

THE GOLDEN EAGLES



Golden Contrails

April



2018



JUJU Departing HNL

More photos
from John
Clayton's
"Air Mike"
collection.

Article begins
on page 21



*Cockpit view of a
landing on TRUK
by JUJU— this
superb photo was
taken by Ed
O'Quinn*



General Notes and other "Housekeeping Matters"

Note to Lost Souls

As we approach the end of each calendar year, we endeavor to do a Surviving Spouse Outreach to inquire if the Surviving Spouse of a Member Gone West would like to continue to remain on our "active" roles and rosters, which means they will continue to receive Golden Eagles communications, Golden Contrails and other benefits and assistance that membership conveys.

This is accomplished via a combination of Email and Postal mail as appropriate to the information we have available. If we receive an affirmative response, we roll the dues year forward in the same manner that we do for those who pay dues for the new year, but with no actual involvement of monetary dues.

This, in effect, means that a Surviving Spouse of a Member in Good Standing at the time of Going West pays dues in the form of a simple affirmative response to our Outreach. When we do NOT receive a response, we are forced to conclude that individual in question either (1) does not wish to continue affiliation with the Golden Eagles, (2) has also Gone West, or (3) that our data has gone stale and we have lost contact. It is this last scenario that we encourage anyone who either is a Surviving Spouse that happens to see this notice and has NOT responded to our Outreach, or if anyone knows of such a person to let us know how to reestablish contact. We can be reached at the email addresses shown in the rosters, the website (www.thegoldeneagles.org) or on THIS Page (3) of this magazine.

2018 Dues are now OVERDUE

Golden Eagles dues for regular members are due NLT December 31 of each year. Association Bylaws provide a 4 month "Grace Period" which ends on the last day of this month (April). We are required by these bylaws to remove anyone delinquent in dues after this time from Golden Eagles communications and "benefits". We value each and every single member, so will deeply regret losing anyone over a minor monetary issue. We have or will contact via email anyone who we show as "overdue" in hopes of keeping everyone in the "loop". You can ALWAYS check your dues status via the Full Data Roster on the website: www.thegoldeneagles.org. OR on the mailing label, back cover of this magazine.

Contact info for your Golden Eagles volunteers:

President - Tom Doherty: JKATED@aol.com

Ladies' Auxiliary - Jamie Doherty: JKATED@gmail.com

President Elect – Gary Small: smallgd@gmail.com

Executive Vice President – Dave Newell: davebnewell@gmail.com

Secretary - David Rossetter: drossetter@yahoo.com

Treasurer – Bruce Sprague: brucesprague@mac.com

Membership Chairman – Andy Cashetta: acashetta@me.com

Pass and Travel Chairman - Jim Morehead: moreheadjames@aol.com

PRESIDENT'S MESSAGE

Greetings from sunny Naples, Florida. Spring has sprung and we are experiencing record-breaking high temperatures here in Southwest Florida. I hope you are all experiencing your own warm weather and sunny skies.

By the time you read this edition of the Golden Contrails, we will be approximately one month away from our annual convention. Since the cancelation of last October's convention in Houston, I have attended the Kingwood LAC meetings several times and I can report that progress is being made, in varying degrees, to our Houston-area members' homes and property following Hurricane Harvey.

This year's convention will be held in Las Vegas at the Tropicana Hotel May 14-16. We are looking forward to another great convention including our business meeting, golf tournament, Ladies' Luncheon and Banquet. The banquet will include a delicious buffet, DJ, raffles, and an auction. Our Hospitality Suite will be open throughout the convention as a central place for meeting with old friends and enjoying snacks and beverages. Please refer to The Golden Eagles website for all of the detailed information regarding registration for the convention. Be sure to note the cut-off date for room reservations is Wednesday, April 25, 2018. The cut-off date for the banquet is Monday, May 7, 2018. The preferred method for paying for the convention is in the store on our website. A link is provided on the website for making and paying for hotel reservations directly with the hotel.

As always the Board welcomes your input. If you have any questions or concerns, please feel free to e-mail me or any of the other officers.

I hope to see you all in Las Vegas May 14-16.

Tom Doherty

jkated@aol.com



LADIES' AUXILIARY

Happy Spring! Since the convention has been moved from October to May, our annual get-together is just around the corner and preparations are well underway. The magic-themed event will include lots of food, fun and friendship. As always, the Ladies' Auxiliary will be on hand to help facilitate a great time for all. Please plan to attend our Ladies' Luncheon and "Join in the Magic". It is the perfect opportunity to meet up with old friends and to make new ones. We will be opening the Hospitality Suite on May 14 at 2:00 as the golfers return from the tournament. See you in Vegas!

Jamie Doherty

jkated@gmail.com



The President Elect / Golden Contrails Editor Report

and other rants...

"Success is the ability to go from one failure to another with no loss of enthusiasm."—Winston Churchill

I like this quote, because we all keep plodding away at the things we like to do. I think the key to success should be based on one's internal measure...unless we're talking about a REALLY bad landing.

We don't dedicate editions of the Golden Contrails to issues or people, but this one is somewhat "focused" on Air Micronesia, due to the generous efforts of John Clayton, whom, as we have noted previously, was the Editor of the Golden Jet company newsletter in the 1970s.

Although I enjoyed many opportunities during my career, I regret not having flown Air Mike. I think it was, and probably still is, the closest experience anyone can have to the pioneering era of aviation.

In other matters, I have recently become acquainted with Captain John North and Flight Attendant Sharyn Finnegan, both retired and of Braniff heritage. John maintains a superb website of Braniff history and nostalgia for members only that would make the Smithsonian proud, while Sharon dedicates an extraordinary amount of time and effort in her "labor of love" to research unclaimed public funds for pilots/wives/widows etc. To date, she has assisted the greater airline "family" members to over \$80,000 in previously unclaimed funds. She is also providing Gone West information that we might not otherwise receive. As a result of "meeting" and exchanging information with these two caring professionals, I was directed to Kathy Haynes (married to a Southwest pilot), who has graciously allowed us to reprint stories from her father's Len Morgan Collection. I am introducing Captain Morgan and one of his series later in this edition.

In recognition of the contributions of these individuals, along with the Editor of the RUPANEWS, we have (administratively) designated them as Contributing Members, adding them to our distributions for Golden Contrails and other sharing of information. I hope and believe that these collaborative efforts will be of some benefit to all of our members.

Another item featured in this edition is the charitable work and foundation of Golden Eagles member, Captain Lynn Ripplemeyer. One of the great things about retirement is that it provides an opportunity to pursue our interests without the constraints of a working schedule. When these interests, derived from our working years, redound to the benefit of the less fortunate, like in Lynn's case, it gives us all cause for pride.

We are starting to see the **Crew Room** section of the magazine gain traction with more Member Updates in this issue. Help us keep the momentum by submitting YOUR update via the form on the website.

Gary Small

smallgd@gmail.com



THE GOLDEN EAGLES TREASURER / WEBMASTER UPDATE *Bruce Sprague*

HOME MEMBERSHIP LAC CARE CONVENTION TRAVEL CONTRAILS INPUT STORE CART(0)

I have spent the last seven months rebuilding our home and lives from the Harvey floods, but we are now pretty much back to where we started late last August. This year I have started back teaching military guys the 737 Type Rating classes, with simulators now in Las Vegas and Orlando.

One of the casualties of the flood was our October Convention, but fear not, we will all gather in Las Vegas next month (May 14-16). Go to our website and check out all the details, and get your hotel reservations, your Convention Form filled out, and credit card payments completed on our website STORE.

There are still a few of you that owe your 2018 dues. Be sure to pay up via our STORE online....if not by May 1st, then you will no longer be a Golden Eagle member! Also, please.....**no checks**....use our credit card system to make it far easier for your volunteers. The only ones who are eligible to mail in checks, are those who do not get emails from us (*ie: you have no computer!*)

A new feature of your website is the ARCHIVED BLAST EMAILS section (under the MEMBERSHIP menu). This includes all the great informational blast emails that Dave Newell has sent out since Jan 2017.

Our 2017 IRS tax return has been filed (\$0 taxes), and here is our 2017 financial Report:

MONEY IN: \$24,472

Convention:	\$266
New Membership Dues:	\$1245
Membership Dues:	\$21575
Postage Donations:	\$1386

MONEY OUT: \$15,591

Contrails Printing:	\$7297
Convention Expenses:	\$3790
Credit Card Fees:	\$929
Donations/Awards:	\$1711
Accounting fees	\$50
Office Expenses:	\$620
Postage:	\$111
Printing:	\$431
Travel:	\$652

Net Amount Left Over: \$8,881

As of 3/2/18, our **Bank of America** accounts have about \$52,438 on hand, and the CARE account has about \$1,277 in it (a good cause to donate to). Last September, we donated \$3,000 to the United CARE fund.

POSTAGE DONATIONS: (thru 3/2/18) "Thank You!"

Charlie Staar, Randall Rawls, Bette Ireson, Donald Riebe, Elliot Lyon, Steven Hansel, Pat Campbell, John Painter, Diane Myers, James Conger, George Davies, Michael Lichtenfeld, Cliff Pleggenkuhle, Kenneth Stillwagon, Don Griffin, William Berkley Jr, Frank Longo, Carter Smith, Paul Shelton, Rene Robert, Kiv Kiviranna, James "Mike" Wade, Donald Leseberg, Richard Hague, William Lewis, Angela Vascellaro, Karen Kahn, Don Bishop, Jerry Dixon, Harold Cameron, Robert English, James Bryant, Michael McCue, Carole Ball, Richard Bulger, Richard Hillman, Robert Sykes, Fredianne Gray, David Clough, Sid Alexander, David Newell, Jessica Stearns, Spike Duncan, Charles Henry, Frank Benedict, Thomas Doherty, Jane Schuring, Lew Aaronson, William Broshears, Michael Doyle, Ann Park, Michael Burke, Bruce Harris, Sal Liguori, Loyd Robeson, James D. Patton, Dewitt Davidson, C. G. (Mike) Bender, Larry Neglia, Edward LaMar, Lewis O'Brien

CARE DONATIONS: (thru 3/2/18) "Thank You!"

Paul Shelton, Carter Smith, Rene Robert, Don Bishop, Michael F Johnson, Jerry Dixon, Robert English, Richard Hillman, Jessica Stearns, David Newell, Thomas Doherty, Paul Curs, Michael Doyle, Walter Olsen, Loyd Robeson, Lon Cottingham, Larry Neglia

NEW MEMBERS: (thru 3/2/18) "Welcome Aboard!"

Richard Weiler, Jim Wight, Lee Tarbox, Christopher Keating, Charles Brame, Dale Scott, James Slaughter, Philip Lindner, David Ladd, Robert Treakle, Jay Panarello

Hopefully many of you will be able to make it to the Convention next month in Las Vegas, and everyone have a great upcoming summer,

Bruce



www.thegoldeneagles.org

email: brucesprague@mac.com

1310 Buckingham Way, Kingwood, TX 77339

NEW PASSWORD

rudder (all lower case)

You **DO NOT** need this password to login to our website!
It is **only** for the "Roster", "Golden Contrails", "Officer Documents",
and the "Archived Blast Emails"

Executive Vice President/Email Liaison Report

Like some of the other Executive Committee members, I wear a couple of hats in the Golden Eagles. As EVP, I attempt to assist the other members with some of their duties and generally just try to stay out of the way. My current EVP report consists of a request that our members renew their support of the organization in several ways.



Dave Newell

First, you are our best source for recruiting new members. I would encourage all our members to attempt to recruit at least one new member. We all know Continental/United active and retired pilots who are eligible for membership but just have not made the move to join. You can be our “at large” resource for getting these folks to join the GE. You know the benefits of membership so share these with any prospective member you may know.

Second, attend our annual reunion/convention. This is a way to keep the energy alive that motivates our members to continue supporting the organization. Emails and magazines are fine, but face to face socializing with old and new friends is the best way to keep the Golden Eagles a vibrant and functioning organization. Make an effort to join in the fun and camaraderie at all of our conventions.

And third, take the plunge and volunteer for a leadership position in the organization. Let one of our officers know you are willing to help and we will find a productive place for you. Don't let five or six members be the only ones that are willing to carry the load. Step up and offer your skills and energy to the Golden Eagles. It really is a worthwhile and rewarding effort and you will be glad you stepped up to the plate.

