



GOLDEN CONTRAILS

December 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



GOLDEN EAGLES REUNION - 2015

In Memoriam



Gene and Phyllis Freeman

I lost my best friends today in a car accident in Texas. Gene and Phyllis were coming to visit with us for a few days after the convention before heading back to Denver.

What a great guy was Captain Freeman. He always had a kind word and smile that would make you feel great. All young First Officers at Continental wanted to fly with Gene because he would make you feel like a real pilot even though you were green behind the ears.

I remember flying with Gene on the Viscount just after he had checked out on the B727 and he said I had better make the first couple of landings until he got his depth perception back. Well his first landing after that was a grease job; that was Gene.

Capt. Freeman loved to fly and had many great years on the DC 3, Viscount, DC 9, B727 and the DC 10. With all of these airplanes and different crews I do not know of anyone that would not praise Gene for making them feel welcome, even

though at times we would make a not so good landing.

All of the flight attendants, gate agents and ground crews loved to work with Captain Freeman as he respected their job and gave them the support they needed when things weren't going right

Phyllis L. Baker Freeman, what a wonderful person. Phyllis came into Gene's life after the loss of his wife Bobby. She and Gene became quite a pair and loved to do things together, each taking care of the other. They had just gotten back from a trip to Yellowstone Park where they would go each year on her birthday, September 20th, to watch the elk and other animals.

I am sure going to miss you guys and love both of you.

Ben McKenzie

President's Report

Bill Chambers

Please join us in thanking Outgoing president Captain Don Gentry, whose steady hand served us well during a challenging two year term. The new slate of recently elected officers includes:

1. Captain Tom Doherty, for President-elect
2. Captain Bruce Sprague, for Treasurer
3. Captain Gary Small, for Secretary
4. Captain Dave Newell, for Executive Vice President

Don and the rest of our leaders worked out a unique departure from tradition in advance of this year's election. We selected four impressive people to fill the open positions, listed above. There were so many things that we needed to accomplish, that our proposed team agreed to start-on-the-job training immediately after they were approved by the executive committee, contingent upon their election at our recent business meeting. Instead of wasting all that new talent as we waited for this convention's business meeting and elections, they have already learned the duties and responsibilities of their proposed positions and have participated in deliberations as non-voting participants during this extremely productive period which was like IOE (Initial Operating Experience) for a new captain.

Captain Tom Doherty, our current Treasurer, has agreed to serve as our new President-elect. He and his wife Jamie have graciously relieved me from all duties related to conventions. Tom will begin his two year term as president in October 2017.

Our retiring Secretary-Emeritus, Captain Charlie Starr, who has served as both Treasurer and Secretary during the past fourteen years, worked diligently on every issue with the new leaders as they refined their job descriptions to match talents with duties among the various jobs. Charlie's wisdom

and counsel have made him an invaluable resource to the executive committee. His dedication to doing the right thing is a key reason why the Golden Eagles have survived. Please join us in thanking Charlie Starr for his extraordinary service over so many years.

Captain Dave Newell, who has served as our tactful, thorough Email coordinator for many years, agreed to fill the vacant executive VP position last year subject to his election this year. Dave is the gentleman who makes sure that member emails get to the right person, often just providing the help and information needed which makes him invaluable to the members and the leaders.

Improvements accomplished by this team of old and new participants during the past year include:

Captain Bruce Sprague built our new website that makes paying dues, convention fees, we care donations, postal donations and other payments much easier than mailing checks using snailmail. Bruce is our new webmaster and technology leader. During his creative work on the new site, all of us realized how fortunate we are to have Bruce on our team. He does not feel constrained by job descriptions if some task surfaces, demonstrating a remarkable work ethic.

A new marketing and membership brochure was created that ALPA invited us to provide for a package that every retiring UAL ALPA pilot will receive. There are several brochures here and in the hospitality suite that you can look over. This should have a positive effect on new member recruiting, which is our greatest challenge. We have spent years trying to find a way to make retiring pilots aware of who we are, and what we can do for them.

A new member roster database was needed since the old software is no longer supported. Our new secretary, Captain Gary Small, is a highly capable CPA and former Houston chief pilot. Gary found a new free database software that he learned as he and

and our Executive Vice President, Captain Dave Newell, created our new database and roster. Their efforts have brought a number of great new database capabilities that will soon include adding member photos.

Our Local Area Chapter network is growing, with a new Denver area LAC and excellent weekly turn-outs for the Kingwood, Conroe and Woodlands chapters. There is a page for each LAC on our website. The LAC's meet much more frequently, leveraging the camaraderie and other benefits of a Golden Eagles membership. This means meeting old and new friends as often as once each week instead of once a year.

Since our establishment in 1973, we had never complied with IRS requirements for tax exempt entities. Captain Bruce Sprague, our new Treasurer, Captain Gary Small, our new Secretary, and Captain Bill Chambers, President, arranged for professional reporting in full compliance with the IRS as a tax exempt entity. All future filings and other requirements are now handled by a North Houston CPA and financial reporting firm. The firm, John W. Rood & Associates, provides personal financial services to Bill Chambers and Bruce Sprague. (divulged for potential conflicts of interest.)

The proposed new slate has been on the Golden Eagles website under the OFFICERS tab for months. If you wish to join our leadership team, we have a new position that is presently open. We expect to add a membership committee chairman as a new non-voting leadership position as soon as we find someone who wants to build awareness of the Golden Eagles. Please contact Bill Chambers if interested.

The Golden Eagles conventions for the past several years have been expertly planned and executed by the ladies' auxiliary led by Gail Grover, who plans to retire. Gail is so good at this incredibly demanding enterprise that she makes it look easy. Please join us in thanking Gail and her team for their many

years of inspired service.

