bluff and signed us up with a bicycle tour company, America by Bicycle. Our full time job from then on was to train to ride 3700 miles from Astoria, OR to Portsmouth, NH, over 50 days, averaging 85 miles per day. I have to point out that we were doing this crossing the “cushy” way. ABB was arranging all our hotels, meals and carrying our gear each day. All we had to do was execute some 1,543,912 pedal strokes. In contrast, there are many hard core souls that ride “self contained”, carrying all their gear: tents, sleeping bags, food, etc. and fending for themselves. For Christmas, Santa brought Arohanui a Serotta da Vinci carbon fiber bicycle frame, and myself a Kelly Bedford Titanium frame. We fitted both with Shimano Ultegra components. So we definitely had the modern two wheel equipment for the task ahead, but my main worry was if two other modern day pieces of equipment were going to hold up. In the last three years I had had two total knee replacements which allowed me to ski again. But were these medical marvels up to the repeated day after day stress? We’ll see.

We departed from Astoria on June 15th, with Barry Bergman, our Kentucky biking mentor, and 45 of our newest biking friends. It was Barry who had planted the seed for this trip several years earlier. This first day was a real “Baptism of Fire”, though it rained hard enough to put out the fire! It was also cold and windy, and we were climbing uphill from the Pacific coastline. The hardest thing to become comfortable with were the logging trucks passing close to us at high speed. We were relieved to reach the hotel at St. Helens, OR, after 69 miles, and dry out.

On day two we were routed through the northern part of Portland, along the Columbia River. As we pedaled by the Portland airport, I recalled 2 incidents from my flying days that occurred there. I was approaching PDX in my UPS 747 with a FAA In-

spector on board. We were held up high by ATC and I failed to realize the urgency to get the aircraft down faster than normal. I was embarrassed and elected to execute a missed approach. Luckily the FAA Inspector was impressed (I was NOT!) and complimented me for exercising good judgment. Whew – dodged that bullet!! The other incident was an approach to minimums through a fog bank, flying as F/O for Captain Dick Grigsby. Somehow I lucked out and must have flown a pretty good approach and landing and was commended by Dick. For all of you that have flown with the legendary Dick Grigsby, and respected him as I did, you know that his remarks are posted indelibly in my virtual aviation mental scrapbook! We ended the day at Welches, OR, at the foot of Mount Hood.

Did I say MOUNT Hood? Well, day three saw us climbing 13 miles up to Government Camp, on a major highway in the same cold, rainy, heavily trafficked conditions of our first day. The wind chill condition at the top of the climb was below freezing. At this point we were all wondering what kind of madness we had gotten ourselves into. However, after an exhilarating 13 mile descent into the western Oregon high desert, our spirits were lifted, as we warmed up with the awesome views of Mt. Hood behind us, and Mt. Jefferson to the south. We spent that night at a resort at the Kah-Nee-Ta Indian Reservation, realizing that the cold, wet weather was behind us, and that we would be riding more on the secondary, less trafficked roads that we were expecting.

The next four days we biked to and stayed in Prineville, John Day, Baker City and Ontario, OR. On this stretch we had two of our toughest climbing days, one being 117 miles long. We were now in true cowboy country and we watched real cowboys herding cattle on horseback. We picked up the meandering Snake River that we would follow many miles, all the way to Jackson, WY. One day on a narrow farm road we stopped to talk to a friendly young farmer in his alfalfa field. Turns out that he

had toured Arohanui's native country of New Zealand! Truly a small world!

The ABB staff did an excellent job of setting up stops every 30 to 40 miles for us to refill our water bottles and take in some much needed "fuel" (high energy snacks). Many of these stops were set up in parks in the small towns that we passed through, but sometimes just off the road in a field in the desert. It was a sad sight to see almost a quarter of a million dollars worth of bicycles just lying on the ground in the dust!

Day nine, June 23rd, saw us pulling into Boise, ID, for a very welcome and much needed rest day. The off day in Boise was special to us, because we were met by Bill and Sonia Caldwell. I had flown with Bill at both Continental, and my brief time at Alaska Airlines. Bill and Sonia were starting to plan for setting up their elaborate Elk hunting camp for the fall hunting season.

In Boise, I had time to reflect and ponder if this trip was really the mission that I thought I was volunteering for? Each day was up between 4:00 and 5:00AM, pack up and hustle to breakfast and ride until 4:00PM or so in the afternoon. At age 77, I was the oldest, and one of the slowest riders in the group (Arohanui is a spring chicken, 15 years younger). This was no bicycle vacation – it seemed I was starting out each morning in a low grade state of exhaustion. But – OH WELL - I had passed V1 and was committed! (V1 is the "Go-NoGo" speed for those non-aviation types). I just had to put my head down and press on – only 41 days to go! Argh! In the meantime, Arohanui was doing very well. She was riding strongly and could have ridden up with the guys in the middle of the pack, but had elected to ride back with me. We formed a two person "pace line", and took turns pulling or drafting off of each other. Drafting, NASCAR like, breaks the wind resistance for the one behind, and saves a lot of energy. **NOTE TO MEN: It takes a major subjugation of the male ego, to swallow the fact**

that your wife is going to drag you across the major part of the country!