The other hat I wear is the **Email Liaison** one. Everyone is familiar with this position because my sole purpose is to bug the hell out of the members with never ending emails. And I know that the monthly updates contain a lot of information that is repeated each month. Why, you may ask, is that necessary? Allow me to attempt an explanation. Before the updates were instituted with the redundant messages about important issues like payment of dues, password changes, the need for a photo for the roster, etc., etc., it became clear that one time or even occasional emails reminding our members of these recurring important events and requests just didn't seem to get the job done. Since many of our “memory challenged” (most of us!) members just seemed to regularly forget the dates of these events, or the events themselves, it was determined that the best way of assuring that all our members were kept “aware” of important membership dates and events was to simply repeat the information as often as possible without driving everyone completely bonkers. It appears that our monthly updates and reminders have accomplished this (sort of!) and barring a mass uprising of the membership, which admittedly is a distinct possibility, I will continue to bug everyone each month about things you need to remember. In addition, an occasional review of the constantly changing pass travel process seems to be helpful. It should be mentioned that since we constantly have new members joining us, the repetition helps to get the message to these folks as well. I am certainly open to any input on how to improve the monthly updates, so please let me know if you have any suggestions. Your understanding and tolerance regarding some of the difficulties encountered and the actions that need to be taken in attempting to keep our members informed is appreciated.

One other item that needs to be “reinforced” in this report is the reminder to let us know if your contact information changes so that we can continue to irritate you to no end with the usual barrage of missives. The Roster Update Form in the Membership section of our website provides an excellent means of keeping your information accurate.

The Secretary's Report

Happy Spring, fellow Golden Eagles!

Your new secretary is finding his way around the BOD and operation of our organization. My job still consists primarily of data entry and report generation. I get to weigh in on board decision-making as well.

I'm really looking forward to the convention in LAS to meet many of you as well as several members of the board I have not met in person. That will definitely help me get oriented with the operation of the Golden Eagles.

See you in LAS!

-David Rossetter
Secretary, The Golden Eagles



A Bad Day

There I was sitting at the bar staring at my drink when a large, trouble making biker steps up next to me, grabs my drink and gulps it down in one swig.

"Well, whatcha gonna do about it?" he says, menacingly, as I suddenly burst into tears.

"Oh, come on, man," the biker says, "I didn't think you'd CRY. I can't stand to see a man crying."

"This is the worst day of my life," I say. "I'm a complete failure. I was late to a meeting and my boss fired me. When I went to the parking lot, I found my car had been stolen and I don't have any insurance. I left my wallet in the cab I took home. I found my wife in bed with the gardener, and then my dog bit me."

"So I came to this bar to work up the courage to put an end to it all. I buy a drink, I drop a capsule in and sit here watching the poison dissolve; then you, you jackass, show up and drink the whole thing! But enough about me, how's your day going?"

RUPA Pass Travel Report February 2018

Captain Pat Palazzolo

rupapasstravel@rupa.org

Reprinted courtesy of the RUPANEWS



Employee Travel Center (ETC)

+1 (877) 825-3729

etc@united.com

Hello fellow aviators,

A follow up from December's discussion about determining availability of seats for standby travel. Our colleague, LCA Capt. Sam Frey, wrote to remind us about the dreaded weight restricted flights.

As many of you know, a weight restricted flight can show lots of seats available for sale, but the plane can still push back with empty seats and without taking any non-revs because of a weight restriction.

There's no way that I know of for a retired employee to determine if a flight is weight restricted ahead of time except by asking the agent at the podium prior to departure. In years past, those flights were pretty much limited to flights to Sydney and Hong Kong. But Sam points out that the reconfigured B-777-200 A models (light weight with smaller engines) with ten abreast seating (also known as Sardine Cans or Cattle Cars) can gross out on a mere 7 or 8 hour flight because of the extra sardines... oops, I mean passengers, they're hauling around. He said he has left standbys at the gate with empty seats just going from Chicago to Honolulu.

Sam also reminds us that the company will remove cargo to accommodate revenue passengers but they won't remove cargo to accommodate non-revs. In fact some Captains have offered to reduce the fuel load to accommodate non-revs and have been told that if they do that, they'll put cargo on in place of the fuel — not non-revs. So much for working together.

When are the best times of the year to travel? The company recently posted some data on FlyingTogether that shows the month with the most available seats in both Economy and Business is February. They also reported that the worst month to try to get a Business Class seat is November, while the worst month to try to get an Economy seat is August.

D:\A RUPANEWS\Article Pictures\Pat P 2.jpgThey also printed the following chart which shows the five international flight segments with the highest number of non-revs per year, and the average number of non-revs on those flights per day.

Rank	Route	YTD Non-Revs	Avg. Non-Revs/Flight
1	NRT-SFO	9,709	14.3
2	SFO-TPE	8,994	13.3
3	HKG-SFO	8,943	13.2
4	ICN-SFO	8,337	12.5
5	LAX-SYD	6,799	10.1

Pass Travel Tax Reporting for Retirees 1099 & W-2

By January 31, 2018 United will be mailing 1099-MISC forms to retirees whose taxable pass riders accrued \$600 or more in pass travel tax value from Nov. 1, 2016 to Oct. 31, 2017. Go to Flying Together > Travel > Pass Travel Report (blue tile) to check on the total "Pass Tax Values" accumulated for those dates. Retirees must report 1099 income on their 2017 tax returns. More information about IMPUTED TAXES is here:

<http://www.rafa-cwa.org/Costs-and-Imputed-Taxes>

For pass travel on or after November 1, 2017, all taxable imputed income will be reported to retirees on Form W-2 and will no longer be reported on Form 1099. As a result of this change, starting on November 1, 2017, United will begin to collect all federal and state withholding taxes that apply to your taxable pass travel income via quarterly invoice.

The first invoice will be sent in March 2018 for travel from November 1, 2017 to January 31, 2018, and invoices will be sent every three months thereafter. The invoices will be mailed via U.S. mail and will be payable by check or money order.

Be sure your mailing address is up to date. If you need to make a change to your address, go to Flying Together > Employee Services and click the link to "Your Benefits Resources (YBR)" then visit "Your Profile" > "Personal Information" or contact the Employee Travel Center at 1-877-825-3729 (from the U.S.) or 1-847-825-3729 (outside the U.S.) and choose the "dependent management" option to speak to a representative.

Despite the change in reporting, there is no change to how pass travel is taxed. **Pass travel by retirees and their spouses, parents and dependent children under age 26 is still not taxable.** Pass travel by a retiree's domestic partner and enrolled friends is taxable.

Read important W-2 Pass Travel Tax Reporting information on Flying Together > Travel > W-2 Pass Travel Tax Reporting (in the left column).

Note: The online chart shows "Extended Family Buddies" and "Buddies" are subject to tax; this only applies to employees whose buddies flew before or within 30 days after their retirement date. Retirees are not eligible for the buddy pass program.

New enhancements on the United app

Now customers and employees/retirees can cancel flights or change segments on paid tickets within the app. Also: we can store MileagePlus and United Club membership cards via Apple Wallet.

When connecting from a United flight, the following airline partners' boarding passes are now accessible through the United app, with more partners to be added in the near future:

- Adria Airways •Aegean Airlines •Air Canada •Air New Zealand •ANA
- Asiana Airlines •Austrian Airlines •Azul Brazilian Airlines
- Brussels Airlines •Cape Air •Croatia Airlines •EVA Airways
- LOT Polish Airlines •Lufthansa •Scandinavian Airlines
- Shenzhen Airlines •SWISS •THAI Airways •Turkish Airlines

A "track my bag" feature is currently in "BETA testing" on the app.

Important notes: to access all features of the United app, including standby listing on United/UAX and myUAdiscount ticket purchases, you must LINK your MileagePlus account within employeeRES. Instructions for getting and linking the United app are here and here.

Other Airline (ZED) STANDBY travel and boarding passes are not available on the United app at this time. Information about ZED travel is here: www.rafa-cwa.org/page-1836104 or visit Flying Together > Travel > OtherAirline/InterlineTravel.

Let your pass riders list themselves

Retirees may grant their pass riders limited access to employeeRES so they may list themselves on flights. To do so, go to employeeRES >Quick Links > Employee Travel Profile and scroll down to the Pass Rider(s) Profile. In the paragraph below your list of pass riders, click the link to read the “document presentation” for step-by-step instructions.

Or click here: PDF of the current version of PassRiderAccess (12/2016) Once the pass rider has set-up their own password, United will send them an email with this link they use for listing:

<https://erespassrider.ual.com/employeeeres/passriderlogin.aspx>

Remember: Retirees are responsible for the conduct of their pass riders, including appropriate attire, adherence to pass travel guidelines and any service charges / imputed taxes the pass riders incur.

Checking loads....use the seat map?

Yes and no. Many empty seats on the seat map may already be sold, they just aren't assigned yet. To be sure, check the “available” seats in employeeRES or on the United app (if linked to your MileagePlus account).

However, within 20 minutes of departure, most seats have been assigned, so the seat map will more accurately show true available seats.

Checking pax loads? RAFA recommends:

1) To first get an idea of your chances, use the “available seats” number in employeeRES or on the United app (if linked to your MileagePlus number). Also check the “pass rider list” or “standby list” to see how many pass riders are senior to you on the flight.

2) View the “seat map” to determine actual available seats just before boarding, when it's most accurate (i.e. Basic Economy pax get assigned their seats at the gate).

3) In “boarding totals”, if there are LOTS more “authorized” seats than aircraft “capacity” then some seats may magically appear at the last minute due to historical upgrades and no-shows. However, the ETC does not recommend relying on that data.

4) Domino effect: If there are earlier flights to your destination on the same day, check those loads. If oversold or they have tons of standbys, some folks on earlier flights may end up on your flight, bumping you down the list. It's often best to standby for the first flight of the day.

5) Always have a back-up plan of alternative flights (perhaps via different cities) and if United looks really full consider buying a myUADiscount ticket. As an additional back-up, purchase a ZED ticket on another carrier, it can be refunded later if not used (just be sure to cancel it before departure if you get on United).

6) Learn to use your smartphone/tablet to access FlyingTogether and the United app so you can check loads and buy myUADiscount or ZED tickets at the airport or when traveling abroad.

How Air Travel will change in 2018

From Conde Nast Traveller

Automatic check-in, robots will help, high-speed inflight wi-fi, biometric ID, more flight choices, higher bag fees and more disparity in classes...

Read the entire article: <https://www.cntraveler.com/story/how-air-travel-will-change-in-2018>

Plan ahead: Make sure your ID is valid before flying!

The following information is from the Department of Homeland Security The RealID Act passed by Congress in 2005 sets certain standards for issuance of IDs, such as driver licenses. So far, 28 states have complied.

Starting January 22, 2018, travelers who do not have a license from a compliant state or a state that has been granted an extension will be asked to provide alternate acceptable identification. Check your state on this DHS map of non-compliant states/ territories. IDs from states with extensions (yellow on the map) are currently valid until 10/1/2018. If the traveler cannot provide an acceptable form of identification (i.e. U.S. passport, trusted traveler card, etc) they will not be permitted through the security checkpoint.

Beginning October 1, 2020, every traveler will need to present a REAL ID-compliant license or another acceptable form of identification for domestic air travel.

Compiled by Kirk Moore, RAFA Travel Benefits Committee January 6, 2018

Luckenbach MOON



"People can't believe we have such a big moon for such a small town" —Hondo Crouch

VOLUME 14 ISSUE 7

Dedicated to Peter Cedarstacker

July 2008

4TH OF JULY Weekend Celebration

FRIDAY JULY 4TH @ 11am

LIVE FREE & FLY ★

Hosts Walt & Tina Wilkins

with Special Guests

The Bird of Prey Conservancy

SATURDAY JULY 5TH @ NOON

★ 10 Mile Crossing ★
Will Owen-Gage &

The South Texas Destroyers

Jason Eady & Wayward Apostles

Mike Blakely & The Whiskey Traders

SUNDAY JULY 6TH

1pm Butch Morgan & The H!X

Jimmy Davis & Jed Zimmerman 6pm

SATURDAY, JULY 26th • 8pm



**BILLY JOE
SHAVER**

OPENING

RYAN JAMES

TICKETS

\$10 ADV

\$12 REG

SAT., JULY 12th • 7pm

**SUSAN
GIBSON**

CD RELEASE PARTY

Opening

SHOTGUN PARTY



SUNDAY

JULY 13th

LUCKY TUBB
& THE MODERN DAY
TROUBADOURS

SATURDAY

JULY 19th

AUSTIN
HOMEGROWN

THURSDAY, JULY 17TH-7PM
CULTURAL EXCHANGE with
Cheatham Street Warehouse
Kent & Halleyanna Finlay



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"THE MOON"

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Many of us "old timers" remember a legend in his own time, Continental Captain Ken Morgan, who flew West in 2008. Below is an article on "Kenny" that was in the Luckenbach, TX Moon, a local newspaper. As the article states in its title, "You can't forget memories". Most of us who were around then remember Kenny, and those recollections are a great part of our "Continental" memories.