GOLDEN EAGLES OFFICERS 2015 - 2016

PRESIDENT: Bill Chambers
bbob7045@gmail.com

PRESIDENT-ELECT: Tom Doherty jkated@aol.com

EXECUTIVE VP: Dave Newell
davebnewell@gmail.com

TREASURER: Bruce Sprague
<brucesprague@mac.com>

SECRETARY: Gary Small
<smallgd@gmail.com>

PAST PRESIDENT: Don Gentry Donghog@hotmail.com

PAST PRESIDENT: Gary Humphries
flyggh@hotmail.com

APPOINTED OR VOLUNTEER OFFICERS

EMAIL LIAISON: Dave Newell
<davebnewell@gmail.com>

PASS TRAVEL LIAISON: Bill Chambers <
bbob7045@gmail.com>

MAGAZINE EDITOR and HISTORIAN: Shaun Ryan <f100plt@gmail.com>

WEBMASTER: Bruce Sprague
<brucesprague@mac.com>

MEMBERSHIP committee leader: OPEN

LADIES' AUXILIARY PRESIDENT (outgoing):
Gail Grover <ggskyhag68@cox.net>

LADIES' AUXILIARY PRESIDENT (incoming):
Jamie Doherty <jkated@gmail.com>

Best Regards,

Bill



Secretary's Report

Gary Small

The problem with doing nothing is that you never know when you're finished –Groucho Marx

While I wasn't exactly doing "nothing" in retirement, I was definitely "finished" as soon as I got involved in project work. Since I was unsuccessful in avoiding getting elected to be your Secretary, I have added the mantle of those duties from Charlie Starr, who has given 17 years of selfless devotion to our Golden Eagles. Captain Starr....enjoy your well earned "vacation".

My primary focus continues to be on improving and maintaining our membership database. As you may be aware, we have added a Photo Roster (to the website) which is intended to help reconnect a "face with a name". We started the project with photos taken at the LAC level, augmented those with some taken at the annual convention in October, and finally asked (in Dave's Blast Mails) for members to send in passport or "ID card" style photos. We are approaching 100 member photos now, but need about 600 more to get close to 100%.

We have also added a second "photo roster" of our "Gone West" predecessors, intended to honor those who have gone the way we all must. Unfortunately, we have very few of these so far, but are hopeful that more will eventually arrive from family and friends.

As a technical detail, we continue to ask for the photos to be just of the member (PILOT), in "portrait" (head and shoulders) orientation with a resolution of at least 480 x 640 (you get this by turning the camera 90 degrees) or a file size of around 500k. Some of our current photos have less than ideal clarity, so getting this right will make you look GOOD! (Maybe ask one of "techie" buddies

for help...this is like red meat to guys like Bruce:-)

Another "feature" of the database (owing to my secret life as a CPA) is a parallel set of "books" for reconciling member payments. Bruce Sprague and I work closely (almost daily via email) keeping our independent systems in sync, and providing back-up to each other on membership dues status, donations, convention orders and other issues. Likewise, Dave Newell and I collaborate frequently on changes to individual email addresses. Postal mailings, such as this Contrails also rely on the accuracy of your address contained in the database, so a periodic review of your data on "Full Data-Long Roster" with any errors or changes reported via the "Roster Update Form" on the website will help us keep you in the loop. I generally post new rosters at least once per month, and more frequently when we receive a higher volume of updates.

Going forward, our strength as an organization relies on good communication to address travel or other issues, and to have the ability to speak as a group to any future benefit threats.

Best wishes for a safe, healthy and joyous Christmas, Hanukkah and New Year season.

Gary



HOME MEMBERSHIP LAC CARE CONVENTION TRAVEL CONTRAILS INPUT STORE

We have had our new and improved website up and running for almost a year now. Hopefully, you have bookmarked our website (see link below). Every month we are making literally dozens of small tweaks, and many major new features and aids are added frequently. As we have been saying all year, *you need to surf thru all the menus and find out what is in there!*

At the top of each page are all the **menu items** (they are listed at the top of this article). As you run your cursor over each menu name, the "submenu items" will pop down. In this article, I will go over the key points of each menu item.

HOME: This is the first page you land on. Scroll down to "Announcements" periodically, as new information will be posted. Going back up to the picture of the airplane, you will see a "Quick Help" button. That takes you to Frequently Asked Questions (FAQs). There are 8 submenus under HOME, go check them all out!

MEMBERSHIP: This is a very important section, with 9 submenu items. There are key items, like "Roster Download", "Roster Updates" (this is very important), "Dues Payment" and much more! For the "Roster Download" there are actually four different rosters you can download, some with photos. You will need the current password to do this (see below).

LAC: Here you will find 5 submenus about our Local Area Chapters (LACs). You need to join your LAC!

CARE: 2 submenus about the history of CARE and how to donate to this worthy cause.

CONVENTION: 4 submenus consisting of "Details" of the next convention ("**save the dates**!"), the "Form" to fill out, how to "Pay" and "Photo Archives" from previous gatherings. Obviously, **DO NOT** fill out the form or pay for the 2016 convention

until we update things for our Las Vegas convention next year!

TRAVEL: 11 submenus of very important non rev travel information. You need to check this section out if you want to use your travel privileges! Especially important is the "Login Notes", concerning recent changes to our United ID and password situation.

CONTRAILS: 3 submenus, consisting of "Notes", "History" and "Downloads". For most members, you will be getting the "digital" Golden Contrails from the "download" section which saves us a fortune in printing and postage costs. Of course, you will need the password to get it (see below).