The next several days, we biked through Mountain Home, Twin Falls, Burley, Pocatello, ID, and then to Idaho Falls. We biked through beautiful green farmland, with lots of potatoes. Yes, they grow A LOT of potatoes in Idaho! Approaching Twin Falls, we biked over the spectacular Snake River Gorge. This is where Evel Knievel made his abortive attempt at clearing the gorge on his motorcycle. If you remember seeing Knievel's stunt on TV, it was obvious that he didn't obtain his V1 speed, because he deployed his chute almost immediately after becoming airborne!

As we left Idaho Falls bound for Jackson Hole, WY, we were emotionally pumped up. Today we faced the biggest challenge of our trip, climbing over the Teton Pass. The 8 mile constant climb to the summit at 8,500 feet had a grade of 8% to 12%, the latter getting pretty steep for a bicycle. Although our staff recommended taking a few breaks off the bike during the climb, Arohanui and I were determined to stay upright on 2 wheels to the summit. Later we felt quite good about accomplishing this goal when we found out several of the stronger riders were off their bikes. I set a new personal "slow speed" record of 2.5 mph. A tenth of a mph slower, and I would have stalled out and just fluttered to the ground.

The next day the challenge was to cross the Continental Divide, and we found that we had left all our energy and motivation on the



Teton Pass the day before. The Continental Divide chewed us up, and spit us out in little pieces! To add insult to injury, we had a 20 mile an hour headwind for the last 30 miles into the cowboy town of Dubois. Dubois looks like it's a western movie set, complete with wood plank sidewalks, and boasts the

birthplace of Robert Leroy Parker (Butch Cassidy)!

The next day was an 86 mile “rolling rest” day as the road was mostly downhill and we had a blessed tailwind! We crossed the historic Wind River as we rolled into Riverton, WY. We continued on through



er

Casper, then Lusk, WY. Lusk is a real hole in the wall, and we stayed at the very old style Wagon Wheel motel, with prerequisite covered wagon on the roof. Everything was very old fashioned and somewhat dilapidated, EXCEPT for a strange looking pad in the parking lot with 3 modern looking apparatuses. Lo and behold, 3 Tesla charging stations in the middle of nowhere! From Lusk, we crossed into South Dakota and spent the night at Hot Springs.

We thought we were going to have a sight seeing experience the next day, but we had to earn it. En route to Rapid City, we climbed the Black Hills to Mt. Rushmore. This was one of our toughest climbing days. Mt. Rushmore is truly an awesome and inspiring monument to four great Presidents, and was worth the effort.

The next day we found ourselves in Wall, SD, and the home of the famous Wall Drugs, which sells just about EVERYTHING, including aspirins, and claims 2,000,000 visitors a year! Anyone who has driven the highways leading to Wall will attest to the barrage of signs proclaiming simply: “WALL DRUGS”. We pressed on across South Dakota, crossing the Missouri River at the capital of Pierre, where the Lewis and Clark expedition had their first encounter with hostile Indians. We continued to Chamberlain, Mitchell and Sioux Falls, SD. We were truly passing through the agricultural Heartland of America, with miles of soy beans on the left side of the road and corn on the right – and then vice versa.

We continued our trans continental passage into

Minnesota to Worthington. We then were faced with a 106 mile day to Mankato, MN, which turned into a very negatively eventful day for me. First, due to detours, the mileage stretched to 120 miles. As the day progressed, I was feeling weaker and weaker, so much so that I elected not to go to dinner that evening. Then, in rapid fire order, here are the events of the rest of the evening: a sudden feeling of nausea - mad rush to the bathroom - passed out - woke up in a pool of blood and guts (disgusting) - 911 - paramedics - ER - EKG (ok) - CT scan of the head to check for bleeding - negative on the bleeding - and no evidence of grey matter in the cranial cavity - IVs - exotic meds. I was panicked in that I felt certain that the ride leader was going to drop me from the trip, in that I was 77 years old and the incident couldn't be explained. Actually I deduced it was a 24 hour stomach bug, and dehydration, which was my fault. Jeff, our great ride leader allowed me to continue, but for the next 3 days I was on the DL, and rode in the van, not caring if I ever saw my bike again! So much for my aspirations of riding “EFI” (Every F___ing Inch) across the US! But I recovered and was soon back on my bike as we passed through Rochester, then crossed into Wisconsin and La Crosse, Wisconsin Dells, Fond du Lac and Manitowoc, on the west bank of Lake Michigan.

And now please allow me a moment of SELF REFLECTION AND CONFESSION: (Is there a Priest in the house?)