You can't forget Memories

July 2008

Copyright John Raven

Good Bye Ken

Last month Luckenbach lost one of its originals. "Captian" Ken Morgan passed away at age 88. Ken was husband of Cathy Morgan, one of the original "Big Three" of Luckenbach.

Ken did not participate in the business affairs of Luckenbach but he did enjoy the spectacle that was Luckenbach. Occasionally he would be drafted into being bartender for a short time while the regular bartender took care of some pressing business. Ken said it was too much trouble to try and count the money and make change so he just gave the beer away while he was on watch. Once or twice Ken may have been pressed into service "Hauling" something for the store. He was not real good at hauling so he didn't get pressed too often. Once I went with Ken on a hauling chore. We were instructed to help someone move household belongings

to a new location. Ken and I got to move the swimming pool. We loaded the pool and associated gear on a trailer and hauled it to the new location. Ken had me unhook the trailer and then we went to Luckenbach and had a cooling beer or two. No one said anything about us unloading the pool once we got it moved.

Ken was a story teller. He had a story on about any subject that may have come up. I did some work for Ken on his ranch and we soon found that we could swap stories for thirty minutes and then we had to separate or nothing got done by either of us for the rest of the day.

Ken raised some cattle on his ranch. Several times I assisted with the fall "cattle drive". The drive consisted of putting two or three cows in the trailer and hauling them to the auction barn. I was raised

among cattle on the dairy when I was young. I knew a few things about getting cattle to go where you wanted them to go. Ken's cows were exceptionally easy to get in the trailer. I ask Ken why this was so. He said, "I just tell the cows I'm taking them to town to go shopping at Wal-Mart".. It worked every time.

Before all of us got so old, there were regular "Falling down" contest performed by the gang. Ken was a master at falling down. The contest consisted of a person pretending to trip or stumble over something and then fall down making as much noise and as a spectacular landing as was possible. After Ken had retired at age 65 he could still fall with the best of them. He frequently had a cigar in his mouth. He would fall flat of his face and when he turned over the cigar would be squashed flat but Ken's nose was uninjured. A friend of Ken's said he had seen perform that trick in some of the finest hotels in the world.

Ken will be missed. His unfailing wit and good humor brought many a smile. Saddest of all is all the pretty girls who will never hear Ken say, "You lil darlin you"...



KEN MORGAN

Turboprops Could Face Crossover Narrowbody Jet Challenge

Bernie Baldwin | *Aviation Week & Space Technology*

Much of the recent reporting related to crossover narrow body jets has centered on two major stories—Boeing’s complaint about the sale of Bombardier C Series aircraft to Delta Air Lines, and the first stage of the takeover of the C Series program by Airbus. Each of these touches on the effect that the crossover jets have on the bottom end of the mainline narrowbody market, the former with regard to the effect of the Delta deal on the Boeing 737 MAX-7 and the latter concerning the future of the Airbus A319neo.

At the other end of the crossover jet market, however, there is growing momentum on the effect that these new jets, with quieter, more efficient engines, are set to have on the turboprop market. There has always been a flight distance where a jet becomes more efficient than a turboprop on a route. However, crossover jets are now pushing that point of intersection to a lower figure and airlines are actually switching to crossover jets to serve routes that were once considered purely the domain of turboprops.

Embraer Commercial Aviation’s market intelligence team member, Nelson Henrique da Silva, Jr., points out that according to Innovata, 45% of all flights by 70-seat turboprops in 2017 were longer than 200 nm. “Given that current-generation turboprops are less efficient costwise compared to jets beyond this mark, we believe a significant share of this flying could be switched to the crossover narrowbody jet,” he says.

Flybe aimed to do this when it planned to replace its Bombardier Q400s with 35 firm orders and 105 options for Embraer 175s in 2010. The economics of the first-generation E-Jet did not quite work in Flybe’s model, though. Ultimately, the options were never taken and only a portion of the firm orders were delivered. However, Silva believes that the E2 family has a greater potential to produce that shift.

Wideroe of Norway, which has operated propeller-driven aircraft since its inception in 1934, is not only about to take its first jets this April, it will be the launch operator of the E190-E2. Most important, although the new E-Jets will enable new routes, they will also be replacing turboprops in parts of the airline’s network. “Out of the three E190-E2 jets we put into traffic, about 50% of the capacity will be on routes previously operated by the Q400,” confirms the airline’s director for regional network, Espen Bakke-Aas Steiro.

♦ Money can’t buy happiness, but it keeps the kids in touch!

♦ The reason Mayberry was so peaceful and quiet was because nobody was married. Andy, Aunt Bea, Barney, Floyd, Howard, Goober, Gomer, Sam, Earnest T Bass, Helen, Thelma Lou, Clara and, of course, Opie were all single. The only married person was Otis, and he stayed drunk

♦ I can’t understand why women are okay that JC Penny has an older women’s clothing line named, “Sag Harbor”

♦ I read that 4,153,237 people got married last year, not to cause any trouble but shouldn’t that be an even number?

The Logbook

We've all been told the purpose of our logbooks....legally speaking. Well after seventeen years of flying, it finally dawned on me the real reason we keep these old and musty, moldy and yellowed manuscripts.

One quiet afternoon at the airport had turned wet and cold. Too cold for this 'yankee boy' turned Southerner. Warm and comfy in my office, I was not about to venture into the hanger. That aircraft would just have to rough it on its own in the frost covered steel cage. No tender loving care that day.

The logbook was on the desk. I suppose it was time to make those entries that I had put off for six months. Like a lot of pilots, I need a secretary/ flight attendant/co-pilot to take care of these mundane activities. It's not that I don't have the time, it's just that I have more "important matters" taking up my time, like that afternoon's debriefing 'round our local tap.

I can't help glancing through a logbook whenever those simulated black leather covers are in my hands. With each page turned, I became more involved with the past. More folks than just the ex-wives have commented on the sad state of my memory glands. But here, each entry was a story recalled with such clarity that it's like standing in Caribbean waters and looking at your feet. I was hooked. No telling how long I would be therereading and remembering.

The trip looked simple enough. I'd done it many times before. Move a Piper Cherokee Arrow from Lakeland, Florida to Sydney, Australia. What happened in between was surely up to me.

The first two legs (from LAL to San Jose, CA and then to HNL) were uneventful. Company mechanics had put an extra fuel tank (one more than normal) to increase range. Naturally, it also increased gross weight and moved the CG further aft. I don't much like being a test pilot so that extra tank went empty all the way to HNL. Let the reader remember this decision.

I like flying the Pacific. The air is usually gentle, damp and warm like the sea that it caps. More than once, I have traveled from Florida to Australia never swishing a single cloud. Ninety percent of ocean flying for a ferry pilot is attempted DR or Dead Reckoning (I have never like this misnomer very much – it's really Ded Reckoning, short for deduced reckoning). And if you consider the winds and weather forecasting with modern satellite technology, this method can be quite accurate.

I met two pilots from our company in HNL. We were all headed to Sydney. Paul, a tall, wide-shouldered 'Paul Newman look-a-like' with prematurely graying hair, was lying a new light- twin, Piper Seneca. And Tim, medium build, blond curly hair and wearing a face you'd swear belonged on someone ten years younger. He commanded a Piper Cherokee '6' from the Lakeland factory. It helps psychologically and economically to travel in a group. You may never see any of the other aircraft except on the ground, or rarely talk to them – but, you know they're out there. You only have to pick up a microphone for that reassurance, like a toddler looking over the shoulder just to make sure Mom hasn't wandered off.

Normal routing after HNL would take us directly to Pago Pago, American Samoa, 2300 nautical miles from the paradise shores of Oahu. My compatriots suggested a stop at Christmas Island – only 1100 miles south of HNL near the broiling equator and only slightly out of our way. This way we could make a leisurely trip by day, try the succulent island lobster, spend the night at Christmas and depart the following day for Pago. None of us had been to Christmas Island and ferry pilots love to put exotic pins in their maps.

Permission to land at this remote atoll was granted allowing us to leave by mid-morning the next day. Still unsure of the extra tank in the rear belly of that tiny airborne cruiser, I had all tanks topped off except that one. It was partially filled. At cruise power, I would have at least 18 hours of fuel. By nine the next morning, we were off on what should have been an easy eight-hour journey.

Weather was excellent with the trade winds helping just a bit. You know, the life of a ferry pilot is not too

The Logbook continued...

bad, I thought. We get to see the world without being an underling to a chief petty officer. Since the Seneca was a faster airplane, Paul's eyes were our long-range radar. We hadn't a clue to our pending problem until Paul radioed us when he was about 100 miles north of the island. So far, he hadn't picked up the non-directional beacon that would lead us to this pinpoint atoll in the middle of thousands of square miles of ocean. Tim and I dialed the frequency....

NOTHING!

You've got to be pretty lucky to hit such a small place without the help of an NDB. We considered the problem. Maybe the beacon was not very strong; perhaps our groundspeed was slower than expected. We contacted HNL Center to see if they had an answer. In the meantime, we pressed on according to our flight plan.

By that afternoon, we should have been landlubbers, sipping a cold brewski, but we hadn't made contact, electronic or visually, with anything. The Seneca had to move on to an alternate with precious little reserve fuel. Paul made his best southwesterly guess for a heading to Pago Pago, and wished us luck. He needed as much as we did. Finding an island at night is difficult and hazardous at best. SOP says arrive at your destination during daylight hours, when the ADF is most reliable. By sun-up the following day, the Seneca would already be out of fuel. There's also a good news/bad news reality about navigation to Pago. The airport has a VORTAC but because of the terrain, it's only usable to the south. For Paul to use that directional service, he'd have to miss the island – but not by much.

By this time, HNL ARTCC was made aware of our predicament. The ATC 'band-aid' was several attempts at an HF-DF steer. I didn't know it was possible....and I still don't. HF bearings to HNL and Fiji could be translated into our relative position. However, the process took 20 minutes for one fix and just wasn't that accurate. One particular fix put us north of Christmas when, in fact, we were hundreds of miles farther south. After several attempts, we had to give up and try something else. It was now dark so Tim and I calculated a heading to Canton Island

about 800 miles to the west. There's nothing there except a runway, a Quonset hut, a few military personnel, a strong AM broadcasting station and some big fish in the lagoon. To our knowledge, avgas would have to be shipped in for us to refuel and leave Canton.

Honolulu had another idea. They called out the Coast Guard and convinced us to remain where we were until a C-130 could arrive four hours later. In the meantime, Tim and I kept up a visual scan for island lights, ships, any kind of clue. The night was beautiful. A few scattered clouds, clear air and an array of stars unseen except by those who view the heavens from mountain tops. It was easier for Tim and yours truly to keep track of each other visually with strobe lights on. We'd stayed close since take-off 10 hours before. It would be best to stay together.

Four hours later the C-130 arrived on time and quickly established HF and VHF communication. The plan was simple: Using DF equipment aboard the C-130, they would pinpoint our position and either relay headings to the island or join us and lead us to terra firma. After several attempts, it was apparent there was a problem on board the CG aircraft. The radio operator admitted technical difficulties with the DF equipment. All the headings issued to us were useless.

WE WERE LOST!

The C-130 was low on fuel and had to return to Hickam Field. I estimated I had about three hours of cruise fuel left and the '6' maybe a bit more. We were out of options. The CG crew turned back promising to radio for a second C-130 to be dispatched immediately with working DF equipment. That meant another four hour wait at our position. Tim and I made tentative plans for ditching.

Power settings were adjusted for extreme range cruise. Speed, just above stall. We weren't going anywhere and certainly not getting there fast. Nothing to do but think. I should have been scared at this point, but I wasn't. The idea of a night ditching was foreboding, but we had survival gear and my life preserver was open and in the seat next to me.

