



GOLDEN CONTRAILS

August 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



V1— Rotate!

From the President

A very special greeting to all our members. Yes, it is that time of the year to get our summer edition of the Contrails out. This will be my last letter to the editor as your President. At our October convention I will be turning over the Presidency to Bill Chambers. I wish Bill and his new board well, as they take the Golden Eagles into the future. I feel that we accomplished a lot, especially these past six to eight months. Thanks to Bruce Sprague for taking our web site to a new level, Gary Small for modernizing our Data Base, and Dave Newell for his great job as liaison. Bill Chambers is keeping us informed with our travel needs, Tom Doherty's work as Treasurer and Shaun Ryan doing his normal great job with our Contrails. Then there is Charlie Starr and Gail Grover who will be leaving with me in October. Charlie has been what I call Mr. Golden Eagle. He has kept this organization going for over twenty five years. I cannot put into words how much I appreciate what he has done for me and the Golden Eagles organization. Thank You Charlie! Our Ladies Auxiliary President Gail Grover is a special person to me, as we flew together off and on for over twenty five years. She flew as my ISM and her husband Paul was my Co-pilot on my last trip to Frankfurt. Gail has done a wonderful job for four years as the Ladies Auxiliary President. I can not thank her enough. Gail came up with the theme of Denim and Diamonds for this years convention, October 8-10 at the Double Tree Hotel in Houston. So put on your western finery or dressy casual and join us for a good time. As of this writing we just learned that the training facilities in Houston may be moved to Denver. Because of this development, we may not be able to have our sim tours. However, I would still like you to indicate on your registration form

if you have a interest in the tours. Look forward to seeing you in October and bring that smiley face. God Bless our troops, and God Bless America!

Don Gentry



Ladies' Auxiliary

Dear Ladies,

This will be my last letter to you as Auxiliary President. I have enjoyed checking in with you from time to time and keeping you "in the loop" about the plans for our yearly gatherings with our beloved Golden Eagles and host our ladies' luncheon.

This year's gathering and luncheon will celebrate us going forward with newly elected officers of the Auxiliary and Golden Eagles Board.

It has been my great honor to lead such a gracious collection of spirited and loving women. I hope that in a small way along the way, I have been able to convey my admiration and appreciation to you ladies for all that you have done and continue to do for the benefit of our Golden Eagles. Enjoy your times with family and friends this summer and see you in Houston in October.

Gail Grover



From the Editor

Here it is - the Dog Days of summer in Tucson and I am having a really hard time getting enthusiastic about anything. We did have two mini-vacations since one of our good friends retreats to San Diego for the summer and rents a real nice condo right downtown next to the library and the Petco Field. We could walk anywhere we wanted to go and finally got to tour the Midway. If you have never been on an aircraft carrier, this is quite an experience and I highly recommend it. If you get the chance to tour it, I suggest you get there when it opens as by noon there is a long line waiting to visit the bridge. There is also a very good display on the hangar deck that explains the Battle of Midway in WWII. Also, if you go, they give a 50% discount to both active duty and retired military.

In case you are wondering what all this has to do with the Golden Eagles, I was looking through some of the old issues and realized that it was more of a vehicle for keeping track of friends as people were sending in little reports of what they were doing and where they were traveling and it had a “homey” flavor to it. I would like to dedicate a few pages each issue to let our members keep us up to date on their activities, so just drop me an email when you have something of interest to report. It doesn't have to be a full article—just something like my report on the Midway. See you in Houston.

Shaun



The President Elect

We are now offering credit card payments, convention fees, We Care and postal fee contributions via credit card online payment options thanks to many

hours expended by our new slated Treasurer and webmaster, Bruce Sprague, and by our newly slated Secretary, Gary Small, with assistance by outgoing Secretary, Charlie Starr and our current Treasurer, Tom Doherty. Our Executive Vice President and email coordinator, Dave Newell, also participated in this endeavor.

These gentlemen have shown incredible dedication to our members, donating considerable time re-vamping our member records software well before our newly slated executive board members and officers are nominated for election at our annual business meeting. As an example of the remarkable dedication of talent and time by these gentlemen, Gary Small found a free, more suitable, new database program for our use, which he learned while programming the free software for our member database.