INPUT: 3 submenus, concerning a possible future Blog and/or Forum. We are looking for someone who might want to be a moderator for these functions.

STORE: There are no submenus on this menu, it just goes straight to the Store. See the Treasurer report for more details on using the Store credit card function.

CART(#): When you hover over this, it simply shows the items in your "Cart" from the Store selections, and the button to "Checkout". You can click the "X" to remove items from your Cart. The (#) shows the total number of items in your Cart.

At the bottom of every page on the website is my email link and an "**Upload**" link for photos. We are looking for CAL career photos and convention photos! As you look over the website, please email to me any feedback and suggestions you might have.

NEW Password for

Roster and Golden Contrails:

cockpit (all lower case)

Merry Christmas and a Happy New Year! *Bruce*



Treasurer's Report

The holiday season is upon us, and that only means one thing.....it is time **to pay your 2016 dues!** Many of you have already done so....thanks! You can verify your dues status by going to our Roster Download page (new password: **cockpit**), and then select the FULL DATA ROSTER....the year shown is what you are *paid up thru*). Remember, dues are due January 1st, *and if not paid by the end of April, your membership will lapse!*

Paying your dues is super easy.....just go to our website STORE (see website below), and **pay online with your credit card**. Here is a recap on how to do this:

1. Click your ITEM and the QUANTITY—99% of the members need to choose the \$35 dues .
2. Click ADD to CART
3. To ADD additional items, hit your browser **BACK** button to get back to STORE: - add ALL the items that you want to pay for before you “checkout”! (**ex: Postage or CARE donations!**) You can DELETE items if needed by clicking the “X” in the Cart.
4. When you have added ALL the items you want to the CART, click CHECKOUT: - you will see the total order, and if all looks correct, click CHECKOUT again.
5. Fill out the SHIPPING INFORMATION and BILLING INFORMATION: - under BILLING INFORMATION, put your credit card information, including the correct ZIP code that your credit card bill is sent to. CVV is the security code on the back of your credit card. - if you want you can leave a “Note” to us.
6. Click COMPLETE ORDER - you will get an email confirmation.

When you pay your dues, **please also submit a ROSTER UPDATE FORM** (under the MEMBER-SHIP menu). This is very important so we do not

"lose" you!

If you absolutely have no computer access at all, then you can mail a check ("Golden Eagles", see address below). If you do that, please also send any contact updates. PLEASE, by doing this thru our website, it saves us a considerable amount of time and effort!

At the October Executive Committee business meeting, we decided to only have one yearly financial report. The yearly financial report will be published in the April *Golden Contrails* issue. We are now a tax exempt organization and will start IRS tax returns In January.

Our Bank of America account has approximately \$32.6k on hand, and our CARE account has about \$1.5k.

POSTAGE DONATIONS:

(to help defray our expenses...thank you!)

Barry Borella, George Lycan, Doug Kricken, Ted Herbert, Bill Chambers, George Davies, Claude Perret, Lee Meyners, Neil Miller, Don Bishop, Ben McKenzie, Dave Clough, Dave Gildart, Richard Bixby, Ronald Bennett, Tom Horne, Dana Bilstad, Jack Roth, Randy Rawls, Bill Baddorf, Don Riebe, Jim Gamble, Virg Hemphill, Robert Wilson

CARE DONATIONS:

(United We Care Fund to help fellow employees.....

...thank you!)

George Davies, Larry Neglia, Penny Schuchat, Richard Bixby, Jim Vial, James Anstett, Don Bishop, Bill Chambers, Tom Doherty, Don Leseberg, Wayne Nakagawa, Jessica Stearns, Forest Leef, Ernie Killingsworth, Walter Olsen, James Patton, Don Gentry, Russell Peck, Dave Newell

NEW GOLDEN EAGLES MEMBERS:

"Welcome Aboard!"

James Vial, Darryl English, Bruce Roloff, Gary

Duggins, Bill Medley, John Brackett, John Dyer, Dana Bilstad, Andy Arthur, Cliff Pittman, John Keeney, William Bowman.

Bruce

www.thegoldeneagles.org

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1310 Buckingham Way, Kingwood, TX
77339



The President Elect

Tom Doherty

Greetings from New Hampshire! We are experiencing a warm, glorious Fall. The foliage is abundantly colorful and spreads a golden glow over everything.

Our convention in Houston October 8-11 was a fabulous success. We met with old friends from near and far in the Hospitality Suite, played a rousing game of golf (too bad the highest score doesn't win!), participated in the business meeting, and finished off with a great dinner/dance. We honored out-going officers President Don Gentry and Secretary Charlie Starr, who along with Francia Gentry and Gail Grover spent countless hours in support of the Golden Eagles. We elected a new slate of officers who will carry on the goals and the mission of our organization.

As President-Elect, I have taken on the challenge of organizing the 2016 convention. The Tropicana in Las Vegas has already been selected as the venue. The convention is scheduled for October 3-6, 2016. I have received some comments from members suggesting changes in the meal selections and the entertainment. I welcome your input on cost (e.g. would you be willing to pay a higher price for upgraded meal selections?). What kind of entertainment would you like - a live band, a singer, or a DJ? What type of music do you enjoy listening/dancing



to? Our goal is for our members and their guests to have a great evening of food and fun. Please send your comments/suggestions to me at jkat-ed@aol.com.

In closing, our thoughts and prayers go out to Ben and Chris McKenzie, Gene and Phyllis Freeman and their families. I wish everyone a safe and Happy Christmas and New Year.