Tim and I concentrated on flying circles at slightly different altitudes, staying close enough to be in

The Logbook continued...

visual contact without touching (which certainly wouldn't help the situation). After orbiting for hours, Tim and I felt it was time for a decision – stay and wait for the next C-130, or move on. The old seat-of-the-pants logic told us we were well south of Christmas Island and if ditching was imminent, it would be better to be closer to land or an approaching aircraft. If we were to survive, we had to do something.

The critical decision was made. We headed north.

Suddenly, the ADF indicator came to life, responding to the weak but usable transmissions of the Christmas NDB. This was the first shred of evidence of our position since noon. We excitedly continued northbound staring at a wandering needle on the panel and a black ocean below.

Twenty minutes later the beacon died. The needle spun lazily telling us to fly in all directions. All we could do was press on northward not knowing if the island was one, 10, or 100 or more miles ahead.

Early in the morning, while still dark, Paul found Pago Pago. After landing, he contacted local flight service about our status, heard nothing and went to the hotel for sleep. When he got up later that morning, FSS still didn't have news of our fate. We were still airborne.

We expected to hear from the second issue rescuers at 2 a.m. That time came and went and we had heard nothing. We plodded north hoping to be on the right path. At normal cruise power, gas would have been already used up, but, at reduced settings we weren't sure how long we had until 'flame-out.'

Dawn on the ocean is stunning. The light reflects and refracts to such a degree you can't tell the source of the light. The glow fills much of the sky and the cockpit. But, air had filled the interior ferry fuel tanks. Whatever remained was in the wings. I wondered if it was too much to ask to see tomorrow's sunrise.

Still no sign of the next C-130; four hours overdue. Tim and I searched the sky for aircraft and contrails; the sea for ships, smoke, or a piece of land. Then, over the radio, a sound, a crackle. Weak, but we could hear it! It had to be the Coast Guard. The anonymous voice grew steadily stronger as the three aircraft converged over unknown number of miles. It

took almost another hour before we were close enough for the C-130's radio gear to assist.... And assist it did! Our intuition proved correct because we were still south of Christmas and slightly west. For the first time, I felt that we had a real chance to make it — if only the fuel would hold out.

Soon we were holding a northeasterly heading, taking several DF steers. About 30 miles from the atoll, the C-130's radio gear could no longer help. On our own again but we were elated. All we had to do was hold the heading for 20 minutes. In the excitement, Tim and I circumnavigated opposite sides of a cloud and.... he was gone from my sight. Damn! After 24 continuous hours of visual contact, I lost him.

So not a drop of usable fuel would be wasted, I stayed at altitude until the last minute. I couldn't wait any longer. The cloud layer was becoming more than scattered making it harder to see anything at sea level. I started the descent – down – getting thinner – a quick glance – I was through, visibility excellent, a hard scan, and NOTHING!

No atoll. I couldn't see the Cherokee '6' and all the fuel gauges read empty. No way for the C-130 to find both of us. We had gotten this far without panic; we weren't going to give up. I started a square search pattern and made about four circuits when suddenly the ADF needle snapped back to life, strong and steady, Christmas Island at 045 degrees.

My attention was torn between the front windscreen, the fuel gauges with no further left movement, and the telltale sound of an engine gasping for energy. If only I hadn't left that 20 gallons in the fuel truck in HNL. The minutes and miles went by at an agonizing pace. Still no sign of the destination.

THEN, THERE IT WAS!

Only a bit longer, five minutes at most. A quick call to Tim. No, he hadn't spotted the island yet, but was still tracking the beacon. He must be right behind me.

Closer, closer.... Lined up on the runway and ... down.

A quick taxi to the empty shack of a terminal and shut the workhorse down. Total flight time: 25 hours and 10 minutes.

The Logbook continued...

As I popped open the door, the oppressive heat of the equator melted what was left of an exhausted body. My legs ached. That's the longest I'd ever piloted an aircraft solo. I knew how Lindberg felt.

But where was Tim?

A glance around the empty ramp revealed nothing. A look toward the sky and still nothing. Then, a large aircraft came into view. The C-130 in bright red and white Coast Guard colors approached the airport then turned to head out to sea. My heart sank. I was afraid for Tim. Why did the C-130 head southwest? Then another large aircraft flew overhead and also turned southwest. An unknown P-3 was also in the search. All I could do was wait... five minutes ... 10 minutes ... 15 minutes. We weren't that far apart. What could be happening?

"Bruce!" I heard my name.

I quickly turned and there was Tim. And there was his airplane on the other side of the ramp near the runway.

"Tim, where in hell have you been? I didn't hear you come in." Tim smiled one big grin and said, "That's because the engine quit on final."

The C-130 landed, we met the crew and signed their logbook. After refueling (my Arrow took more than I thought it could hold), we pieced together what went wrong. Even though our request to land on the atoll was granted for a certain day, it was not considered official until the island received a teletype copy of the flight plan with an actual departure time. Island personnel hadn't received that copy until 10:30 p.m., six hours after our proposed arrival time. That's why the beacon suddenly came on at 10:40 and went off as suddenly at 11:00 because the island electrical generator is shut down each night at that time, whether you've finished reading the chapter or not. To top it off, VHF contact wasn't possible because their one radio was down for repairs. When electrical power was restored the next morning, and realizing that we still hadn't arrived, they turned on the beacon. But for phenomenal timing and our trust in intuition, Tim and I would have had to learn the art of naval survival.

That afternoon we ate an early supper and collapsed for a long overdue night's rest in the small but very hospitable hotel. The next morning found us winging to Pago Pago. The rest of the trip went without a hitch.

This trip occurred July/August 1977, the story originally written in the mid 80s then published in Flying Magazine September 1985, edited and rewritten in 2017

HOW TO INSTALL A REDNECK HOME SECURITY SYSTEM

1. Go to Goodwill and buy a pair of size 14-16 men's work boots.
2. Place them on your front porch, along with a copy of Guns & Ammo Magazine.
3. Put four giant dog dishes next to the boots and magazines.
4. Leave a note on your door that reads:

"Bubba,

Me and Marcel, Donnie Ray and Jimmy Earl went for more ammo and beer. Be back in an hour. Don't mess with the pit bulls. They got the mailman this morning and messed him up bad. I don't think Killer took part, but it was hard to tell from all the blood. Anyway, I locked all four of 'em in the house. Better wait outside.

Be right back."

Cooter

Biometric facial recognition boarding changing airport experience

Aaron Karp/Aviation Daily

The biometric facial recognition trial at Boston Logan International Airport (BOS) has proven so successful and popular that US Customs and Border Protection (CBP) is actively exploring how widely facial recognition can be used at airports, a senior CBP official said.

Facial recognition “really has the potential to change the whole airport experience,” CBP office of field operations deputy executive assistant commissioner John Wagner told the IATA Aviation Day conference in New York.

CBP last year partnered with SITA and New York-based JetBlue Airways to test biometric facial recognition technology to identify passengers boarding flights from BOS to Aruba.

“We can confirm the passenger’s identity in 2-3 seconds ... based off airline data,” Wagner said. “You don’t actually have to present the boarding pass.”

He said the aircraft boarding process is not the only place the technology could work. “We’re looking at the applicability at [US Transportation Security Administration] checkpoints [and potentially at] every place you show your ID at the airport.”

For starters, CBP would like to expand trials to include arrivals, so that passengers arriving in the US could be quickly identified by facial recognition. At BOS, “we’re cutting our processing times down by half,” Wagner said. “We really feel this can be a springboard to change the dynamic of the international arrivals and departure process.”

American Airlines chief security officer Jose Freig, also speaking at the IATA conference, said the industry has taken notice of the JetBlue/SITA facial recognition trial at BOS. “It has been very successful,” he said. “Many of us are looking at it and saying, ‘How can we do that as well?’ We really do envision a day where you walk up to the kiosk and a picture is taken to identify you at every point where identification is needed at the airport. CBP has laid out the foundation for us.”

♦ **My 60 year kindergarten reunion is coming up soon and I’m worried about the 175 pounds I’ve gained since then.**

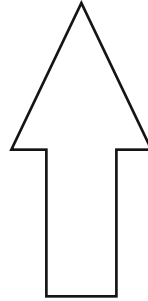
♦ **The location of your mailbox shows you how far away from your house you can be in a robe before you start looking like a mental patient.**

♦ **Money talks ...but all mine ever says is good-bye.**

♦ **You're not fat, you're just... easier to see.**

♦ **If you think nobody cares whether you're alive, try missing a couple of payments.**

It's April...So Did you ever notice:
When you put the 2 words "The" and "IRS" together
it spells **Theirs...**?



Retirement in Alaska

Tom had been in business for 25 years. Finally sick of the stress, he quits his job and buys 50 acres of land in Alaska as far from humanity as possible. He sees the postman once a week and gets groceries once a month. Otherwise it's total peace and quiet..

After six months or so of almost total isolation, someone knocks on his door. He opens it and a huge, bearded man is standing there.

'Name's Cliff, your neighbor from forty miles up the road..Having a Christmas party Friday night. Thought you might like to come at about 5:00...'

'Great', says Tom, 'after six months out here I'm ready to meet some local folks Thank you.'

As Cliff is leaving, he stops. 'Gotta warn you. Be some drinking!'

'Not a problem' says Tom. 'After 25 years in the business, I can drink with the best of 'em'.

Again, the big man starts to leave and stops. 'More 'n' likely gonna be some fighting' too.'

'Well, I get along with people, I'll be all right! ...I'll be there. Thanks again.'

'More'n likely be some wild sex, too,'

'Now that's really not a problem' says Tom, warming to the idea. 'I've been all alone for six months! I'll definitely be there. By the way, what should I wear?'

'Don't much matter. Just gonna be the two of us..'

Air Micronesia: Pilots' talk about their love for it, and the sad fate of N2475, more often known as JUJU

Written and lovingly researched by John Clayton

Do commercial jetliners, when they get old, just “fade away like old soldiers” as a famous American general once said when he retired from the military? Or, do they somehow “find another life?” Why is it that some people (I’m one of them!) love certain aircraft, or when a pilot sees a jet in his/her airline’s colors and, noting the tail number, says “aaah, we’re flying good old 325 again.” Or conversely, “Oh no, not THAT old bird again?”

Air Mike 727-100 Tail Nbr N2475 or “JUJU” about to touch down on the Coral runway at TRUK airport in Micronesia, about 1976. (John Clayton photo)



The story you’re about to read was originally planned to describe the saga of a commercial jet that, at a certain point in her life, was deemed “too old” and thus was going to possibly be sold for scrap or end up in one of the (at least to me) depressingly sad airplane “Bone yards,” or as the Brits more bluntly put it, “an airplane graveyard.” However, as I began my research for this special article for Golden Contrails, and as more [Continental Airlines](#) and [Air Micronesia](#) pilots responded to my wide variety of questions about “Air Mike,” a whole new dimension was added.

My story was, and still is, the final fate that befell a Boeing 727-100 that was a wonderful Air Mike jetliner called JUJU. Her “final status” (at least as of December 2017 and January 2018) was nothing less than sadder than sad. But when you reach the end of this narrative, I wonder what YOU will think? Will you be as stunned as I was when you read how she “finished” her life, or will you say, “Yes John, that’s how it REALLY is in the cold light of aviation business?” **Either way, I’d love to hear from you. My email is: jdcradio@gmail.com**

The story is also written because we hope it will bring back memories of Air Mike and indeed might even serve as a sort of “Historical Document” about the airline as a source of information for those who knew nothing at-all about this unique Proud Bird of Continental Airlines and Air Micronesia called JUJU.

What is it that’s so intriguing about a mass of nuts and bolts, fasteners, metal parts, fabric, and “Composite materials” that, when all are assembled together, become a modern jet liner? How is it possible that this state-of-the-art aircraft somehow endears you to what is a mechanical piece of equipment? Yeah, I admit it, I do love certain jet aircraft, and during my days working for Continental Airlines in our Corporate PR Department as Manager of Publicity at the LAX GO back in the 1970s, I fell in love with an Air Mike jet affectionately called “JUJU” by all knew her, flew her or had some special connection to this Boeing 727-100, tail number N2475.

Just a few of the almost countless aircraft BONEYARDS that “litter the landscape” of the Western USA

As the editor of our employee publication the GOLDEN JET, I thought it'd be fascinating to do a series of articles about the pacific operation called AIR MICRONESIA, or “Air Mike.” Around 1976 I flew out of LAX on one of our majestic Proud Bird DC-10s to Honolulu to write about and photograph the majority of the Air Mike island destinations that dotted the Pacific.