Watching this massive operation has been inspirational. It also reveals the unreal amount of work put in by Charlie Starr during the past 14+ years to make sure that our members are well served. The dedication of leaders like Charlie Starr and Bruce Sprague reminds us that organizations like The Golden Eagles will always depend upon a number of people who get the work done quietly without fanfare. Please join us in thanking these dedicated leaders for their hard work. Please help us all by keeping your membership current and by encouraging your nonmember friends to join The Golden Eagles.

See you at the convention!

Bill Chambers





It seems like only a very few years ago that I joined The Golden Eagles and attended my first Convention. Being from the Texas International heritage, I wasn't even sure how I'd be received in the group; needless to say, I was made to feel welcome. This was in 1995. Our treasurer of many years, Ken Alrick, had asked to be replaced, and volunteers to fill his shoes were sought. Having served in a similar capacity for the TI Retired Pilots Association, I rather foolishly raised my hand, thinking that someone else would undoubtedly be happy to volunteer. Fast forward to 2015, and having served as both treasurer and secretary since that time when I raised my hand, I'm ready to turn over my duties to a new, younger volunteer. Over these many years, it's been my privilege to serve this organization, and to serve with the many fine presidents, officers and committee members. We are fortunate that there are always members who, unselfishly, "raise their hands" and volunteer to fill the positions that make the organization run. We are most fortunate that, again this year, two members have "raised their hands" and agreed to run for election to the offices of treasurer and secretary. Even months before the election of officers, Bruce Sprague and Gary Small have volunteered their time and talents to move us into the electronic age – designing a new record keeping system, a new website, and a new credit card payment system – just to name a few of their innovations. Both Bruce and Gary will be on the ballot for officer positions in October, and I'm sure you will join me in giving them a "high five" for raising their hands. I would be remiss if I didn't also give Tom Doherty and Dave Newell a 'fist bump' for all of their work in the past and a high five for raising their hands to step up as candidates for President Elect and Executive VP for the coming two year term. If you care about this organization, like these fellow members, perhaps you should consider raising your hand and volunteering some of your time. Remember, this is your Association and you make it work!

Our 2015 Convention/Reunion is scheduled for Oct. 8-11 in Houston. It promises to be a really great

weekend, with our ever-enjoyable hospitality room open for you to relax with your fellow members while enjoying your favorite beverage and snacks as you tell all of the tall tales from your working years, enjoy the fun golf outing for those who like to chase a little white ball through the weeds, and culminating with the Sat. night banquet and entertainment. Please start making your plans to attend; you'll be glad you did. Registration forms for both the banquet and golf are in this magazine, and they can be downloaded from the website – however we encourage you use the electronic registration and credit card payment method available on the website. Oh, did I forget to mention the annual business meeting on Sat. morning, the 10th. If you can't attend, you can designate someone who is attending to vote for you. Proxy forms can be downloaded from the website.

My annual plea to our ever-moving membership: please take time to notify us when you have a change of address, phone or e-mail address. You can drop a line to any of our officers with the changes, or use the preferred method of making the change on-line from the website www.thegoldeneagles.org

One more thing before I go – please consider making a tax-deductible contribution to ***The Golden Eagles CARE Program***. This past year we were able to distribute \$5,000 through the United We Care Fund to help fellow employees throughout the world who had suffered catastrophic losses.

Be safe and see you in Houston in October!



The new password for accessing the current roster and Golden Contrails magazine on the website will be: **boeing** (all lower case)

NOTES FROM YOUR TREASURER - TOM DOHERTY



Greetings from Salem, NH. This will be my last Treasurer's article as I will be giving up the position and moving over as a candidate to the office of President Elect at the convention in October. Bruce Sprague will be a candidate for the Treasurer's position. I have the utmost confidence in his ability and dedication and know he will do a great job. As a final reminder as your Treasurer, I would like to recommend that members receive their Golden Contrails magazine online rather than through the mail. If you like having a hard copy, you can simply print it from your home computer. This could save the organization approximately \$10,000 per year in printing and mailing costs.