Ladies' Auxiliary

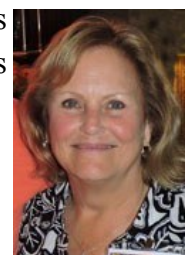
Jamie Doherty

First of all, a huge "Thank You" to the outgoing president of the Ladies' Auxiliary, Gail Grover. This organization owes so much to Gail and all the members of the Ladies' Auxiliary for their support and hard work in making the annual conventions the best they could possibly be. They made sure that arriving guests were welcomed, that the hospitality room was full of supplies, that the banquet had outstanding decorations, that the entertainment was first rate and that the raffle ran smoothly.

I am very pleased to be the new President of the Golden Eagles Ladies' Auxiliary. Many thanks to Gail Grover, Francia Gentry, and countless others who have encouraged and guided me into this new position. We had a wonderful convention in Houston and I was amazed by the enthusiastic group of hard-working women who helped to make things run so smoothly. I hope to be able to carry on the traditions of the many women in whose steps I follow.

I look forward to working with fellow officers Jackie Furuli and Kay Newell in the future to serve and support the Golden Eagles. Tom and I look forward to planning the 2016 convention in Las Vegas and I welcome any suggestions you may have.

Jamie



From the Editor

Shaun Ryan

I am sure that the first thing on everyone's mind is the tragic car accident in which we lost Gene and Phyllis Freeman and which also resulted in serious injuries to Ben and Chris McKenzie. We want Ben and Chris to know that they are in our prayers and daily thoughts and the Freemans will remain in our memories as one of the most memorable and loved couples in the Golden Eagles.

Our thanks go out to Charlie Starr and Lee Meyners for their contributions to this edition of Golden Contrails. Charlie's article on what was the only air battle to take place in U.S. airspace was hilarious and Lee's memories of flying Bob and Audrey Six in the Sabreliner brings back a lot of memories of "The Old Man" and his eccentricities. Was it really true that there was an aide that used to follow him around to re-hire all the people he fired?

True or not, he was still respected by the pilot group for his willingness to stand up to the FAA and the other big airlines when he knew he was right. We may have been the smallest of the major airlines but we were the best! Why else did Playboy Airlines send their bunnies to CAL to be trained as Flight Attendants?

In the next issue I have a couple of interesting stories including a great biography of one of the original Trans Texas Airlines pilots that is just a fascinating story of not just the man but of the aviation industry itself.

In closing, I just want to give a heartfelt "Thank you" to Gail Grover for all the great work she did as the president of the Ladies' Auxiliary. It was a pleasure working with her.

Seasons Greetings

Shaun



Best Caddy Replies

Golfer: "I think I'm going to drown myself in the lake."

Caddy: "Think you can keep your head down that long?"

Golfer: "I'd move heaven and earth to break 100 on this course."

Caddy: "Try heaven, you've already moved most of the earth."

Golfer: "Do you think I can get there with a 5 iron?"

Caddy: "Eventually."

Golfer: "This is the worst course I've ever played on."

Caddy: "This isn't the golf course . . . We left that an hour ago."

Golfer: "Please stop checking your watch all the time. It's too much of a distraction."

Caddy: "It's not a watch -it's a compass."

Golfer: "That can't be my ball, it's too old."

Caddy: "It's been a long time since we teed off, sir."

Golfer: "How do you like my game?"

Caddy: "It's very good – but personally, I prefer golf."

Editor's Note: The following story was submitted by Charlie Starr and we thank him for this fascinating bit of aviation history.

The Battle of Palmdale

The little known battle that nearly destroyed an American city

August 16th 1956, the typical clear blue California sky shone brightly.

At Point Mugu Naval air station, ground crews prepped an F6F-5K wildcat drone for it's last flight ever. The Hellcat was painted high-visibility red and was rigged to be guided by remote control. The plane was to fly out over the vast pacific into a training scenario where the navy would blast it out of the sky for target practice. But the Hellcat had other ideas.

Shortly after 11:30 A.M. the Hellcat drone took off from the navy base heading



west over the ocean. Soon thereafter it started a lazy turn to the south and began heading straight towards the teeming metropolis of Los Angeles. The remote controllers at the navy base tried frantically to turn the escaped plane back out to the ocean to no avail. Having lost contact it proceeded to head straight into the heart of one of the most populated areas in the country.

When all backup systems failed, the Navy finally gave up and called for assistance. As the Navy had no fighter aircraft standing by, they swallowed their pride and made a call to Oxnard Air Force Base. Five miles north of the navy base were two F-89D Scorpion interceptor jets ready to scramble. Being that this was in the thick of the cold war era, the planes were armed and fueled and ready to go. The Scorpions were armed with two rocket pods containing 52 Mighty Mouse rockets. These rockets were designed to be fired

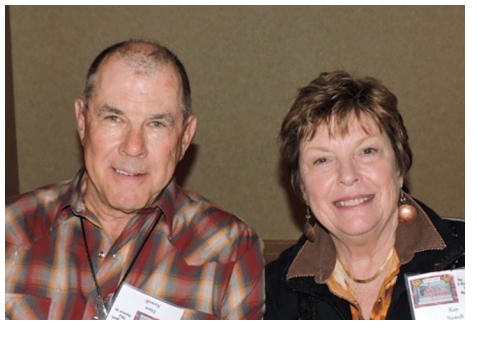
into approaching Russian bomber formations and thus had no guidance systems. However, today, this was an altogether different threat. 1st Lt. Hans Einstein and his radar op 1st Lt. C. D. Murray sprinted across the tarmac and climbed into their waiting silver steed. 1st Lt. Richard Hurliman and 1st Lt Walter Hale jumped into the second plane and joined the pursuit.

The Air Force planes raced southward at full speed to intercept the small wandering blip on their radar. At 30,000 feet just north of Los Angeles the sprinting jets intercepted the portly drone. It was on a southwest course that took it directly over Los Angeles, then it turned slowly circling over the city of Santa Paula. The pilots were waiting for it to wander away from populated areas so they could blast it from the sky.