When I got to the Boarding Gate in Honolulu, I looked outside the terminal windows and saw a Boeing 727-100 in Air Mike livery, and it made me question how was it possible that such a relatively small plane (when compared to the DC-10) would be able to fly across such a vast expanse of ocean called the Pacific? I mean would it actually have enough fuel?



As I pondered the question, I knew this 727 had done the trip hundreds of times before and so felt completely reassured. After all, our captain was a longtime pilot of Air Mike, a man with a personality plus character, a great sense of humor and, so I learned, a first class, top notch brilliant **Captain called DAVE STREIT.**

When I got onboard I loved the immediate sense of “family.” To some, I'm sure, that might sound corny or even trite, but it was a feeling that, sadly in my view, is missing in much of the frequently impersonal airlines of 2018. I was royally welcomed on board by a vibrant and openhearted Air Mike Hostess (yes, we DID call them that back in the day!) by the name of CANDY BORJA.



Back in 2014, when most of my research for this article took place, I got a lengthy, fascinating email from **TERRY OWENS**, who'd flown



Air Mike from 1970 to 1978 as a co-pilot, and from 1978 to 1982, as an Assistant Chief Pilot. Talking about JUJU he said, “She was a specially rigged aircraft to fly over water and land on coral and dirt strip runways of the day. The underside of JUJU was coated in Teflon because of the coral – which was almost as hard as a diamond - and such landings (on coral) were REALLY tough on the skin of the plane.”

I found this riveting information and was even more mesmerized when he continued, “We also had a switch that retracted the lower rotating beacon on landing, so the rocks (!) didn't break it.” As a history buff, I was further fascinated when Terry told me “Truk was part of a system of islands in the area in WW2, and was an ideal anchorage for (Japanese) Admiral Yamamoto to stage the attack on Pearl Harbor.”

As JUJU neared Truk, I noticed that Captain Streit flew over the landing area if to say, “Hey Guys, we've arrived.” As far as I could determine, there was NO Control Tower!





I later heard from the “history packed mind and brain” of Terry Owens, that this fly by WAS done on purpose to do exactly that – **WE ARE GOING TO LAND!**

Anyone who flew these B-727-100s then, knew that the forward part of the aircraft served as a baggage AND freight area, as well as where an extra special Air Mike employee sat. He was the onboard mechanic, and an integral part of every

trip. Given the fact that there were often hundreds and hundreds of miles between many of the small islands in Micronesia, and the non-existence of any skilled technical expertise in the area, it was mandatory that the aircraft had immediate “technical talent” on hand who knew how to solve mechanical challenges, and fix them until the plane reached a major base where major parts would be installed.

Maybe it was my British sense of humor (I was born in London, and became an extra proud, fully legal American citizen in the mid-1960s) I confess to speculating on how one fellow could take “loving care” of such a large machine as this 727-100. I mean it was hardly like pulling into a gas station and saying “fill ‘er up and check the oil please.” As our flight soared over and under the wide diversity of clouds that mark various parts of the Pacific Ocean below us, I got to know the mechanic on my flight - a wonderful fellow called **DUB BEDFORD**. My research also discovered some of the other “Excellent Experts” of this unique team, and they are, **JERRY GREY, AL MERKLER, and ERNIE CHAMBERS**. It took only seconds of conversation with DUB to know he was an expert in aircraft maintenance of the highest technical quality and as he’d done the trip countless times before, he knew every part of this proud bird called JUJU.

For aviation purists like me, the date an airplane is “born” is important. Yes, I know you can’t call all the bits and pieces that go towards the eventual completion of an aircraft as a human, but I still feel they DO have a “Birth date.” That said, and according to **PAUL R. BERGMAN**, from Boeing’s Media Relations Department, this 727-100 came to life in the Boeing plant in Seattle, WA, on September 24th, 1967.

The records of what happened next to this aircraft have been impossible to find, but she eventually made her way to Continental Airlines (no indication of ACTUAL date WHEN this happened) or who transferred her to the Air Micronesia operation. She was assigned the tail number N2475 and as time went on, she became known to Air Mike employees as JUJU.



Ever since I flew aboard this classic, special Air Mike bird, and given that I’d heard more people talk about her, I became even more intrigued as to how she got the “Moniker” JUJU. In another of the fascinating

email information I received from pilots about Air Mike, in a December 3rd, 2014 email from Terry Owens, he solved the puzzle for me. Here’s what he said. “one of the 2nd Officers’ on the first bunch of pilots to fly Air Mike, absolutely loved gum drops. Well, he’d buy them in a box called **JUJU Beads**. To tease him, someone cut up the box and taped JUJU on the panel. That’s how N2475 got the name.” Then in wonderful bit of pilot understated humor, Terry added, “However, when anyone asked why and how she was called JUJU, we told everyone it was an ancient bird of Micronesia. Hey, it sure sounded better than gum drops!”



Air Mike/Continental pilot **ROGER NEFF**, shared with me that because islands like TRUK back then had a coral runway, JUJU had brakes on the nose gear as well as the main landing gear. Roger's comment about his time there is representative of all pilots who knew and flew in Air Micronesia when he told me, "I sure do miss Guam, the guys and gals out



there and, most of all, the REALLY GREAT FLYING. Those were really very, VERY special days."

In writing and researching this special feature for your magazine Golden Contrails – there was, as Roger just noted, one fact that came out loud and clear again and again – all the pilots I spoke to loooooooved (!) flying Air Mike. It was, as all of them frequently stated, ***"flying as flying was meant to be."*** Too many to list all their names, but extra special thanks go to **TERRY OWENS, BOB GRIMES, and ED O'QUINN** who also emailed me some stunning photos of Truk and Air Mike – some of his pictures are in this article and are so credited. As Terry told me, "some of the best flying of my life was on Air Mike." Yet one more example of how Air Mike positively affected those who worked there, comes from pilot **DON COLEMAN** who told me, "Yes John, I still treasure the Air Mike 727 flight manuals that I have."



The other riveting fact was the outpouring of information and personal anecdotes, along with what I'd call the "Flying History" of pilots who flew Air Mike and specifically, JUJU – so they, for sure, also deserve mention; **BILL BRADSHAW, DAVE NEWELL, DON COLEMAN, HAROLD SIMPSON, JACK BEETLE BAILEY and J.A. HUNSINGER.** They all answered my questions (this was back in 2014) and I would have loved to combine and edit ALL their intriguing and spellbinding answers to me, as it gives a marvelous overview of the life and "Makings" of a pilot in today's equally riveting world of aviation. However, to combine and edit all the information I received, would take at least another dozen or so pages!

It would appear from all the information I've been able to gather that JUJU ended her "Air Mike

Paradise Days" in 1988, or thereabouts. In a December, 2014 email to me, pilot **ROGER NEFF** said, "the last time I saw JUJU was in 1988 when I was flying out of Denver, and saw JUJU sitting alone on the ramp over on the south side of the field, and looking very forlorn."

When I, **John Clayton** read those words of Roger's, my heart nearly broke. Yes, I know that's silly and all, but to see Roger's words – she looked VERY forlorn – almost convinced me that some aircraft ARE just a bit human, and do know what's happening to them. But Roger's next few words sealed the picture when he said, "the CAL logo and name had been removed and, as I recall JUJU had been painted over. The only identification was the CAL color scheme and

her "N" number. I tell you John, seeing THAT, a whole lot of marvelous memories came flooding back in my mind as I vividly remember her glorious days as the ***'Queen of the Island Hoppers.'***"

I've often wondered how long she sat there. I had to find out and contacted **JOHN WEGG**, the previous publisher of an aviation publication called **AIRWAYS** and a longtime friend of mine, who told me that in June, 1991 she was sold to Transportes Aereos Ejecutivos SA, or TAESA in Mexico, as XA-BBI.

But JUJU's life as a viable, still good 727-100 was not to be, as after only a short 8 years the airline went belly up at the end of 1999. Like many "old things" such as automobiles when they're not wanted, needed or are just "out of date," they are scrapped and their various parts are sold to refurbish other cars of that era. Sadly, the same is true for aircraft, but in this case the process is called "Parted out." And that procedure is where – and how – JUJU's life changed. Dramatically and forever.

Extensive research was unable to find out what happened to JUJU between 1998 and 2004. Guesswork tends to support what several airline people have told me, which is that in those intervening years JUJU sat in some airplane graveyard. I began to despair of ever learning her final fate, and contacted all the aviation, Air Mike and Continental Airlines' people I knew, asking if they had any idea what might have happened to her. I felt like one of those people who have lost their dog, and

post those tearful pleas on any notice board there is, saying “If you’ve seen my dog – picture attached – please contact us immediately at this number. We miss Maisey immensely.”

Then, on Thursday, December 4th, 2014, at 9.46am, “Ace aviation detective” **ED O’QUINN** sent me an email that “blew me out of the water,” and appalled, stunned and shocked me more than words can say. Ed’s email was brief – sad news often is – and he said, “John, I think this is JUJU. Ed.” A photo was attached, and we reprint it here.

Further “digging for facts” by me, steered the search to a Guadalajara, Mexican based company called “Limousines de Guadalajara Vaca Meters.” It turns out they specialize in providing offbeat and unusual means of transportation, and (according to their website) include Ferraris, Bentleys, yachts, jets and a 100 foot long caddy limo “complete with a swimming pool and heli landing pad.” A Boeing jet liner came into their sights, and you’ve probably guessed the next part of this article.



Yes, it was JUJU. Again according to the name most often associated with this company is ‘Limo Bob.’ Well, as their website and Limo Bob says, “The Boeing 727 Jet Limo was where we cut the wings (off) and then cut it in half.” It goes on to state that the 727 Limo has bedrooms, living rooms, a DJ and can be enjoyed by 50 people.

As the writing part of this special story for GOLDEN CONTRAILS moved towards its final format in January, 2018, the Limo jet rents for \$100,000 per month and can – if needed – reach speeds of 124 mph. It’s for sale at One Million dollars.

Contemplating the million dollar price tag, I thought about all the passengers who’d appreciated being aboard this unique Air Mike 727-100, as it transported them to destinations far and wide - and did so carefully, professionally and proudly under the skilled expertise of Air Mike pilots who flew JUJU. I thought about the ones who’d sat in the left or right hand seats of JUJU’s cockpit who’d taken her into and out of the many island destinations that seemed scattered across the pacific. And as Air Mike expanded, these same pilots had guided JUJU into some of the top tourist spots in Asia.

This instantly visualized for me her unique paint scheme of red, white and the famous Golden Tail that resulted in more of a standout marriage of special colors than any other airline – anywhere, anytime. I thought of the countless technicians, crews, flight attendants and maintenance people who loved JUJU as if she was their own child, and I was infuriated that she’d become a limo. More than that, in order to do it, they’d not only cut her in half, but also demolished her Golden Tail.

Certainly she could have been rusting and falling apart in an airplane graveyard, but the thought again reverberated around in my head that yes, some aircraft ARE special and



do deserve to be saved, and that made me contemplate the airline executives who decided JUJU was no longer fit to fly --- in their view JUJU was outdated and outmoded.

As the first Air Mike 727-100 jet to traverse the skies highways and byways of the Air Mike route system, she should have – at the very least – been considered to put on display at the Guam base, or indeed at Truk (now Chuuk) as a significant commemorative to what Air Mike had achieved. As these thoughts tumbled through my consciousness, I knew in a Nano second why she was known to one and all as “Queen of the Island Hoppers.”

But just as quickly the reality shouted out that even if I had all the money in the world, it would never be able to restore JUJU back into her own shining glory as a true original. And the tears began to well up in my eyes.



Everyone loved JUJU



The Golden Eagles have had a long standing policy of not promoting or advertising products and services in our publications, but we think that volunteer humanitarian efforts by our Members are worthy of your consideration....Ed.

Using Benefits to Help Honduras – by Capt. Lynn Rippelmeyer

Most of my flights during the last fifteen years of my flying career were to Honduras. There were usually missionaries onboard going to help the clinics on the mainland and the island of Roatan, off the north coast. Over time, I met the people running the clinics and offered to help. I transported their critical supplies on my flights, then on my days off and vacations.