I look forward to the new challenges of the President Elect position including coordinating the preparations for our annual conventions. I am currently working on setting up a visit to the training facility in Houston for our 2015 convention. The visit will include a tour, sim ride and, hopefully, a B787 walk-around.

For the 2016 convention in Las Vegas, I have made site visits to several hotels and I am negotiating with the event planners. The Executive Board will review my findings and will make a decision on the venue in the near future.

I have recently attended several Kingwood LAC breakfast meetings at La Madeleine and have enjoyed seeing old friends and hearing old stories (and new ones, too). If you have not attended an LAC meeting in your area, I highly recommend that you try it out - it is lots of fun.

Just to remind you - we now have online payment of dues, convention fees (including golf), postage fund contributions and GOLDEN EAGLES CARE PROGRAM donations. Please do not send any more paper checks to me as they are now handled by Bruce Sprague. Also, membership updates and applications for new members are now online.

However if you must send them through the mail, please send them to Gary Small, who will be the candidate for the Secretary position.

In closing, I hope that you enjoy your summer and I look forward to seeing you all at the convention in Houston this October.

Tom Doherty



The new password for on-line access to Golden Contrails magazines and the roster is:

boeing (all in lower case)

you may want to write this down for future use

A retired person's perspective

1. I'm not saying let's go kill all the stupid people. I'm just saying let's remove all the warning labels and let the problem work itself out.
2. You can tell a lot about a woman's mood by her hands. If they are holding a gun, she is probably not happy.
3. I don't like making plans for the day. Because the word "premeditated" gets thrown around a lot in the courtroom.
4. I decided to change calling the bathroom the John and renamed it the Jim. I feel so much better saying I went to the Jim this morning.

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

REPORTING PERIOD: 2 Quarters, Jan 1, 2015 thru June 30, 2015

CHECKING ACCOUNT

Balance (Checking) from 1/1/2015 — \$16,082.26

Inflows (Checking)

Membership Dues — \$16,625.00
Postage Donation — 1,774.00
2015 Convention Banquet Deposits — 658.00
2015 Convention Luncheon Deposits — 78.00
2015 Convention Golf Deposits — 110.00
Total Inflows This Period — \$19,245.00

Outflows (Checking)

Contrails Printing — \$5,243.52
Contrails Postage — 408.70
Donation to CARE account — 3,000.00
Donations/Awards — 128.45
Legal/Accounting Fees — 1,491.25
Credit Card Fees — 58.89
Bank Fees — 26.00
Office Expenses — 262.90
P. O. Box Fee — 74.00
Postage (misc) — 188.05
Printing (misc) — 274.01
Website Accounts — 338.83
Total Outflows This Period — \$11,494.60

Balance (Checking) 6/30/2015 — \$23,832.66

CARE ACCOUNT

Balance (CARE) from 1/1/2015 — \$2,062.44

Inflows (CARE)

Contributions — \$3,560.00
Interest Earned — 00.06
Total Inflows This Period — \$3,560.06

Outflows (CARE)

Donation to CARE Program — \$5,000.00
Bank Fee for Cashier's Check — 10.00
Total Outflows This Period — \$5,010.00

Balance (CARE) 6/30/2015 — \$612.50

SAVINGS ACCOUNT

Balance (Savings) from 7/27/2014 — \$18,112.54

Inflows (Savings)

Interest Earned — \$1.54
Total Inflows This Period — \$1.54

Outflows (Savings)

None — 00.00
Total Outflows This Period — \$ 00.00

Balance (Savings) 6/30/2015 — \$18,114.08

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

Gray, Gentry, Grimes, Neglia, Stetser, Dickson, Laney, Newell, Barnes, Walker, Warnock, Masterson, Zaring, Saas

A Special Welcome to our NEW MEMBERS

Philip Weber, Angie Vascellaro, James Personett*, Lutz Glasbrenner, Jon Palmer, Don Strickland, John Winter, Allan King, Dan Egizi, David Kurtz, Richard Bixby, Sandy Alverson, Pamela Meyners, John Yandell, James Nelson, and Dave Saas, Richard Bixby, James (Mike) Nelson, John Winter, Jim Vial

IMPORTANT

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

boeing (all in lower case)