Soon the red Hellcat drifted over a rural area known as Antelope Valley. The pilots tried to fire their rockets with a turning fire-fire control method, but a malfunction in the system prevented the rockets from igniting. The drone then turned southeast and began heading back for the center of Los Angeles. Under pressure, the pilots decided it was now or never. They abandoned the automatic fire modes on the rockets and decided to launch them manually. One snag was that the gun sights had recently been removed from the planes! The theory was that they shouldn't ever have to use them because the automated firing system would target the rockets, but it had failed.

The pilots decided to fly by the seat of their pants and began their first rocket run. They set their intravelometers to "ripple fire," which would strafe the plane with three rocket salvos. The first plane lined up and let loose... and missed completely. The second plane's rockets undershot the fleeing drone. The rockets blasted past the mindless drone, overshooting their target. They then descended into the mountains near the town of Castaic and exploded in the forest below. They started a raging forest fire that would destroy 150 acres in an









Get Well
From all the
Golden Eagles

area known as Bouquet Canyon. The second salvo of rockets also missed the drone, blasting into the town of Newhall. These rockets started fires in an oil field. They ignited a number of oil sumps and began a fire that burned more than 100 acres of brush. These fires blazed out of control and almost reached the Bermite Powder company's explosives plant!

The drone continued to drift northward toward the town of Palmdale. Frustrated, the pilots tried another rocket run. The first salvo went wide again, and of the second salvo, a few Mighty Mouse rockets bounced harmlessly off of the slow moving drone's belly.

Suddenly in the quiet bucolic town of Palmdale, all hell broke loose. Mighty Mouse rockets fell from the sky like fiery hail. An explosion outside Edna Carlson's house caused shrapnel to smash her front window, blast through a wall, and wreck her pantry. Mrs Lilly Willingham heard a deafening explosion and nearly missed being maimed by a hot piece of metal that lodged in the wall inches from her face in her own living room. A rocket exploded in the middle of the street directly in front of the car young Larry Kemp was driving. The explosion blew out his tires, and made Swiss cheese of the front of his vehicle.



After a few minutes the mayhem subsided and the bewildered residents of Palmdale searched the skies. Was this a coordinated Russian attack? A nefarious Sunday surprise? Luckily, no one was injured in the battle and 13 dud rockets were recovered by Air Force ordinance disposal teams. But it took 500 of the region's firefighters two days to put out the brush fires that raged.

The pilots of the interceptor jets were running on fumes so they abandoned the mission and returned to their base defeated. The drone itself headed east and ran out of fuel. It descended in a spiral glide

into an unpopulated area eight miles east of Palmdale. In it's final moments, it sliced through some power lines and cartwheeled into the dirt, disintegrating in the crash.

So this is the story of one of the only aerial battles to be fought in the skies over the continental United States. The story of how one oblivious, mindless drone evaded the concerted attacks of the state of the art weaponry of its' day. A day that will live in infamy for the rest of recorded history and will always be known as the Battle of Palmdale!

Email Notification Report

The email notification policy is being reviewed once again in this report since it is not published in an easily accessible form as a reference for members and since we have recently added many new members who may not be familiar with the policy

The email notifications are intended to advise our members of the death, serious illness or injury of Golden Eagles members or their immediate family. This information is also provided for non-member former Continental pilots if the information is received from a Golden Eagles member, but information regarding their family members is not provided. Email tributes to a deceased Golden Eagles member are shared with our members when submitted by a Golden Eagles member. Obviously good taste and wording that is respectful of the surviving family members is appreciated when submitting these tributes. Those who notify us of the passing of one of our members are encouraged to provide a copy of the obituary and a photo of the deceased if available. This material should be sent to the Email Liaison, Dave Newell, at davebnewell@gmail.com.

Notices are also sent to our members via email regarding important issues such as pass travel information, insurance matters, notice of the publication of the Golden Contrails magazine and membership roster with the current password, details of the annual convention and other communication regarding

administrative and other issues within the Golden Eagles

Apparently many members are unaware of the membership roster which is updated quarterly and published along with the Golden Contrails magazine. Many email requests for contact information for Golden Eagles members are sent to the Golden Eagles via email when that information is available to the member on the web site at www.thegoldeneagles.org under the Membership, Roster Download heading. The current password is required to access both the Contrails and the member roster.

The Golden Eagles bylaws do not permit the organization to support any commercial enterprise, therefore requests to notify our members of any commercial offerings must be declined; however, certain commercial offerings dealing with the vacation travel industry are occasionally submitted by Golden Eagles members that appear to be of definite potential benefit to our members. These discounted offers which are only made available to our members and are of a limited nature are an exception to the restriction on presenting commercial offers contained in our bylaws.

If a member wishes to temporarily discontinue receipt of email notices due to travel or other reasons, that request will be honored upon receipt of the email so requesting and the member will be temporarily removed from the email contact list. Due to the time and labor intensive process of keeping track of the dates that a member wishes to have email notices discontinued it will be necessary for the member to provide notice to the Golden Eagles at such time that they wish to have the sending of email notices to them resumed. At that time their name will be returned to the email notification list.

It is important to remember that in order to continue to receive communications from the Golden Eagles and to keep their data in the member roster accurate, members must provide notice of any change in

their email address and other contact information. It is requested that members use the internet forms on the Golden Eagles website, Membership section, for this purpose.