So, when I retired, it seemed natural to get even more involved. There was so much need and I could help by using my flight benefits to transport up to 140 lbs of supplies each trip. It was a godsend to the people and rewarding for me.

The clinics could tell donors and suppliers to send items to my home, which I would box up for transport every 3-4 weeks. Helping the clinics led to the creation of a youth soccer league (futbol club), aid to an animal rescue / shelter, a school, and a soup kitchen.

I soon realized it was too much for just me. Friends offered to help with the creation of a nonprofit and ROSE – Roatan Support Effort – was born, where 100% of donations go to the intended recipients. The website can be viewed at roatansupporteffort.org and/or



roatansupportefforts.weebly.com.



After retirement, we still have a desire to contribute, to have purpose. It makes the transition from employment easier and life more meaningful when we can come to the aid of others. During retirement, our travel benefits and our free time give us the unique ability to assist those in need – even in other countries.

The amount of time I was spending on Roatan made it prudent to purchase a condo there. The resort manager has offered a deal to anyone helping me with the deliveries. The ocean-view condo is also available for rent.

Ways to help include delivering supplies, donating time and/or funds to the sponsored projects, or with passes to help volunteers travel more cheaply (screened and escorted by me). Thank you in advance to all wanting to help with this worthwhile effort.

For more information, contact Lynn at ljripp@comcast.net or 281-799-9866.



GOLDEN EAGLES SURVIVING SPOUSES

I am reaching out to other Retired Continental Airline Surviving Spouses in the Orange County, CA area, who might be interested in forming a group in sharing common travel interests, experiences, social events, help navigating the Non-Rev web sites in learning what is available to us, as a few suggestions.

We already have a commonality, in that we chose a mate who was fun loving, full of spirit, had a sense of adventure and loved flying. We were the wind beneath their wings when they Took Their Last Flight West.

If you are interested or have any questions, please contact:

Francine "Trixie" Gamble
310-963-3726
francine@dominique.com



The family of Alice Powers would like to advise the Golden Eagles of Alice's death on February 18, 2018 short of her 102nd birthday. Alice is the spouse of "Gone West" captain Robert M. Powers. Bob was a 34 year captain with CAL. After Bob's death in 1985, Alice continued to maintain and cherish her friendships with pilots, wives and flight attendants. The ladies of the Women's Auxiliary were her special friends.

Alice married Robert M. Powers on January 17, 1941. Bob, a 34 year captain with Continental Air Lines, and Alice lived in Denver, El Paso and Pacific Palisades while raising their girls. After Bob's death in 1985, Alice moved to Newport Beach to be closer to friends and the beach she loved. Over the years she made her house a home to anyone who entered. Those who knew Alice will remember the "Great Dane" for her generosity, her daschund "boys" Fritz and Pretzel, her bargain-hunting expertise, her lovely yard and flowers on Belvue Lane.



From her youthful days as the "Woo Woo Blonde" trophy girl, Alice loved every type of auto racing. Bob and Alice continued to share their enthusiasm for sports cars and classic cars by supporting and participating in many events until Bob's death. Sunday's were race days for Alice who never missed a Grand Prix, Indianapolis or stock car race. In keeping with her generous and helpful spirit, during the 60's and 70's Alice worked diligently with the women of the Lutheran Church of the Palisades and the local Women's Club. She was a founding member of the Women's Auxiliary of the Golden Eagles, the organization of retired employees of Continental Air Lines. For over 20 years, she helped organize hospitality rooms and banquets at the annual conventions and saw to the provision of table favors for the women's luncheon.



A Gazillion Piece Puzzle Comes Together!

~ by Diane Myers



On Sept 4 we turned over our airplane to the maintenance shop at Palomar for “**double engine transplants.**” Our engines had gone beyond TBO, were passing inspection, but seals and hoses were starting to give out. We had ordered two Continental factory remanufactured engines, which had arrived in late August. It was “early Christmas” when we saw them: each was wrapped in plastic and shipped in a large blue wood box, which also contained boxes of accessories: magnetos, spark plugs, harness, starter, fuel injection, turbo charger.



Air-

Beautiful new engines!



It is interesting to find out which parts are **NOT** included: alternator, wastegate, pressure relief valve, exhaust system . . . these items must be ordered separately.



New exhaust system parts

craft engines do not arrive ready to install – they need LOTS of parts connected.



Old engines were removed and put on pallets next to the shiny new **gold-colored** engines. A heavy wood bench was moved under the tail, because without the approximately 500# weight of each engine, the airplane would have fallen on its tail.

We visited weekly for “show and tell” and progress reports.

In addition to everything directly involved with the engine, the engine beams had to be inspected for structural integrity, by eddy current testing which can detect any surface and sub-surface flaws in the metal – none found. The



Eddy current inspection

beams were then cleaned and painted with anti-corrosion paint.



The props were shipped off to Redding, CA for overhaul. There are a

lot of individual components that make

up the hub of a constant-speed propeller and they have very close tolerances. Each manufacturer has an established list of parts that must be replaced at each overhaul that includes seals and o-rings, mounting studs and nuts, blade



Overhauled props returned to CRQ

ball and needle bearings and all hardware. The shop performed eddy current inspection of the blades, and inspection of usable components. Our props were refurbished, reassembled, and balanced.

Meanwhile, the mechanics at Palomar were busy: one was installing new baffling around each engine, necessary for proper cooling, which is accomplished by placing a cowl around the engine and using a system of rigid baffles and flexible baffle seals to produce the volume and pattern of cooling airflow necessary to achieve even cooling with minimum drag. These baffles are difficult to see unless you know exactly where to look for them, but they are absolutely critical for proper cooling.



Jesse attaching baffles to brackets

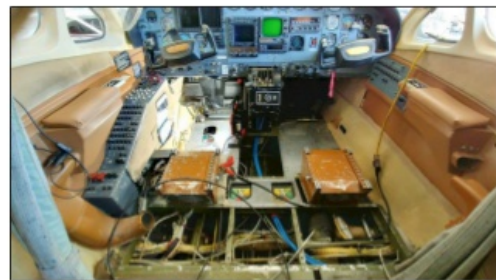
These flexible strips (usually high-temp silicone rubber) are used to seal up the gaps between the sheet metal baffles and the cowling. These gaps are necessary because the baffles move around inside the cowling as the engine rocks on its shock mounts. The flexible baffle material is riveted to metal brackets; these were custom crafted by another highly skilled mechanic.



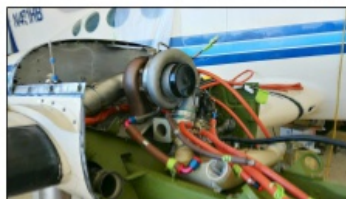
Dave, the lead mechanic, was busy installing new control cables for the each engine: throttle, prop, mixture, cowl flap, and alternate air. Each cable had to be fed through a small hole in the engine cowling, through the part of the wing between the engine and the fuselage, under the floor of the of the cockpit, and up to the throttle quadrant. The longest cable, the left prop cable, was 17 feet long!



Cables being threaded through the wing between engine & fuselage



Several parts were installed on the engine beams: turbocharger and associated components, some hoses, engine control cables, intercooler, throttle body, part of the exhaust system, cowl flap control cables, sonic venturi for the pressurization system. Piston-powered aircraft use air supplied from each engine turbocharger through a sonic venturi (flow limiter).



Air is released from the fuselage by a device called an outflow valve. By regulating the air exit, the outflow valve, and outflow safety relief valve, allows for a constant inflow of air to the pressurized area.



Safety & outflow valves



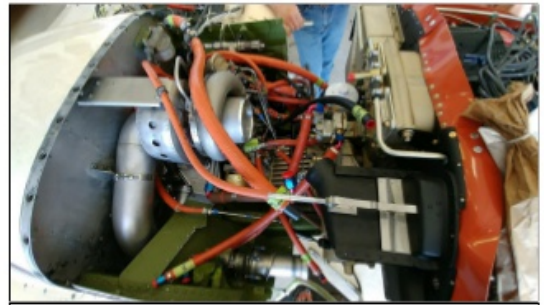
Right engine is raised up by a forklift for ease of working on lower parts.



Alternator couples to the engine by gears, not by a belt as in many other light aircraft engines



Progress: Oct 12—right engine is on the wing!



Turbocharger not yet connected to engine,
Numerous cables & hoses need to be connected



Oct 19—left engine is on its wing



Oct 26: both props are attached to their engines
Lead mechanic Dave explains next steps to Ralph



Still lots to do—adjust engine control cables, reinstall seats



Nov 1—Chief mechanic Mike inspects connections



Nov 10—first engine runup
by mechanics

Nov 14—first test flight—
Ralph & I were in front
seats, mechanics Dave &
Jesse rode along to observe
All indications good!



We flew several more short flights, returned to the maintenance hangar each
time for mechanics to open engine cowlings and check for leaks.
Big test on Nov 18: —CRQ—GBN—CRQ, 3hours. All systems good!

Yay, we have our airplane back!

Thanksgiving flight to Lubbock Texas, Nov 21, return to CRQ on Nov 25.
Dec 2— flight to SNS, scenic flight back along the coast
Dec 30—flight to SNS for New Year's in Monterey
Jan 1—flight around Farallon Islands
Jan 2—back to CRQ

All the puzzle pieces are back together!



Boeing 777X: the world's biggest and most efficient twin-engine jet

By Kristina Altman

Reprinted Courtesy of the RUPANEWS

Boeing has just begun working on a new aircraft, inspired by the 787 Dreamliner, with a cabin that's just as comfortable, windows that are much larger, advanced cabin lighting, and a completely new architecture. The airplane wings had been completely redesigned, expanding 236 feet (23 feet more than current commercial aircrafts, which can easily fold at the tips to fit every airport gate it goes to. This is the new Boeing 777X.

Boeing will offer two 777X options, the 777-8X and the 777-9X, which will be able to seat anywhere between 350 and 425 travelers and fly 8,700 (-8X) to 7,600 (-9X) nautical miles.

Currently, All Nippon Airways, Cathay Pacific, Emirates, Etihad Airways, Lufthansa, Qatar Airways and Singapore Airlines have placed their orders for this new twin-engine jet for a total of 360 aircraft. The first will take flight in 2019, however, the airplanes will not be delivered to their customers until 2020.

The triple seven variant will be a lot lighter, and with the aircraft's elongated wing span, the 777X can use less fuel as it lifts up in the air. Speaking of fuel efficiency, the 777X will be installed with a GE9X engine—the biggest one on Earth for any commercial airline. Moreover, the GE9X engine saves about 12 percent fuel per seat, and CO2 emissions are 12 percent less than any of its competitors due to its innovative design.

Jason Clarke, Vice President of Operations, stated the 777X is “going to set a new bar for commercial aviation,” because the team is “pushing the boundaries to where they’ve never been before.” It’s an exciting time for aviation and travel.

The going price for the 777X ranges from \$350.5 million and \$388.7 million, a large yet smart investment for current and future customers who are looking to take flight to the next level. Travelers have a lot to look forward to, and we can’t wait to see the first one takeoff.



Air Mike truck...

On TRUK!

Boeing debuts first 737 MAX 7

Reprinted Courtesy of the RUPANEWS

Boeing marked another airplane development milestone as thousands of employees celebrated the debut of the first 737 MAX 7 at the company's Renton, Wash. factory. The MAX 7 is the third and newest member of Boeing's 737 MAX family to come down the assembly line. The jet is designed for up to 172 passengers and a maximum range of 3,850 nautical miles, which is the longest range of the MAX airplane family.

Technology improvements allow the MAX 7 to fly 1,000 nautical miles farther and carry more passengers than its predecessor, the 737-700, while having 18 percent lower fuel costs per seat. The MAX 7 is also superior to the competition, carrying 12 more passengers 400 nautical miles farther than the A319neo, on 7 percent lower operating costs per seat.

"For our airline customers serving airports at high altitudes or remote locations, the MAX 7 is the ideal complement to their fleet. We look forward to demonstrating the incredible flexibility and range of this airplane," said Keith Leverkühn, vice president and general manager of the 737 MAX program, Boeing Commercial Airplanes. "This is the third 737 MAX family member our team has successfully introduced in just three years. That's a phenomenal accomplishment and a testament to the dedication of the entire 737 team."

The first MAX 7 will now undergo system checks, fueling and engine runs on the flight line in Renton. The airplane, the first of two MAX 7 flight test airplanes, will begin its flight testing program in the coming weeks.