All my adult life I've had the character flaw of being too critical of people I observe in life, but don't even know. Maybe they have that bad habit with those white things you put in your mouth and puff on that I don't have. Maybe they're carrying appreciably more weight around than I am. One evening while at dinner at a local restaurant, a typical 3 generation farm family sat near us. Three kids, parents in their 30's and Grandpa and Grandma. Both of the latter struggled in with canes, and it seemed like it was an energy taxing chore to just get to the table

and get seated. I immediately thought to myself, they are probably my age, and if they had taken care of themselves like I have, they wouldn't be hobbling around now. Then several things occurred to me. Did they have the Five Seasons Sport and Tennis Club accessible to them? Did they ever have \$200 tennis rackets to play with? Was sliding down mountains on snow with high tech boards strapped to their feet even a concept to them? Could they afford \$5000 bicycles when they needed the money for tractors? Did they ever have time during their working life to take off during the planting/harvesting seasons to go hiking in New Zealand and Australia? Did they have a rock star Orthopedic Surgeon and state of the art artificial knees to replace the ones they're hobbling around on now? Of course, the answer to all these questions is NO. These are the people that planted all this beautiful farmland that we've been cycling through. These are people that have done early morning to evening 24 in 7 hard labor workdays for 40 to 50 years. These are the Midwest families that have sent their sons off to war. I think they've contributed more than I have to make this country prosperous. The only thing I have in common with them is that I'll get up when they wake up at 4:30 AM tomorrow morning to ride my bike - but I'll only be doing that for 2 more weeks. I resolve to be more tolerant in the future.

We continued our journey with a novel break from pedaling by sailing on the historic ferry, the Badger, across Lake Michigan to Ludington, MI. We left Ludington on a 114 mile stage – our last triple digit mileage day – hooray. We're were looking forward to the flat terrain of Michigan. What we weren't aware of was the inferior condition of the pavement. It's amazing that our wheels were holding up under the constant pounding. There have been a half dozen cracked wheels in the group. We biked through Mt. Pleasant, Birch Run, to Port Huron on the bank of Lake Huron. A special surprise was meeting up my cousin, Pat Perry, in Mt. Pleasant, after not see-

ing each other for 37 years.

On July 25th, we pull out our passports, and biked across the impressively high Blue Water Bridge into Ontario, Canada. The authorities closed the bridge specifically for our crossing. In Canada, we found smooth pavement, but drivers that weren't used to seeing bicyclers on their roads, so it was a bit stressful. We laid over in London and Brantford en route to one of the highlights of our crossing – Niagara Falls. Before reaching Niagara, we crossed a drawbridge over the Welland Canal, which extends the St. Lawrence Seaway from Lake Ontario to Lake Erie. I had never been to Niagara Falls before, and just thought of it as another overblown tourist trap. Wow –was I wrong. The Falls are spectacular, and viewing the incredible volume of water cascading over the Falls is awesome. If you go, be sure and go to the Canadian side. (Passport required).

After a day of R&R, we launched off on a 7 day, 550 mile sprint to the Atlantic Ocean (sprint – yeah right!). We traversed through Rochester, Syracuse, Little Falls to Albany, the capital. A portion of our route took us along the historic Erie Canal. To our relief, the roads, and especially the shoulders, in the State of New York were the best that we had encountered.

Leaving Albany, we crossed the impressive Hudson River, and a word that had been tucked away in the back of our minds was now coming to the fore. After crossing the cold, wet Cascades, the formidable Teton Pass, the deceptive, relatively low percentage grade climb to the Continental Divide in Wyoming, that seemed to go on FOREVER, and the scenic Black Hills climb to Mt. Rushmore, we would remark to our staff that it seemed like all the hard climbing was behind us. They would basically agree, but somehow the word “Vermont” would work its way into the conversation.

After all, we had to cross the Appalachians somewhere! And, yes, Vermont brought us back to reality, putting a damp lid on the premature euphoria that we

were feeling as we neared the end of our saga. The hills were long and steep, especially Hogs Back Summit, and never really leveled out – it was either uphill or downhill. We laid over in Brattleboro, VT, and continued our climbs and descents to Manchester, NH.



We left Manchester on August 4th, for the final short 60 miles to the beach. The emotions ranged from: “I’m going to throw my bike in the ocean and leave it” to “Let’s turn around and bike back to Oregon”. Yours truly was not in the last camp!!