Dave Newell

E-mail Liaison

Dave



My Life with Mr. and Mrs. Six and the Sabreliner

By Lee Meyners

I flew the Sabreliners a lot during the time they were owned and flown at Continental Air lines. They were dash 60's and the first one we had was the first one with thrust reversers. It was assigned to Continental's Training Dept., to use on pre-employment check rides, parts ferries, etc. It's not hard to imagine that it got used for a great many other things. Among those were crew transport, political reasons, and of course, executive transportation for some of the top executives with Continental, as you can imagine that included Mr. and Mrs. Six and some of their Hollywood friends. The Six's had a ranch near Montrose, Colo. so flights between LAX, DEN, and there occurred quite often.

Now, understand, a Sabreliner trip with Mr. Six on board was somewhat akin to playing a ball game where the best outcome would be a tie. If the trip ran perfect, that was what was expected. If not, you were looking at an ass chewing by a real professional. Even if you'd only been with Continental a short time, I know you have heard of some of the "Off the Wall" things that have occurred when Mr. Six was on a flight. If Mrs. Six, "Audrey Meadows", was on board, everything was usually quite mellow. If Mr. Six was alone with some other VP's, stand-by, anything can take place and usually did. He always asserted himself as "The Boss". The man

in "Control". I had an advantage in dealing with Mr. Six. When in college, I dated a girl who's father was of the same temperment as Mr. Six. Her dad was the CEO of a large trucking company and I got comfortable being around him, so Mr. Six never got under my skin. We were good with one on one. He was comfortable with me, my flying, and my judgement as far as what to do, and never questioned it. He never pushed me to do anything I was uncomfortable with, time, weather, minumums, etc. I was blessed. Enough back ground, now for the fun.

We went on a lot of station and city office inspections enroute to Colorado football games. An excuse for the trip. He was a huge Colorado fan and supporter. He always gave us game tickets on the 50 yd. line. No matter where we went, or what we did, everyone was always trying to make a good impression on "the Old Man". Mistake. Nothing ever went smoothly as they were doing things that they didn't do on a day to day basis. Everything was always awkward.

Example: New Orleans, enroute to the Colorado vs. LSU football game. City ticket office inspection. Mr. Six in a beautiful dark blue suit, nice shirt, no tie, leaning against the door jam to one of the offices having a casual conversation with the employees. Moved away from the door jam and there was a huge strip of fresh paint right down the side of his suit. They had just painted it trying to make a good impression!

Station inspection, El Paso. Mr. and Mrs Six stayed at the Camino Real in Juarez. Charlie Bucks and the rest of them did also. Departure time came and Charlie said he take care of the baggage so the Six's could go ahead. They did. Got to the airplane and we waited and waited. No Charlie. It seems Audry had locked all the suit cases and Charlie was stuck with them at the border and they would not let him across until the suitcases were opened and inspected in the owners presence.

Think 1970. We'd just gotten our first 747. Not on

the line yet. I got rated on it up at Boeing and then we brought it down to L.A. for some pilot trainers, PR flights, etc. In the mean time, Mr. Six is working on trying to tie up some routes into Mexico. On a Mon., took Mr. and Mrs. Six to Puerto Vallarta, Mexico. Had lunch with the Six's at the airport and he insisted we have a beer and not drink the water. Talk about feeling guilty having a beer with the president of the company and then getting into his aircraft and flying back to LAX. We were instructed to come back the following Fri. and give him a call at his hotel, the Camino Real, when we arrived. Come Fri., we fly back to P.V., I give him a call, and he invites us to come to his hotel for a drink. They have the Penthouse which was really pretty fancy, swimming pool on the roof, etc. Got there, Mr. and Mrs Six are in their bathing suits, he asks us if we'd like a bloody mary. Of course the answer is "Yes". Next question, "What has taken place since I've been gone?" I said, " Mr. Six, do you want to hear about the B720 gear door that fell thru the roof of a house in Hawthorne first, or the 747 that broke thru the cement on a taxi way in Denver?" He came back, "That was a pilot trainer wasn't it"? "No, I said, how does 300 press and travel agents grab you". He yelled, "Audrey, make it three Bloody Marys".

The trip got better. Audrey suggested where we go and eat, always looking out for our well-being. Took her advice, however, the indivual who was my co-pilot over-did the Margarita's. He was violently sick all night. Name with-held to protect who ever you want to protect. Anyway, got him to the airplane the next morning, bribed all the Mexicans so that we could get out of town, filed a VFR flight plan, got the co-pilot into the cockpit and gave him a plastic Ramada Inn swim suit bag and a can of Sprite just as the Six's rolled up with the Nidorfs. He was Pres. of Bethlehem Steel. Got them and their baggage on the airplane, blasted off VFR, 13,500 ft. for Guadalajara.

Life is good so far.

About half way there, Mr. Six comes to the cockpit, puts his hands on our shoulders and looks around out the windows. Great view. He sees my F/O holding the swim suit bag between his legs and says "name withheld", don't you feel well"? With that, unnamed looked up, and with the most terrifying look you've ever seen, puts everything he's had to eat and drink into the swim suit bag. Thankfully we were able to convince Mr. Six it was something he had eaten, and everything turned out well.

Another. Picked up the Six's in Montrose. Stopped in Denver on our way to a Michigan/Colorado football game. Waited for catering. And waited and waited. Truck finally came skidding to a halt by the Sabreliner and Mr. Six fired the kid driving on the spot for being late. Bad way to start a trip. Got seats on the 50 yard line, a new Continental, courtesy of FMCO to drive while we were in Mich. etc. Trip improving. Stopped in Denver on our way to LAX and we'd no sooner shut down the engines and the catering truck roared up and out jumped the same kid that Mr. Six had fired a few days prior. All I thought was, "This will be brutal" Mr. Six jumped on him big time and said, "Didn't I fire you the other day?", the kid came back and said, "Mr Six, my boss said unless I had been fired by you at least once, I wasn't worth a damn". The last time I saw them, Mr. Six had his arm around the kid's shoulder and they were walking off towards the hanger. What a great come-back and I know Mr. Six also had the same thought.