The 737 MAX 7 is scheduled to enter service in 2019, following delivery to launch customer Southwest Airlines.

The entire 737 MAX family is designed to offer customers exceptional performance, with lower per-seat costs and an extended range that will open up new destinations in the single-aisle market. The MAX 8 entered service with customers across the globe last year, and the MAX 9 will start deliveries in the coming months. The MAX 10 was launched at last year's Paris Air Show and is scheduled to enter service in the 2020 timeframe. The 737 MAX is the fastest-selling airplane in Boeing history, accumulating more than 4,300 orders from 92 customers worldwide.



JUJU on Truk

The Golden Eagles wish to express our gratitude to Captain Morgan's daughter, Kathy Haynes for making this series of articles available and to Captain John North for his efforts and talents at keeping alive a great source of airline heritage to the rest of us...Ed

The Len Morgan Collection

Len Morgan was born in Indiana and educated in Georgia and Kentucky. After graduation from high school he enlisted for pilot training in the Royal Canadian Air Force and arrived in England a week after the Pearl Harbor attack. He transferred to the United States Army Air Forces in Egypt and flew Air Transport Command routes in Africa and the Middle East. Upon return to the States in 1943 he was an instructor at Reno Army Air Base. Following the war he served with the 123rd Fighter Group, Kentucky Air National Guard. In 1949 he began a 33-year career with Braniff International Airways at Dallas, Texas, during which time he flew domestic and international routes as well as on military charters to the Far East during the Vietnam War. Len Morgan wrote over 600 articles on aviation topics, authored and/or published more than 30 books and was a contributing editor of Flying magazine. Captain Len Morgan passed away on March 11, 2005.



The following are a few of the articles that Len wrote which were originally published in Flying Magazine. Len's daughter, Kathy Morgan, has furnished most of them and granted The Braniff List permission to reprint them for your enjoyment.

Note by Captain John North: Len Morgan was a wonderful man and loved by all who met him. He was not only a superb aviator but as you will soon see, a gifted writer as well. I hope you enjoy these stories as much as I have.

Flying Old Dumbo

By Len Morgan

I learned early on that there is no better way to become fully competent in an airplane than by teaching someone else to fly it. This true of the Cessna 152, the Boeing 747 and everything in between.

Upon returning from overseas in 1943, I was ordered to the Army's 3rd Operational Training Unit (OTU) at Reno, Nevada, to train on the Curtiss C-46. And what was the C-46, you may ask, since the old bird has long since faded into history? Specifically, it was a large transport powered by two Pratt & Whitney 2,000-hp engines. Think huge; it was a monster. In fact, it was the largest twin-engine airplane produced until that time. Designed as a 34-seat-or 20-berth-airliner and first flown in 1940, it was quickly reconfigured for military use.

Semi-officially designated the Commando, it was known among the troops as "Old Dumbo" because of its elephantine size and likeness, and "The Pregnant Whale" because of its double-bubble fuselage. Although ungainly on the ramp, the old girl was not unattractive in flight. But parked alongside sensuous Mustangs and Lightnings, she was the fat girl at the prom. Furthermore, it was rumored that the big Curtiss was lethally flawed. There were stories about vapor locks, runaway props and unexplained explosions in flight. The Curtiss C-46 was not the plane young cadets dreamed of flying.

I arrived at the 3rd OTU completely unaware of the C-46's less-than-savory reputation, which was just as well. Airplanes, like people, should be judged after personal contact, not from hearsay. Reno Army Air Base, situated 5,046 feet asl in the shadow of the Sierra Nevada Mountains, was an ideal place to train crews to fly the infamous "Hump" in the China-Burma-India Wing, which is where 3rd OTU grads were bound.

Ground schooling followed the excruciating nuts-and-bolts format then in vogue. We dissected pumps, flight instruments, check valves, generators, superchargers, propellers, brakes-every component on the plane. We studied wiring diagrams and fuel and hydraulic plumbing, and memorized pages of numbers-weights, pressures, quantities and limits. Each phase ended with a stiff test on which the passing grade was 80.

This emphasis on pure mechanics dated back to World War I. It characterized instruction in all types, from primary trainers to four-engine bombers. Obviously, a pilot needed a thorough understanding of his aircraft and all the machinery in it, but that could have been acquired without the nit-picking details he was force-fed.

For example: When a low-fuel-pressure warning light blinked on, knowing who built the pump, what it looked like inside, how fast it spun and where it was located was of no help in dealing with the problem. What could be done about it was all that mattered. The same approach was adopted in postwar airline training and carried to equally ridiculous extremes. (In DC-6 school we learned the gauges of dural used in the rudder and wings and the air pressure in the tail skid strut.)

Finally, we put away the books and began flying. My instructor was a mild-mannered Mississippian of incredible patience. While I had logged the 600 hours required of 3rd OTU trainees, most of it was right-seat time, meaning I could drop the gear and raise the flaps on a variety of transports and bombers. Copilots of that era were rarely allowed to do the fun things like takeoffs and landings. Poor Lieutenant

Flying Old Dumbo continued

Gore had to start from scratch.

The C-46 cockpit was a mess. A bulldozer driver would have been right at home with the forest of oversized levers sprouting from the pedestal. The disorganized clutter of instruments and gauges led to the joke that when the prototype was rolled out someone said, "Hey, what about pilots!" and a cockpit was hurriedly knocked together.

Taxiing was easy except in a crosswind, when corrective braking could set the downwind wheel on fire. On takeoff the C-46 rumbled down the runway, became airborne in a surprisingly short distance (even at reduced power to simulate maximum takeoff weight) and climbed at a respectable rate.

The big job was inherently stable and stubbornly determined to fly straight-and-level; changes in direction or altitude were muscle-building until you learned to trim, but flight in turbulence was pure calisthenics, boosted controls notwithstanding. The ailerons remained effective throughout a full stall, then the nose dipped sluggishly and recovery was made with little loss of altitude. Though it handled like a moving van with front-end problems, Old Dumbo was a forgiving airplane with good flight characteristics-but it did take some getting used to.

IT WAS INHERENTLY STABLE BUT HANDLED
LIKE A MOVING VAN WITH FRONT-END
PROBLEMS

The course lasted nine weeks-and note I did not add, "weather permitting," because bad-weather operation was what the 3rd OTU was all about. We were rarely grounded and sometimes continued flying while United Air Lines overflew because of snowstorms. Once a student had more or less mastered landing the big brute, the blind flying hood went up during takeoff and came down on short final.

The sole aids for en route navigation and approaches were the radio range and homing beacon. Both operated on low frequencies, as did

communications transceivers, and were of the least help when most needed. Snow, heavy rain or nearby thunderstorms rendered them unreliable, even unusable for long uncomfortable minutes. Indelible in memory is the terminology of that day – cone of silence, twilight zone, bi-sector headings, fan markers, loop and fade 90 orientations, boxing the station, aural nulls, swinging beams. Today's instrument student doesn't know he's born.

Lieutenant Gore coached me through all of it, I passed the check ride – lasting five hours, no less – and was reassigned to the base as an instructor. I'd never taught anyone to drive a car, much less a cumbersome truck that flew, so I tried to emulate Lieutenant Gore's blend of firmness and patience.

A training flight lasted four hours, the time split between two students. My first pair were as green as I had been, but I believe they taught me more about the C-46 than I taught them. A student's initiative was destroyed if you grabbed the controls every time things weren't going well. He learned from mistakes, so you held on light when he leveled off six feet high and arrived like a load of sand. For all of its faults, Old Dumbo was built like a brick privy. The trick lay in knowing how far to let things go before intervening.

After a week of air-work and touch-and-goes, both students performed reasonably well even when I cut an engine as the gear came up. From then on they never saw the snow-covered mountains, the remaining 45 hours being spent under the hood. Both received above-average grades on their final checks, a credit to their determination more than to my tutorial talents.

A student graduated as a copilot or pilot-in-command, depending on his instructor's recommendation. Nearly all of Illy students caught on quickly; one or two were slow learners, but so was I, so I sympathized, bore down hard and everyone flew a satisfactory left-seat check.

Only one proved a real problem, a cocky P-30

Flying Old Dumbo continued

Lightning jock who for some unspeakable infraction had been shipped to Reno for C-46 training, clearly as punishment. From classy P-38 to clumsy C-46-there could not be a more humiliating comedown in his view. He let me know right off that he intended to wash out and seek reassignment to fighters.

I decided to bluff. "Listen, you are going to leave here as a first pilot or copilot. If you're a copilot you may end up pulling the gear for a pompous fathead you despise. Besides, I'm not at all sure you can meet our requirements for the: left seat".

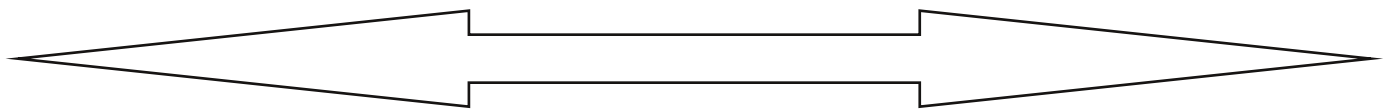
That got him. He worked his butt off and flew a near-perfect final check. The last I heard, he had completed a tour on the Hump and earned the Distinguished Flying Cross.

The C-46 racked up a superlative record over the infamous Hump, but the war on that far side of the globe got little attention. As for its faults: Changing tanks at high altitude sometimes caused loss of power due to vapor locks. The engines could be restarted at a lower level, which was of no comfort if you were barely clearing the mountains to begin with. Fuel-system modifications eventually cured the problem. Runaway props? The maligned Curtiss electric prop was completely reliable when properly serviced. Ask any pilot who flew the P-47 Thunderbolt or 8-26 Marauder.

Inflight explosions are known to have caused 31 C-46 accidents (one a 3rd OTU trainer) and likely accounted for a number of disappearances in remote areas. Improved wing ventilation eventually solved the problem and everyone breathed easier. The C-46 was not the only airplane rushed into service in World War II despite its builders' request for more time to iron out bugs.

Old Dumbo never caught on as an airliner after the war. Surplus military transports were snapped up by corner-cutting non-sked and cargo carriers and, inevitably, there were accidents. If a C-47 was involved, it was shrugged off as pilot error; when it was a C-46, it became still another "Curtiss Calamity" horror story.

There are a few of us left who regard the C-46 ill a kinder light. We remember it as a good plane-indeed a quite remarkable plane in many respects. It was not easy to learn or fun to fly, but if you could fly it well you could master anything that came later. I'm not the only C-46 driver who proved that.



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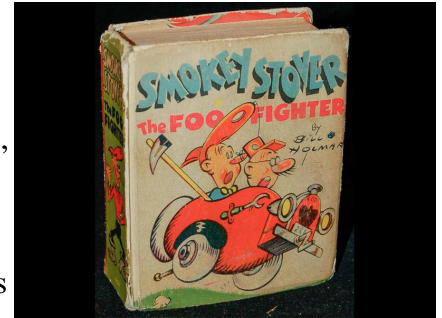
What Were the Mysterious “Foo Fighters” Sighted by WWII Night Flyers?

Something strange was following the Beaufighter crews of the 415th Night Fighter Squadron.

By Zoe Krasney
AIR & SPACE MAGAZINE

Toward the end of World War 2, mission updates from the 415th Night Fighter Squadron took a mysterious turn. Along with details of dogfights over the German-occupied Rhine Valley, pilots began reporting inexplicable lights following their aircraft.

One night in November 1944, a Bristol Beaufighter crew—pilot Edward Schlueter, radar observer Donald J. Meiers, and intelligence officer Fred Ringwald—was flying along the Rhine north of Strasbourg. They described seeing “eight to 10 bright orange lights off the left wing...flying through the air at high speed.” Neither the airborne radar nor ground control registered anything nearby. “Schlueter turned toward the lights and they disappeared,” the report continued. “Later they appeared farther away. The display continued for several minutes and then disappeared.” Meiers gave these objects a name, taking a nonsense word used by characters in the popular “Smokey Stover” firefighter cartoon: “foo fighters.”



Reports kept coming in. The objects flew alongside aircraft at 200 mph; they were red, or orange, or green; they appeared singly or with as many as 10 others in formation; and they often out-maneuvered the airplanes they were chasing. They never showed up on radar.