Little did I know that I was about to experience one of the biggest shocks and happy surprises of my life when we would eventually reach Wallis Sands Beach. My wife, Arohanui, the high tech maven of our family, had somehow figured out how to get our Garmin GPS’s to talk to our iPhones, and then broadcast via computer our real time progress while we were riding. This is way beyond my technological comprehension, but it is evidently possible to sit and mindlessly stare at a little black dot as it progresses across the computer screen for sometimes as long as 8 hours. As far as I know the only people that were remotely interested in tracking our progress via the black dot were Arohanui’s sister, Caroline, in Chicago, her brother, David, in Brisbane, Australia and my son, Mark, in Houston, who would often send us text messages congratulating us on our snail’s pace progress and urging us on. Our group of 50, rendezvoused at a school 7 miles from the beach in Portsmouth, NH. At that point, Arohanui received a text message from Mark in Houston commenting that he could see that we were closing in on the Atlantic. We then rode as a group with a police escort down to the beach. We knew that we would have a welcoming party of Ed Josephson, a classmate of mine at the Air Force Academy, and his wife, Judy, and Arohanui’s New Zea-

land cousin and his wife living in Boston. We spotted our welcoming party and rode past them, but then, OMG, I thought I recognized that guy just beyond them - WHO’S THAT?? I almost fell off my bike, because it was my son Mark in “Houston”! He REALLY pulled one over on his ole Dad. He had arrived the night before and had to leave that night. Obviously, the feeling of gratitude and connection with my son, are impossible to adequately express in words!

We rode with 48 other very interesting people, most with very interesting life experiences and some overcoming various challenges in their lives. I would be remiss if I didn’t relate the following PROFILE IN COURAGE.



Mike, Mark and Arohanui with welcome poster done by Grand-

Ronnie Yourell was one of the six women in our group. Ronnie is 46, a Nurse Practitioner and an extremely strong bike rider. Ronnie has had numerous forms of cancer in her life, and, unbelievably, was carrying 2 different ACTIVE cancerous conditions across country with her. As a matter of fact, Ronnie was self administering chemo therapy to herself daily and was scheduled to go in for surgery shortly after finishing our ride. While the rest of us were eating hearty breakfasts, Ronnie had to forego taking in that “fuel” that she would need on the bike ride to drink her chemo solution. The first day of our trip when we biked out to the Pacific Ocean beach, she was “ambushed” coming out of a tunnel by a group of undisciplined boys, causing her to fall off her bike and break her left hand in several places. Of course, she was told by the ER doctors that there was no way that she could start the bike ride, and of course, Ronnie said “Oh yes I will!” She had a makeshift cast on her hand, and the mechanics rigged up a way for her to manipulate the front chain ring shifter. Riding downhill and on the rough

roads were very painful for her, but she gutted it out. On top of taking care of herself, several of our riders had medical issues on the trip, some semi serious, and as a Nurse Practitioner, Ronnie was the go to person for any medical advice. When we rode into the Atlantic Ocean beach there was a huge welcoming committee from her home in Manchester, NH, all dressed in pink waiting for her!!

Final Observations

Arohanui and I knew that this was going to be a very hard challenge to meet. We had no illusions that this would be a “bicycle vacation”, but more of a test of perseverance and will power to accomplish a goal. As mentioned earlier, we’ve “tested” ourselves before on various adventures, but not for 50 straight days! As it turned out, the ride was actually a degree or two HARDER than we anticipated. Which begs the questions: “Would we go back and do it again?” Are you kidding me! Been there, done that! BUT, if we had not done the ride yet, but had the advantage of knowing what we now know about the actual difficulty of the challenge, would we still elect to do it? - the answer to that is: ABSOLUTELY. I believe that it is important, especially as we grow older, to continue to set goals and challenges in front of us.!

Many of our friends now seem to regard us as superhuman, and proclaim that they could never dream of doing what we have just done. My retort to both of those points is: HOGWASH! Most of our bike riding friends, and many others could do just what we did. For instance, I am a very NON- athletic person that enjoys doing athletic things, even if the results are mediocre at best. It just takes the commitment to a goal, and then the training. (One important aspect that makes this type of endeavor easier is that there are no distractions - you wake up every morning with only one task - bike 85, 114, 78 miles, or whatever, that day, period. No taking out the trash, cooking dinner, going to a staff meeting, etc) !! Arohanui and I continue to ride our bikes to

raise money for JDRF – to find a cure for Type One Diabetes. Although the “magic pill” for a cure has not been developed as yet, there has been tremendous progress in devices that allow Type One Diabetics to live as normal a lifestyle as possible. Our son Matthew uses an Insulin Pump to supply the insulin that his pancreas is no longer producing, and a Continuous Glucose Monitor (CGM) to help him to regulate his blood sugar levels within the normal healthy range. Matthew is finishing his fourth and final year at the University of Kentucky College of Medicine and will be practicing internal medicine as a Resident Physician in a hospital somewhere in the US in September. I can’t believe it – we’ll have a “doctor in the house”!



One Kiwi & one wanna-be Kiwi riding off into the sunset!