*Member, James Personett sadly passed away just prior to publication

THE GOLDEN EAGLES WEBSITE UPDATE *Bruce Sprague* - WEBMASTER



[HOME](#) [MEMBERSHIP](#) [LAC](#) [CARE](#) [CONVENTION](#) [TRAVEL](#) [CONTRAILS](#) [INPUT](#) [STORE](#) [CART \(0\)](#)

We have now had our new website up and running online since February, and since then, there have been countless updates and tweaks and additions. If you see something that needs fixing or changed or to be added, let me know! For those of you who have not really "surfed" our website, I would encourage you to take a look today.....we have a LOT of important information about our Golden Eagles association! Our site URL is shown below. Be sure to "bookmark" this to your "favorites" for future reference.

One of the biggest features is the ability to "update" your contact information online (go to MEMBERSHIP, then "Update Roster FORM"), AND to pay by credit card your annual dues, convention fees, and donations (go to the "STORE"). By filling out the "forms" and "paying" online, not only is it easier for you, but it tremendously helps your officer's take care of the association's paperwork (a lot is going on behind the scenes). Mailed in checks and forms take *much longer to process!*

Hopefully, we will see all our buddies at the upcoming Convention! Go to the CONVENTION menu tab....and you will find everything you need to know. Fill out the online "Convention FORM" and then go to the STORE to pay for your meals and golf items. Remember, when in the Store.....you can add *multiple* items to the CART before you "checkout". Again,

please use the online form and credit card function to sign up and pay for the Convention. **Only use the printed forms and mail in check option if you absolutely have no computer access!**

I plan in the future to maybe add a blog or forum to our site. Give me your thoughts. If you are interested on being a "moderator" for one of these, let me know.

One final note...I will become the new Treasurer for the Golden Eagles after the Convention. My current duties as Webmaster will fit in well, as many of the Treasurer functions deal directly with the website's online credit card transactions.

I will see all of you at the Convention,

Bruce



www.thegoldeneagles.org
brucesprague@mac.com

Pigs Flew on Air America

Ed. Note: This was sent to me on email quite a while ago and I don't have the slightest idea who to thank for it. I have edited it somewhat because of space restrictions but have tried to keep the feeling and drama of the original copy. Enjoy a great flying story.

I was 23 - so young and so naïve. I had just been fired from a corporate job in Nashville, Tennessee for refusing to fly their Twin Beech over gross. A local pilot suggested there was "some outfit" in Washington, DC that was hiring for overseas flying. Being young, single, and dumb as hell, I applied and amazingly, got hired. The company was Air America which was, of course, an arm of the CIA but that was highly secret information at the time.

The United States government (and sometimes others) used Air America for a variety of purposes, some clandestine, some not, but all to further the cause of "containing communism" which we believed to be a Very Good Cause indeed.

We all learned very early on that most of the media people covering Southeast Asia were looking for stories that made the USA look bad. One of the most outrageous tales they told was that Air America, with CIA knowledge, was in the business of smuggling drugs to foot the bills. I believe that to be utter nonsense, totally untrue. Like others who were there, I'm really bitter over what the press did to us, especially because that misinformation persists to this day.

One very common mission was to air-drop rice to hungry people and the "Old China Hands" with Air America used a neat trick. If you air-drop a bag of rice without a parachute, it will burst when it hits, and even hungry folks will have trouble making the

resulting mix of dirt and rice edible. But parachutes are a pain: they drift all over the place, they foul, they take a lot of preparation, and the cost is high as they are usually not recoverable.

Instead we used the trick of double-bagging the stuff. 110 lbs. of rice or wheat would be packed into a tightly-fastened burlap sack and that bag would in turn be placed in a larger sack and the end sewn shut. These bags would be pushed out the door on pallets at about 500 feet AGL and free-fall to the Drop Zone. Upon impact, the inner bag would rupture, absorbing most of the energy, and the loose outer bag would contain the contents. Some of the recipients, not having studied the laws of physics, would run around the DZ and try to catch these bags as a game, but it only took one successful "catch" to teach them that really wasn't much fun.

We'd do the drop, then rack the airplane over into a left turn to see the results and position for the next pass. One thing you didn't want to see was dark spots on the grass roof. That would not be a decoration or discoloration-it was a hole from a bag of rice!