Mr. Six hated turbulence. When I flew him from LAX to Palm Springs, you recall, it was really rough going thru Banning Pass. I never exceeded 160Kts, with some flaps down. Just kind of rock and roll and he loved it, no hard bumps. We could have driven over for as long as it took. Same going to Burbank. One trip, waiting for the Sabreliner in Tulsa, the pilot that brought the airplane in, a management type much above me, put out the speed brakes just to get down. They really made the airplane shake a lot. When they landed, I felt so sorry

for the management pilot for the dressing down he got from Mr. Six. I know he felt his future was threatened. I flew with that gentleman many times after that in the Sabreliner and he was always happy to fly from the right seat. It was politically safe.

Got a call one day from Don Wilson, VP Training, and he said, "Mr. Six wants to see you in his office this afternoon." Oh-Oh. Went up there and Mr. Six was very cordial, to my relief. He said, "Tomorrow afternoon, take the Sabreliner to Monterey Calif., hangar space has been arranged, hide it in there over-night and be ready for an 8 AM departure to Montrose. A couple will be joining you there as your passengers." This we did. Love suspense. The next morning, we're ready to go, a rusty Plymouth Valiant drives up, a couple dressed like they were right off an Iowa farm, bib overalls etc., get out and board the Sabreliner. OK, I guess, these are the right folks. We arrive in Montrose, the couple are greeted by both of the Six's, they get into a Wagoneer, Mr. Six gives me the keys to another Wagoneer with instructions to follow them to the ranch. We get to the ranch, fish in the pond behind the main house, Audrey makes us lunch, then Mr. Six comes out and says, "You can go now, take the Sabreliner back to LAX." The mystery we found out later was the gentleman in the bib overalls, and his wife was Mr. & Mrs. Durley Swimm, he was chairman of the board for National Airlines and Continental was contemplating a merger with them. Of course it didn't happen.

Another slightly different trip, flew to Montrose to pick up John Wayne's wife, Pilar, and their two children, and fly them to LAX. John Wayne was in the middle of filming "True Grit" and it was a pleasure to meet him. I made a suggestion to him that since I knew where he lived, wouldn't it be better if I flew them to Orange County. He said, "You'd do that for us," my response, "Of course." Right after take-off, Pilar came to the cockpit and said, "Hey guys, found a bunch of snacks back here, can I make you a couple of sandwiches?" Just

super people.

I can't conclude this without mentioning what a super lady Audrey was. From playing taxi director in the snow, to fussing over us as if we were her children. She always worried about our well being whenever we were on a trip, be it pleasure or political. If Audrey was there, Mr. Six was putty in her hands and that made it really nice for us and promised a fun, uneventful trip.

The sad note. During my time in the Training Dept. we flew three different Sabreliners. The first, N743R. It was lost in a crash right after the two pilots flying it had just let Mr. and Mrs. Six off in Montrose. Right after take-off enroute back to LAX, the number one thrust reverser deployed and in an attempt to get back to the airport, the training dept. pilots, Jim Ford and Bob Walsh, perished. The second one was N30TC, leased for just a short time, and included trying to duplicate what had happened in the crash of N743R. The next one Continental owned was N231CA. Add, multiply those numbers, forward, back-wards, and guess what you get? Continental ended up selling it, for economic reasons, for more than they paid, so everything worked out OK. The end of an era.

After a multitude of trips with the Six's and having many of their movie star friends on board, I was just happy to always deliver everyone to where they were going in a safe manor, sometimes in really crappy weather, with as little heat from Mr. Six as possible. As I said earlier, a "tie" was the same as a win. I cherish many of these trips as my most pleasant memories. They were both wonderful people and it was my treat to spend as much time with them as I did. Got a lot more stories but, this is probably enough for now.

Thanks for reading. --Lee Meyners--

Editor's Note: Thanks Lee for some really great stories about the "Old Man". Those of us who have met him know how mercurial he could be but everyone loved him and was proud to work for him.

Pass Travel Liaison Report

Bill Chambers

The latest anomaly in some of our member pass travel accounts have been reported to us for assistance. All members should be aware of a recent company communication regarding the end of our former CAL employee numbers for login and other activities. One should be aware that no matter how reliable it has been to login, track family vacation pass usage, etc. using our old CAL numbers, that we no longer can use such numbers. Your new UAL ID starts with a "u" followed by six numerals, and has already been established for you. The ID changeover was done without a long transition period, due to certain security threats that our IT folks discovered while improving performance of popular web browsers. Bottom line #1 – memorize your new UAL ID# and use it. do not use your old CAL employee ID.

Some good news is that common internet browsers such as Firefox, Chrome, etc. now should work flawlessly. Also, our IT folks have improved user friendliness considerably for password and login issues. If you need help setting up or changing your password at any point, call the IT Support Desk at 847-700-5800. Bottom line #2 – although you as a retiree must wait until after 7pm to 7am to speak to a real person, you can reset your password and perform other functions very easily using the new automated system.

Some bad news is that during the programming of employee res software, a small number of retirees somehow lost family vacation passes, pass riders and/or seniority. We are confident that this will eventually be corrected. However, we need to know if your account was affected, so please help by emailing your errors to the employee travel center at etc.united.com with a cc to Bbob7045@gmail.com. pass riders, enrolled friends, TRAVEL PLANS and any other entries on the MY INFO page for accuracy.