V1

An article by

Dick Floreani

During my 25 years on Air Mike I flew many island hoppers. That was the grueling, challenging, always interesting, 16 hour long day spent crossing the mid Pacific from Honolulu to Guam. After the morning departure from Honolulu the first of the seven islands we were to land on was Johnston. Although it had nothing more sophisticated than a non directional radio beacon to serve as a landing aid, it did have a reassuringly long and wide concrete runway. It was considered a piece of cake airport, at least by island standards. The real challenging airports were up ahead, further west in Micronesia where the islands became increasingly smaller and the runways shorter and narrower.

One day in the mid 1970's I was scheduled to fly the island hopper with cockpit crewmembers Captain Dave Streit, and Second Officer Dave Bigelow. They both were good friends and very competent pilots. We had a good team. I remember feeling good driving to the airport and thinking it would be an enjoyable seven days. Little then did I realized it would be much more than that. It would be an unforgettable trip. And it would be so because of the least worrisome of the island airports, Johnston Island.

The weather forecast for the day was typically vague and non specific; expect rain here and there, off and on, or perhaps not at all. In other words hope for the best but prepare for the worst. Approaching Johnston Island we could see rain showers in the area but nothing unusual. We landed uneventfully in light rain but with good visibility of over two miles. During the approximate 30 minute refueling process the rain continued and slightly

increased to where it became light to moderate. We started our engines and called for taxi clearance, a relative formality because we were the only aircraft in the mid Pacific that day, but Johnston did have a tower.

The tower gave us the up to date altimeter setting and told us that the winds were calm and that we were clear to taxi to the runway of our choice. That was a no brainer. We elected to take off on runway 27 because we were headed west and it would be a very short taxi. That will put us ahead of schedule. Little did we realize what surprise laid in wait.

As we lined up on the runway we turned on the radar using close range and could see a band of rain about two or three miles ahead of us going from left to right. We would have to transit it. It was not alarming however because we saw no contours and the rain band did not appear thick. Meanwhile the rain had now increased to moderate intensity. Because of the rain and since the aircraft was also heavy, we planned on using full power take off.

I flew the first segment to Johnston so it was now Captain Streit's leg. I turned on the wipers and he advanced the throttles. The aircraft started its take-off roll. Dave Bigelow fine tuned the engine EPR's and called out, "power set." As always take off is a critical time in the flight and we were purposefully alert. I made the 100 knot call. All was still normal. Then as I started to say, "V1," several things happened simultaneously. I don't think I even clearly finished saying the "1," when we hit the rain squall.

. It was now raining hard, as in very hard. Outside the cockpit everything disappeared. The only thing of importance that we could clearly see were the instruments. The windows were opaque, as if they had been spray painted with thick milk. You could not see the center line, the runway side edges or

even the runway itself, nothing. As if that were not enough, we then alarmingly lurched forward in our seatbelts. We were decelerating! We had hit an airborne wall of water and a surface lake of water simultaneously. In short order we lost 15 knots of air-speed and were now well below flying speed.

The captain yelled, "We can't stop, firewall the throttles!" Bidelow retorted, "I did but the EGT's are dropping! There's too much water." I was startled when I saw how low were the EGT's but I immediately refocused my attention on the critical air-speed and noticed it had stopped dropping. It was now oscillating a little. Ju-ju was struggling! The needle would ease upwards and then again drop abruptly. We probably would never openly admit fear, but the three of us were definitely puckered. It had to be frightening for the passengers as well. They were aware of the intense rain, the unusually long duration of the take off roll and of the aircraft surges. We were eating up lots of runway but miraculously still on it. I feared a flame out. I had never seen so much rain.

After what seemed like forever but was probably a transit of 2-3,000 feet the surface water lessened and the acceleration forces predominated. I feared how close we must be to the end of the runway. Captain Streit I know had the same worry because as we closed in for the second time on the V1 rotate speed, he began lifting the nose in anticipation. He didn't wait to hear me try to say V1 a second time. He had to get it flying now!

We struggled into the air but were not out of the woods. We were now in very strong air turbulence. Although we now went up and down and sideways instead of fore and aft, we were still shaking. The tower came on the air in a loud, worried voice saying, "Air Mike did you make it? Did you make it?

You disappeared in a cloud of water!" Yes, thanks to that long and wide runway we had made it. But what a ride it was! It would be the take off we would never forget.

After a short while, we flew out of the clouds and into the clear. We were now flying above that beautiful, blue Pacific, the ocean so named for its peaceful nature. Everything was again smooth and calm. Tense nerves were slowly relaxing. We pushed out chairs back a notch and the captain said, "Guys we just earned our paychecks for the month." He next picked up the PA mike and said "I have got to talk the folks in the back and explain what happened. They will want to know we are still here"

Soon after he hung up the PA, one of the flight attendants called and said that she had a gift for our captain from one of our frequent business travelers, Bill. She handed Dave the package and said, "Bill said the captain may need these." In the package was a brand new pair of undershorts. We all burst into roaring laughter!