The C-46 is, above all else, a cargo aircraft designed for operation into and out of rough, unimproved landing sites and for air drops of people and cargo. A common payload would be 13,000 pounds and it might me anything from medical supplies, rice, bulgar, to paper sacks of cement (nasty stuff), munitions and live animals.

Live animals. Man, do they get interesting! They all smell bad, and they all make a lot of noise. Some can make real trouble, and thereby hangs this tail...er, tale.

Why on earth would we haul live animals? Well, the ravages of war are hard on livestock and food supplies, and we'd often relocate whole villages from a danger area to a safer spot. Some livestock was flown in to serve as breeding stock, but I'd guess very few of the animals that I delivered survived more than a few days before being consigned to the cook pot. In a few cases, live animals would be dropped by parachute. On at least one occasion I'm familiar with, live pigs were dropped without parachutes, presumably to be eaten that night, as none to my knowledge, survived the drop (no matter how hard they flapped their fat little legs). This was long before "Animal Rights" of course - can you imagine the furor that operation would cause today?

A much more conventional method was to box pigs up in cheap, flimsy wooden-slat crates wrapped in chicken wire. We'd stack up a whole bunch of these crates from the floor to the ceiling in the C-46, over hard against the right side, leaving only a narrow passage along the left side of the airplane for the crew to get in and out. I was much skinnier in those days, but it was still a chore to wiggle through that passage.

Stink? Whooee! One of those trips and there wasn't enough hot water in Saigon for me to wash the smell off for a week! Some uncharitable people said they didn't notice any difference, but I always ignored them and figured their sense of smell was too delicate. The normal airflow in a C-46 cabin is forward, which is nice for detecting smoke or fuel leaks, but it is not exactly optimum with a load of pigs. We always flew with overwing hatches out which helped pull some of the smell out, once we got off the ground.

Anyway, there we were, droning along one day in

"Old Dumbo" (one of the many nicknames the C-46 acquired). It was just me and a Chinese copilot, with maybe 150 pigs in back, doing what pigs do best: making noise and pooping. The floor was protected by several layers of some indeterminate material to keep "The Residue" from getting into the belly of the aircraft. It even worked.....most of the time. I think the trip was from Saigon to Kontum, about two-thirds of the way "up-country". But memory fades and I made many such trips so it might have been another destination. But on this one particular trip, my memory of what happened is vivid and what follows is as factual as I can make it.

PORCINE JAILBREAK

I was awak...er alerted by the sounds of crashing and squealing from the back - even more than normal from a load of pigs, and decided it was necessary for me to investigate after the copilot refused my order to do so. So much for captain's authority and that was before CRM!

It didn't take me long to find the source of the trouble. What looked like a 300-pound pig (more likely 100 to 150) was well into the process of performing a successful jailbreak, and considering the evil look in his piggy eyes, he was fully intending to pay me back for all those pork chops I'd been eating.

I promptly decided the cockpit was the best place to be, and returned there quickly, closing the door and bolting it behind me. Next thing we knew, the pig was free and began running up and down the narrow passage, inciting all the other pigs to riot and perform their own jailbreaks as well.

Pig pandemonium had been in progress ever since

The animals had been loaded, but now the frenzy was rising to new levels, as the ringleader seemed to be very effectively communicating the fate which awaited them all. In his travels, he was actually helping to break open some of the boxes from the outside, while the pigs still trapped were working hard to the same end from inside. One pig running up and down the aisle didn't faze me too much, but the thought of a whole herd of them doing that did not please me one bit.

I knew the pig was running up and down the length of the airplane because I could feel the trim change, and a couple peeks when he was aft revealed that he was some damage to the other boxes. Reluctantly, I decided that the time had come to do battle with this recalcitrant porker, so I armed myself with airplane crash ax and proceeded into the fray.

I should note that I was carrying a firearm—as most of us did. We were forbidden to do that as we were technically civilians and not supposed to be armed under the “Geneva Convention.” The enemy, of course, never even heard of such niceties, and summarily executed some of our guys who were unfortunate enough to fall into their hands in a number of very unpleasant ways. In fact, many of our people had prices on their heads, by name, so we figured it was safer just to break the rules and pack a little hardware, just in case. My weapon of choice was an Uzi, which fit nicely in the bottom of my flight kit, and the local managers quietly looked the other way when it went “KLUNK” on the floor of the office. All those manuals, y'know.