Some of our members don't like the uncertainty of pass travel or the complexity of using EMPLOYEE RES, so they just buy a "real person" ticket either on UAL or a competing airline. You should know that you are likely wasting 20% of the ticket price plus bag fees that add \$25 or more for each bag per person, each way. Bottom line #3 – you can save lots of cash by using the MYUADISCOUNT program for reserved seat travel.

Happy nonrevving,

Bill Chambers

ZED travel moves to one platform; new airlines being added

We have begun transitioning all of our other-airline ZED agreements to the myIDTravel platform. Not only will this give you a one-stop, streamlined process, but you will be able to view flight statuses with happy, sad or neutral face indicators, see the policies and procedures from the other airlines and request a refund, all within the same tool. (If a particular carrier doesn't use myIDTravel, you will still be able to buy tickets through the tool, though you won't be able to view their loads.) With this new tool we recently introduced our first Brazilian carrier for pass travel, Azul (AD), and have reinstated agreements with Scandinavian Airlines (SK) and Air France (AF).

Two new carriers—Virgin Australia (VA) and Virgin America (VX)—are coming by year-end; we'll be reinstating Hong Kong Express (UO); and we are negotiating with additional carriers to give you even more travel options. In 2016 we will be reviewing all our travel agreements with the intention of adding business cabin whenever possible. However, some carriers don't offer business class to their own employees and therefore can't provide it to us.

United app now works for

employee pass travel

Have you ever wished you could use our award-winning mobile app to manage your pass travel? Now you can. Beginning today, you may link your u-ID to your MileagePlus number, making it possible to use the app without having to manually enter your PNR. Simply go to employeeRes > Quick Links > Employee Profile and add your MileagePlus number to your profile. Once that's done, all your trips—including buddy, myUAdiscount, standby and company business bookings—will appear in the United App. You'll be able to use the app to: check in; view your boarding passes and flight status; view the seat map and assign/change seats for positive-space travel; view your position on the standby/upgrade lists and view passenger boarding totals. And if you're a United Club member, you'll be able to enter the club with only your boarding pass—no need to show additional credentials.

In the coming months, we'll make it possible to book employee travel through the United app. This is another way we're upgrading our tools to give our employees a better travel experience.

Editor's Note: The preceding notice was forwarded by the Golden Eagles President, Bill Chambers. Here are his thoughts on this matter:

To all Golden Eagles -

This message refers to a major improvement to our travel benefits that probably cost a lot of money in IT fees. This major change to technology supporting the use of smart devices of all types should bring this mobile application to our coworker and retiree pass travel system. Instead of living with the vagaries of two separate system platforms, the coworker and retiree platform has been reworked as one common platform. It appears that improvements in technology are not forgetting our people. More importantly, this can be taken as evidence that the new UAL leadership apparently cares about its

coworkers and retirees. There were so many problems surfacing under the two-platform IT systems regarding a number of nightmare experiences, that retirees were told to refrain from calling the IT help desk during normal business hours. A number of our members who routinely traveled using our non-rev, family vacation pass, enrolled friends and myUAdiscount programs suddenly found that their seniority was gone, their list of authorized travelers including spouses was gone and family vacation pass balances were cleared out. Your Golden Eagles leaders, working with our friends at the employee Travel Center, got the problems worked out on behalf of our members.

The myriad of problems were obviously technology based, but ultimately we believe that they were funding decision and people issues. Actions speak louder than words, and we all know how tough it is to tell our people that things will be better somehow. It remains to be seen whether or not all expectations on this matter will be met, but this sure looks like a positive development.

As always, your Golden Eagles leaders stand ready to assist in difficulties such as those mentioned. If you are a retired or soon to retire UAL or CAL Pilot over age 50, you are eligible to join old and new friends as members of the Golden Eagles. If you are still working, you are already eligible since we also welcome working pilots. Please see our website: www.thegoldeneagles.org (note .org, not .com)

Captain K. William Chambers Jr.
(retired)

President, The Golden Eagles
Bbob7045@gmail.com

Political Sayings

The sayings may not be new, but they ring true to-

day more than ever.

"If God wanted us to vote, he would have given us good candidates."

~Jay Leno~

"The problem with political jokes is they get elected."

~Henry Cate, VII~

"When I was a boy I was told that anybody could become President; I'm beginning to believe it."

~Clarence Darrow~

"I have come to the conclusion that politics is too serious a matter to be left to the politicians."

~Charles de Gaulle~

"Instead of giving a politician the keys to the city, it might be better to change the locks."

~Doug Larson~

"There ought to be one day -- just one -- when there is open season on senators."

~Will Rogers~

"Politics is the gentle art of getting votes from the poor and campaign funds from the rich, by promising to protect each from the other."

~Oscar Ameringer~

"If we got one-tenth of what was promised to us in these State of the Union speeches, there wouldn't be any inducement to go to heaven."

~Will Rogers~

BUT - my favorite is from Harry Truman: "If you want a real friend that you can trust in Washington, go buy a dog! "





Gone West

The following pilots have taken their final flight West from September 2014
To Oct 23rd, 2015. We wish them favorable winds and smooth air.

Tommy Green Sep 2014

Larry Konikoff Jr. Oct 2014

Norm Meyer Nov 2014

John Wall Nov 2014

Walt Green Mar 2015

James Personett July 2015

George Cramp July 2015

Bob Letson Aug 2015

John Blackis Oct 2015

Gene Freeman Oct 2015

Bill Lively Oct 2015



Bob and Audrey Six and a young Lee Meyners
(see story on page 16)

The Golden Contrails

c/o Shaun Ryan

6610 N. Sutherland Ridge Place

Tucson, AZ 85718