Three lessons were to be learned. First, because of the predominant trade winds in those latitudes, aircraft rarely take off to the west. Pilots were not aware that the west end of the runway flooded in heavy rain. Soon after this incident a Notam was issued and the Jeppesen runway plate warned future pilots of this fact. Secondly, the limitations of radar were demonstrated. Radar is good at showing the front side of precipitation but not the back side. And most importantly of all, the first definition of flying which we all learned as student pilots, still applies. "Flying is hours of boredom punctuated by moments of stark terror."

Dick Floreani

Some notes from your Golden Eagles Webmaster - Bruce Sprague

Welcome to The Golden Eagles website! Hopefully, all of you have had a chance to login to our updated website at www.thegoldeneagles.org.

Starting in 2015, I have taken over the webmaster duties, and have taken the baton from Birdie Bertrand, who for many years, had created and maintained our site, and has done an excellent job. His work represents countless hours of work throughout the years. He has now retired from this position, and we all give him a "job well done"!

Bill Chambers and Gary Small helped me troubleshoot the building of the new website, and special recognition goes to Charlie Starr, who was a tremendous help proofreading, updating many sections, and providing many photos.

Starting this year, our website has many new updates and features. The first thing you will notice is a slight change in format design, fonts, graphics, photos, and many new pages and menu items. There are many new "pull down" submenus; go check them out (be sure to click on the main menu name at the top of the page, as well as each pull down submenu item). Explore and surf the website; you will find a lot of new information. Clicking on any graphic in the top header will take you back to the Home page (be sure to periodically check the new ANNOUNCEMENTS on the Home page). Hovering over any "hot link" will change the color to "red".

Also, you will find many new FORMS (to update your data in the Roster, new membership applications, convention forms, uploads, etc). Some of the forms still have an option for you to print, fill out, and mail these in. It is highly desirable for you to

use the online forms, as this not only saves you time, but also makes it much easier for our officers to complete the many tasks associated with running our organization. You would not believe the efforts that are going on behind the scenes to operate your Golden Eagles.

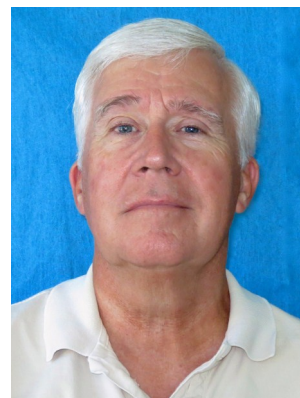
A key new feature is the STORE, where one can pay by credit card the annual dues, convention fees, postage and GE CARE Program donations. You will still have the option to mail in a check, but it will save us a tremendous amount of time and effort if you use the new online credit card function. You will add "items" to your "cart", and then "checkout", just as you would do if ordering something from Amazon.

Finally, you will find several archives of photos and videos (airline career, LACs, and conventions). Please help us add to these archives (see below). Some items are still under construction, and future updates are coming, such as a blog and a forum (looking for volunteer moderators). Stay tuned!

For now, I would like for you to email to me any suggestions or comments on our site (my email is in the footer of every web page). This is your website. As time goes on, we will tweak things to make it just right. Also, if you have any photos (or videos/YouTube) from our airline careers, conventions or LACs, please upload them to me (they will be added to our photo archives). Any photo jpg files you send, please make sure they are the largest file size possible (not a small thumbnail size). Click on UPLOADS (in the footer of every web page) to send the files.

Thanks,

Bruce



Golden Eagles Golf

October 2015

When: Friday October 9, 2015 @ 0900

Where: Oakhurst Golf Club,
20700 Mills Branch Rd.
Porter, TX 77365

Fee: \$55.00 per player (Includes Green
Fee, Range Balls, Burger and Prizes)

RSVP by September 25 2015



Please agree to join us by returning the form
below with your entry fee: If mailing entry, make checks payable to:

Ernie Killingsworth
18431 S. Roaring River Ct.
Humble, TX 77346
281-796-4812 or ernie@kairvals.com

This form can be downloaded from the website or - both the entry form and entry
fee (by secure credit card payment) can be made on the Golden Eagles web site
www.thegoldeneagles.org

Directions: From The Double Tree go through the airport and follow exit signs to
US 59/I-69. Go north (5 mi.) to the North Park Dr. exit, then left on North Park to
Rock Creek Dr. turn Right to the dead end then left to the club house. (not more
than 30 minutes from the hotel)

Mail this form with your check (Please Print)

Name: _____

Address: _____

Email _____ **Phone** _____

Handicap* _____

Anyone can play (Ladies Welcome)

*Handicap or none, Never Played? It's OK

We just have fun!!