I was more than willing to shoot the pig and get it over with, but figured I'd have a hard time explaining the holes in the aircraft from any misses, and a dead pig with bullet holes in him. Besides, I

figured one good hit with the pointy end of the crash axe would solve the problem, either killing, disabling, or discouraging old bacon-belly.

Axe in hand, I left the flying to my trusty sidekick, and proceeded aft, and into combat. The pig saw me coming, and promptly retreated all the way aft, into an area of the cabin we call “The Orchestra Pit” since it's lower than the main floor. I followed him, braced, aimed right between his eyes, and took a mighty swing, hitting him exactly where I intended (quite by accident, of course, but never mind).

Physiology Lesson

Now unless you grew up on a farm, and maybe not even then, you probably have never really studied a pig's physical characteristics, specifically, the structure around the head. Neither had I. The whole area is apparently solid cartilage, gristle and bone, and apparently impenetrable by anything short of a .50 caliber slug. The only thing I did with that first mighty axe blow was startle that stupid pig, who squealed loudly just like a ... well, like a stuck pig. My target took off like a rocket for the other end of the airplane with me in hot pursuit, hoping he'd been at least a little dazed by my Herculean blow.

No such luck. This time, I aimed for the pig's ear, which didn't work any better. A pattern began to develop: I'd get in a couple of licks, and the pig would take off again. We fought in the front, and we fought in the back, and we fought in the narrow aisle, and sometimes that pig would bolt directly at me, and I'd have to grab the airplane and some chicken wire to lift myself out of the way, because he was “coming through.”

I beat on that pig until I thought my arm was going to fall off, and it never even slowed him down. I tried the pointy end, the blade edge, and the flat of it, but mostly the axe just bounced off those layers of fat, with his little pig-like eyes (you expected doe-like?) glaring at me the whole time. I'm not sure who bled the most, that pig where I had at least broken the skin, or me, where I'd bounced off the chicken wire and the insides of the airplane so many times. I also discovered that really excited pigs poop a lot, and I had fallen several times, so I was (to put it mildly) a mess. Determined, to be sure, but a mess nevertheless.

Meanwhile, all the other pigs were doing their best to get out and join the fun, and durned if it didn't sound to me like pigs cheering when he got a lick in. Maybe it was just my imagination, but not a one seemed to be cheering for me. I finally had to give up. I just had nothing left. I returned to the cockpit, bleeding, filthy, and really smelly, now. I can't imagine what my trusty copilot thought, he was characteristically inscrutable over the whole thing. They thought we foreigners were all nuts, anyway. I can't imagine why.

Maybe I did wear that pig down a little, because things were reasonably quiet after that, and we landed uneventfully. I went back, slipping and sliding in all the blood and pig poop, and used the "push stick" to push the C-46's big cargo door open and up. My fat little buddy was back in the orchestra pit, still moving around, but at this point I didn't care. The instant that door started up, however, the pig saw daylight and darted right between my legs, doing about 90 knots, very nearly taking me out the door with him. The C-46 doorsill is about 10 or 12 feet off the ground, but the pig hit the ground running, bounced once, and never slowed down. For all I know he's running still, and I hope he's still bleeding.

A Catering Problem

Ed. Note: Many thanks to Jeff Neff for sending this in. I think it happened on Alaska Airlines. Sounds to me like a bunch of non-revs!

Airborne approximately thirty minutes on an out-bound evening flight, the "A" stew -- lead flight attendant -- for the cabin crew nervously made the following painful announcement: "Ladies and gentlemen, I'm so very sorry but it appears that there has been a terrible last minute error by our airport catering service. I don't know how this has happened but we have 103 passengers on board and, unfortunately, only 40 dinner meals. I truly apologize for this mistake and inconvenience."

When passengers' muttering had died down, she continued, "Anyone who is kind enough to give up their meal so that someone else can eat will receive free, unlimited drinks for the duration of our flight."

Her next announcement came 90 minutes later. "If anyone would like to change their minds, we still have 40 dinners available."



While driving to the convention in Denver last year, we stopped in Fairplay, Colorado and visited this museum which features a re-creation of the mining town of South Park City, CO.

What happened to my CAL employee number?

For several months, a number of us learned how to find our UAL identification number, as shown below. This was not to be used until we received word that we should begin using our UA ID number for things like EmployeeRES. The systems are now able to accept your UA ID number, as well as the CAL employee number and password. For a while, both the “new” six digit UA ID number as well as the “old” four or five character CAL employee number and password will work. You should establish a new password to go with your UA ID number, and begin using this ID# and password for access to EmployeeRES.

Although both your old and new ID# and password will work for a while, we strongly advise that you change over to your six digit UA ID number and associated password early. If you have problems, there will be time to get them resolved before we lose the option of falling back to the old CAL ID and password. **Please consider this to be the official go ahead to begin using your six-digit uID number and password.** If you wait too long to change your ID and password, there may be problems when the former CAL employee ID numbers are retired. In the near future (date still to be determined) the sunset of subsidiary Continental ID numbers will occur.

Application	ID number to use to log in with	Password
Flying Together	Six-digit uID number	No change
employeeRES	Six-digit uID number	No change
mobileRES	Six-digit uID number	No change
United Pass Line	Six-digit uID number	Last four of your social security number
My Info	Six-digit uID number	No change

To find your uID if you don't know it:

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. See screen shot below.



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

If you have computer access, please go to the Golden Eagles website www.thegoldeneagles.org to submit the "Convention FORM (that has all the golf information); then go to "the STORE" to make meal and golf payments by credit card. If computer access is not available, you can mail this form and payment to: The Golden Eagles, C/O Bruce Sprague, 1310 Buckingham Way, Kingwood TX 77339-6562

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

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)

If you have computer access, please go to the Golden Eagle website www.thegoldeneagles.org to submit this form; then go to “the store” to make banquet and luncheon payments by credit card. If computer access is not available, you can mail this form and payment to: The Golden Eagles, C/O Bruce Sprague, 1310 Buckingham Way, Kingwood TX 77339-6562

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 soup, trio luncheon salad, rolls, beverage and desert			

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

London Broil	\$43.00	x _____	= \$ _____ .00
Thinly cut Flank Steak with Bordelaise Mushroom sauce, Potatoes and Vegetable			

Chicken Marsala	\$37.00 each	x _____	= \$ _____ .00
Breast of Chicken with Marsala Mushroom Sauce, starch, Vegetable			

Baked Tilapia	\$37.00 each	x _____	= \$ _____ .00
Baked Whitefish with			

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

Please send this completed form along with a check for both the banquet and /or luncheon– (and number of each) , payable to:
Golden Eagles, C/O Bruce Sprague, 1310 Buckingham Way, Kingwood TX 77339-6562

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

Free limo service to and from IAH

The Golden Eagles Proxy

I _____ hereby grant
print full name

my proxy authority to cast my vote on any or all matters that come before the October 10, 2015 general
business meeting of The Golden Eagles to _____
print full name

Your signature _____ Date _____ 2015

Proxies must be filled out completely, signed, dated and presented to the secretary of the Association prior to the start of the annual business meeting. Each proxy holder is limited to five (5) proxies and must be a member in good standing and present at the business meeting.



Arizona ANG A7s over the Arizona Memorial, Hawaii circa 1986

Golden Contrails

C/O Charlie Starr

4328Sunset Beach Circle

4329Niceville, FL 32578-4820

Very Important Notice!!!!

1. Members please use the online forms on the website and a credit card to register and pay for the convention and golf, to make dues and other payments and to make contact information changes. Use separate form for each. If unable or unwilling to use the online forms with a credit card, send in the paper forms with a check to the proper address, Bruce Sprague, 1310 Buckingham Way, Kingwood, TX 77339-1667. Do not send to Tom Doherty or Charlie Starr!
2. Destroy all old paper forms for registering for the convention and golf, for renewing membership and dues payments and for making application for membership to the Golden Eagles. Use of these forms creates problems with our accounting process and complicates our maintaining and sharing of important membership data. Use of our online system avoids these problems.