THE GOLDEN EAGLES REUNION/CONVENTION OCT. 8th – 11th, 2015

Houston Airport Double Tree Inn by Hilton

Reservations form for Oct. 10th, 2015 Reunion Banquet and Ladies Luncheon

(All meals include tax and gratuity)

PLEASE PRINT



Last Name _____, First Name _____

Address _____

City _____ State _____ Zip _____ + _____

Phone (____) _____ - _____ E-mail _____

My significant other half (spouse) or guest(s) will attend - Spouse/Guest(s) name(s) _____

	Price	number	total
Ladies Luncheon	\$26.00 each	x _____	= \$ _____ .00

Includes trio luncheon salad, rolls, beverage and desert

All Banquet Meals include Salad, rolls, ice tea or coffee and desert

London Broil	\$45.00	x _____	= \$ _____ .00
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Thinly cut Flank Steak with Bordelaise Mushroom sauce, Potatoes and Vegetable

Chicken Marsala	\$39.00 each	x _____	= \$ _____ .00
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Breast of Chicken with Marsala Mushroom Sauce, starch, and Vegetable

Tilapia Francese	\$37.00 each	x _____	= \$ _____ .00
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Egg-Battered and Pan Seared Filet in wine & butter sauce with starch and vegetable

No. in party _____ Meal Total: \$ _____ .00

Prices include tax and gratuity plus banquet entertainment

Please remit this amount

Special dietary requests or needs can be accommodated with advance notice

Banquet/Luncheon Reservations and payment by credit card can be completed on the website if desired, or by sending this completed form along with a check for both the banquet and /or luncheon- (and number of each), payable to:



The Golden Eagles
C/O Bruce Sprague
1310 Buckingham Way
Kingwood, TX 77339

Banquet Theme - *Dentist & Diamonds*
Dress - - - *Dressy Casual*

Deadline for **meal reservations is Oct. 1st**. Banquet or luncheon reservations after this date subject to availability. Refunds for cancellations after Oct. 1st subject to refunds from hotel

If you are including a dues payment or postage donation check, please send a separate check for meal reservations

IMPORTANT - MAKE HOTEL RESERVATIONS DIRECT WITH HOTEL (Deadline Sept. 28th)

Hotel room reservations and payments must be made directly with the Houston Double Tree. Be sure to ask for Golden Eagles group rate of \$92.00 per night (plus taxes). For our golfers - rate is good for the nights of Oct. 8th, 9th, and 10th. The **Double Tree's toll free number is: 1-800-222-8733**. Local number in Houston is 1-281-848-4000. The Double Tree's address is 15747 John F. Kennedy Blvd., Houston TX 77032 Complimentary limo service to and from IAH

Minutes of Golden Eagles Convention Business Meeting 10-3-2014

Meeting called to order by President, Don Gentry, at 10:04 AM in the Executive I Room of The Double Tree Hotel in Denver CO

A sign-in roster was circulated with 51 voting members represented either in presence or by proxy (3)

Introductory welcoming remarks and outline of agenda made by President Gentry.

Copies of the Minutes of the 2013 business meeting were available for those in attendance, and these minutes were printed in the December issue of Golden Contrails, as well as published by email to the membership. Motion made to accept the minutes as written; seconded; passed by majority vote.

Treasurer's report:

Balance in checking account approximately \$26,500

Balance in savings account approximately \$ 18,100

These balances do not reflect amounts to be paid for convention costs

Balance in Golden Eagles CARE Program approximately \$800 (does not include amounts raised at convention)

Treasurer, Tom Doherty, urged that members renew their 2015 dues (and update any personal info changes) in a timely manner; also it is hoped that more members will avail themselves of electronic delivery of Golden Contrails to save printing and mailing costs. Such acceptance of electronic delivery can be done at dues renewal, or at any time by advising Tom.

Tom will investigate options to pay dues, make convention reservations, etc. by use of credit card or Pay-Pal. Tom reminds everyone that these payments can now be made through most banks electronically at no cost to the member.

Email Coordinator's report:

Dave Newell made an appeal for members to report any changes in their email provider (e-mail address) to make certain they receive information. Dave also stated that certain messages, such as tributes to "gone west" members might be edited if some information might be inappropriate. A monthly E-blast, containing information or news will be instigated. Dave also suggested that members write down the password for accessing protected areas of the website, to alleviate the many messages asking for it.

President Gentry paid special recognition to Dave for his efforts to keep the membership advised of news and information, by email, in such a timely fashion.

Secretary's report:

Charlie Starr reminded everyone of the need to advise of any change in member information (address, phone, email, etc.). It's a very labor intensive and expensive task to track down those who don't advise. A reminder to all that dues payments, CARE Program donations etc. should be sent to our treasurer, Tom Doherty, and not to the secretary.

Golden Contrails Editor's report:

Shaun Ryan asked that members submit short stories or feature articles about things that happened during their career, stories about happenings in their post airline life, etc. - even letters to the editor.

Shaun was given special recognition for the recent Air Mic issue of Contrails.

Web-master's report:

Birdie Bertram was unable to attend, but solicits any ideas to improve the website.

Executive Vice President's report:

Bill Chamber's report was circulated in printed form and read to the membership by Dave Newell. The major topics dealt with the availability of a supplementary medical insurance program that should be available to all members (in fact to any former CAL employee) in the upcoming open enrollment period. While The Golden Eagles has no direct input into this plan, each person is urged to examine it to determine if it will better fit their needs.

Another part of Bill's report dealt with the future of the Eagles, especially as it relates to establishing "local chapters" and our relationship with RUPA (retired United Airline pilots association). Attempts to establish a dialog with RUPA's leaders has met with little indication of any desire on their part to enter into any meaningful dialog. Plans for the foreseeable future are to maintain The Eagles as a viable and ongoing organization, but open to any favorable change in attitude that may happen.

Old business:

Status of Golden Eagles CARE Program:

Secretary Starr gave a short history of the status of the plan. Prior to the UAL/CAL merger, vetting of recipients and distribution of our contributions was coordinated and handled by channeling our program's donations through Continental CARES. This arrangement worked well and assured our donations went 100% to needy and worthy recipients - and at no cost to our organization. With the merger, Continental CARES ceased to be; however United Cares now serves the same function - therefore, at the 2013 meeting, a vote approved continuing our Golden Eagles CARE Program, and using United Cares as the agency for vetting and distribution. Our dealings with United Cares, have been most fruitful and encouraging. Thus, suggestions were solicited as to how, and how much we may wish to donate for 2014. In past years, we have donated as much as \$5,000 - making up any shortfall of amounts in the CARE account from our general funds. Anticipation is that we should have in excess of \$3,000 in the CARE program before years end. It was pointed out that our donations in the past have given The Golden Eagles some degrees of recognition and noteworthiness from management.

Motion was made to match any funds in our CARE program up to \$2500 from our general funds for donation to the United Cares fund. An amendment to the motion was made to make a donation of \$5,000 this year, making up any shortfall of the CARE funds from our general funds. This amendment was seconded, and passed nearly unanimously.

An email summary of this will be sent, along with a solicitation for donations to "The Golden Eagles CARE Program" - which are tax deductible.

New Business:

Note was made that several of our past presidents had not been recognized for their service to the organization. Motion made to award Life memberships to Bob Shelton, Gary Humphries, and Paul Grover - all of whom have served in several capacities over the years. Motion was seconded and passed.

Note was made of the officer elections that will take place next year, and the need to fill these vacancies. While a nomination committee will be formed per the bylaws, there is a need for members to step forward and help run your organization. The offices of President-elect, Treasurer, and Secretary are open and in need of filling.

A tentative contract for the 2015 Convention has been negotiated with the DoubleTree in Houston (the site of the 2013 Convention). It. Proved to be a very popular venue with attractive pricing. The dates are Oct. 8-11.

A discussion followed about future Convention locations, with suggestions of returning to Denver or Las Vegas, and other sites such as California, or somewhere on the East Coast. Points to be considered include travel availability, pricing, and most importantly, having someone available to handle the multitudes of on-site negotiations and preparations. The Board will continue to look into all possibilities for 2016 and beyond.

Bill Chambers reports that the recent notice by United to charge baggage fees to "buddy pass riders" is NOT applicable to a retirees "enrolled friends"

Being no more new business, president Gentry thanked all for attending and voicing their ideas. Motion made to adjourn. Motion seconded and passed.

End of report.

Submitted by Secretary, Charlie Starr

Golden Contrails
C/O Charlie Starr – Secretary
4328 Sunset Beach Circle
Niceville FL 32578-4820

HURRAY FOR THE GOLDEN EAGLES CARE PROGRAM!

Since its creation at the 2004 Golden Eagles Convention, THE GOLDEN EAGLES CARE PROGRAM has collected and disbursed over \$37,000 to worthy causes such as Continental CARES and now to United We Care. These agencies were chosen as vetting agents for distribution of our donations since it assures that our funds are used 100% for the purpose intended and at no expense to our organization.

Besides donations sent by our members, fund raisers include auctions of valued merchandise at the annual Convention and fund raisers and donations from our Ladies Auxiliary. When you think about it, it really says a lot for our membership to have raised and donated such a large amount in such a short period of time. To everyone who has joined in this effort, it's time to take a bow! How about joining in, and making a tax deductible donation? Mail your contribution to: The Golden Eagles CARE Program, C/O Tom Doherty – Treas., 7 McCormick Way, Salem NH 03079-2816

Right —Golden Eagle Officers present a \$5,000 check to United We CARE representative, Janet Tyse, in Houston Jan. 21st, 2015. Left to right are Clyde Domengeaux; Golden Eagle President Elect, Bill Chambers; President, Don Gentry; United We CARE representative, Janet Tyse; Treasurer, Tom Doherty; Secretary, Charlie Starr; Past President, Gary Humphries; and Web-master, Bruce Sprague