This story is a selection from the August issue of Air & Space magazine

Richard Ziebart, historian for the nearby 417th Night Fighter Squadron, heard many of the stories directly from the 415th crew members: “The pilots were very professional. They gave the report, talked about the lights, but didn’t speculate about them.” Still, the pilots found the sightings unnerving. “Scared shitless” was how a 415th pilot described feeling to Keith Chester, author of *Strange Company: Military Encounters With UFO’s in World War II*.

At the end of the year, an Associated Press war correspondent, Robert C. Wilson, celebrated New Year’s Eve with the 415th. The next day, his story on the foo fighters was featured on the front page of newspapers across the country. Other squadrons had seen them, but it was the number, consistency, and impact on the 415th crews—and the fact that a reporter listened to the airmen—that finally prompted investigations into the sightings.

Amateur psychologists, military aviation buffs, and conspiracy theorists offered explanations, but none that the airmen found credible. They didn’t believe they were hallucinating because of battle fatigue. And because the lights caused no damage, the pilots doubted they came from remote-controlled German secret weapons. St. Elmo’s fire, a discharge of light from sharp objects in electrical fields, seemed unlikely, since the foo fighters exhibited such extreme maneuverability.

Eventually the Army Air Command sent officers to investigate, but their research was lost after the war, Chester reported. In 1953, the CIA convened a panel of six top scientists familiar with experimental aviation technology to determine if the lights constituted a national security threat. The Robertson Panel, named for its chair, Caltech physicist Howard P. Robertson, offered no official conclusion.

Ziebart, the historian, offered no explanation either, only an insight. “I think the foo fighters didn’t show up on radar because they were plain light,” he said. “Radar had to have a solid object. If there was any bogey out there, the pilots would absolutely be able to tell.”

Remember Denver Stapleton?

By Harriet Baskas / USA TODAY

Reprinted Courtesy of the RUPANEWS

As cities grow and the role of aviation in society expands, so too does the need for larger airports and airports in different places. So what can be done with old, unwanted commercial airports? Turns out, quite a bit. Stapleton International Airport, less than 10 miles from downtown Denver, was replaced in February 1995 by the much larger Denver International Airport, which was built 25 miles from the city center. The 7.5 square miles that once housed Stapleton's runways and terminals is now a mixed-use community that John Karsada, author of *Aerotropolis: The Way We'll Live Next*, considers "the most successful repurposing of a former major commercial airport I have observed anywhere in the world."

Most of the original structures from the former Stapleton airfield were demolished, but the control tower and its building remained. And, after sitting vacant for more than 20 years, the tower building reopened as a 32,000 square-foot "eatertainment" concept with six bowling lanes, shuffle board, bocce courts, karaoke rooms, a sports bar and a wide variety of other indoor and outdoor dining, drinking and social gaming opportunities.

"Dozens of ideas for reuse of the tower were presented over the years, including demolition, but there was a desire in the community to preserve the

tower in order to visually convey the history of the land as the former Denver airport," said Robert Thompson, founder and CEO of Punch Bowl Social, the company that turned the control tower building into a fun zone. It would have been easier for Punch Bowl Social to demolish the old building and create something from scratch. Instead they were able to preserve the historic structure, re-using some of the original precast panels that adorned the building exterior. Inside, there are plenty of nods to the golden age of flight.

"The hostess stand is made from a vintage steamer trunk. Reclaimed airplane dials are mounted on the walls, vintage luggage is stacked in shelving around the bowling cage, and we have signage from the original Stapleton International Airport throughout," Thompson said. And while the interior walls are covered with what appears to be polka-dot paper, the pattern is actually made from an aerial view of Stapleton from 30,000 feet.

"The air-traffic control tower is the most visible and iconic representation of the history of this area," said Denver City Councilman Christopher Herndon, whose district includes Stapleton. "The Punch Bowl Social project embodies the spirit of reimagination and reactivation Denver embraced when we envisioned a vibrant neighborhood filling the footprint of the former Stapleton airport."

Lost over Area 51

Late one afternoon, the Air Force folks out at Area 51 were very surprised to see a Cessna landing at their "secret" base. They immediately impounded the aircraft and hauled the pilot into an interrogation room.

The pilot's story was that he took off from Vegas, got lost, and spotted the Base just as he was about to run out of fuel. The Air Force started a full FBI background check on the pilot and held him overnight during the investigation.

By the next day, they were finally convinced that the pilot really was lost and wasn't a spy. They gassed up his airplane, gave him a terrifying "you-did-not-see-a-base" briefing, complete with threats of spending the rest of his life in prison, told him Vegas was that-a-way on such-and-such a heading and sent him on his way.

The next day, to the total disbelief of the Air Force, the same Cessna showed up again. Once again, the MP's surrounded the plane... only this time there were two people on the plane.

The same pilot jumped out and said, "Do anything you want to me, but my wife is on the plane, and you have to tell her where I was last night!"

A Member's view of Continental's Viet Nam Mac Operation

Someone asked me if I had seen the documentary on Vietnam....I sent this:

I flew the Vietnam, Continental Airlines MAC contracts, from 1966 to 1971.

Yes, shot at, yes hit, yes mortared, yes, yes to seeing things I could not believe were real.

We would land at Saigon 2:00 A.M. Offload 165 young Marines who were handed their guns and field kits and loaded in awaiting choppers. They had gone from El Toro to Honolulu to Clark AFB and Saigon... with only stops to pee.

Then, the entire interior of the airplane was gutted and all placed in cargo bays below, and the CARGO door on the Boeing 320C was opened and a train of wagons loaded with pallets of 150 small aluminum caskets onboard. I would stand at the tail section to make sure no gook snuck up to put explosives in our wheel wells. Up to the cockpit, start engines, taxi out with NO LIGHTS, NO TAXI LIGHTS, NO RUNWAY LIGHTS, guided by following a small light on a jeep to the runway. Engines up to speed, runway lights on for 30 seconds and we're off. Now, 35,000 feet and I go back...and view what we just loaded and was completely unable to stop crying.

Not just one trip like this for me... more than I've been able to forget.

I don't wish to watch the documentary on Vietnam.

Captain Brad Near

United's first 737-9 routes to include Houston-Anchorage

Feb 20, 2018 Sean Broderick

United Airlines plans to place its first Boeing 737-9s into revenue service June 7 on routes connecting its Houston Intercontinental (IAH) hub and five cities, including its summer seasonal-nonstop route to Anchorage, Alaska.

The other routes for United's first 737 MAX-family aircraft link IAH with Austin (AUS), Fort Lauderdale, Orlando (MCO), and San Diego. Most of the routes are currently flown with 737-900s, though United is using some 737-800s on IAH-MCO and Airbus A319s on IAH-AUS.

The airline will expand the 737-9 fleet's workload on June 29, putting its newest narrowbodies on one

Los Angeles (LAX)-Honolulu frequency as well as routes between LAX and IAH, as well as IAH-Sacramento IAH-Tampa Bay.

United is expected to receive its first 737-9 in April and plans to have six when the fleet enters revenue service, a spokesman for the carrier confirmed. It plans to take delivery of 10 by year-end—part of a plan that has it adding 24 mainline aircraft this year, including three used 767-300ERs. Its forecasted year-over-year capacity increase for 2018 is 3.5-4.5% as measured in available seat miles.

United's 737-9s will be configured with 179 seats, including in 20 first-class and 44 in economy plus.

Here is a nice bit of Travel info from Captain Bill Lewis...Ed

San Miguel De Allende

15 Feb 2018

Nine AM and we are having morning coffee in San Miguel De Allende, Mexico. Our accommodations are at an elevation of 7000 feet, and the temperature this morning is 50 degrees and slowly rising.

In about an hour, we will take our daily walk into the center of town, along freshly washed sidewalks and cobblestone streets. Cathy has a painting class scheduled and I plan to raid the best pastry shop in town known as "the Blue Door". I will likely spend at least two dollars for a large bag of freshly baked goodies.

SMA is a World Heritage Site, so designated in 2008. It was also a leading location for the move for independence from Spain in 1810. A popular destination for many North Americans whose numbers exceed 20,000 in the Winter months, many are full time residents, others there for a month or two as renters. The center of town is the "Jardin", a large shaded square, where friends meet to enjoy the warm, dry air of the Sierra Madre plains.

SMA is noted for its many art galleries, fine restaurants, and numerous cultural events. One can either fly into Leon or Queretaro, take an hour limo to your door, and enjoy a relaxing next several days.

This marks our eight visit in as many years. Because we have met and befriended so many people during that time, social gatherings in different homes takes place frequently. Good food, drinks, and interesting new people are always on the agenda.

Along with the cultural side of SMA, there are a number of tennis courts, two golf courses, riding stables and a local gym. Taxi anywhere in the city for 50 pesos (less than \$3.00). For the adventurous, take one of many local busses for 7 pesos. Tour a local park that is filled with flower vendors, attend a bull fight, enjoy tango dancers, or perhaps an opera, or watch a beautiful sunset from a roof top restaurant.

From my description of SMA you will note that it is not the teenage Mexican hang out such as Cancun, Puerto Villarta, etc., but for our age group, we find it a great place to visit. Charming homes, lots of activities, and very warm and gracious locals.

Bill & Cathy Lewis

Your Golden Eagles Volunteers extend our sincere best wishes to those individuals who have NOT renewed their membership with 2018 dues by April 30.

We hope you will consider re-joining at your earliest opportunity.

The Crew Room

Dropping in for a visit this time...

From Bill Baddorf

What Have You Been Up To? A back accident in the 737 left me unable to fly since 2004. But, it opened up many other opportunities. I started teaching management and marketing after an MBA and then taught full-time after a PhD.

I retired from that career as a full-professor last May and now teach just enough to support our travels: Mexico, Italy, Greece, Spain, and HNL this year. No intention of slowing down until I slide in broadside, worn out, used up, and proclaiming "Wow, what a ride!"

From Jim Ferman

What Have You Been Up To?

Enjoying retirement. Started flying drones and that seems to fill my desire to fly at this point in my life. My wife and I have been enjoying travel and we have taken some "bucket list" trips including taking the Trans-Canadian Railroad and returning to New England and visiting my old college.

From Amy (Capt Bill) Childress

Hi Gary,

I found your email concerning surviving spouses being able to continue to receive information from the Golden Eagles. I would most definitely like to continue to receive the information and will gladly contribute to the postage fund when you suggest. I had this 'bronchial virus' in November and into December - still have a bit left in my upper lungs. It is not something for us to get in our 'Golden Years'.

Hopefully all of you have had wonderful family Christmas celebrations of the birth of our Savior. We truly have much to be grateful for.

Best to you and all. I SO enjoy getting the Golden Eagle publications. Whomever puts them together is most artful and talented. It is obvious. Thank you!!!

God bless.

Amy Childress

From Jim Carter

What Have You Been Up To?

Living in Richmond, TX with my wife. Still managing our office warehouses in North Houston. Little fishing and a lot of traveling. I am helping with my grandsons and their sports activities.

From Carter Smith

What Have You Been Up To?

Teaching at Flight Safety, Int'l in the Citation XLS simulator. Great retirement job and we're looking for more instructors if anyone is interested.

From Reed Sundine,

What Have You Been Up To?

Still instructing. Trying to help get my grandson into a Guard unit for USAF UPT. Part owner in a Beech Musketeer fully equipped with Garmin 430 and autopilot.

Staying current in the low level airspace.

Traveling to worldly places with my wife of 52 yrs. 3 Grandson's all in college or graduating with a Masters this May.

The Crew Room

From Charlie Starr

What Have You Been Up To?

Another XC has taken me, for the 85th time, around the sun; and 20 of those trips were made since I retired in 1997. During those 20 years I haven't left "aviation". I built an experimental airplane – mostly in my basement in NJ; after moving to FL, built a hanger with an apartment on a residential airport to house the airplane; then sold my experimental airplane and have now gone back to my aviation roots -flying under the FAA's new basic-med rules in a 1946 Aeronca Champ (like the one I first flew in 1946). This past year I was honored to receive The Wright Brothers Master Pilot Award. Over these past 20 years I've had the usual number of medical "happenings" that keep the doctors busy: both knees replaced, lower back surgery, a quad-bypass, gallbladder etc., but... still looking at the green side of the grass. After more than 16 years as an officer of The Golden Eagles, I'm also enjoying that retirement, but looking forward to seeing many of my friends at the next Golden Eagle Convention.

From Ken Lakes

What Have You Been Up To?

We made the 62 a pilot training class reunion 57 years and counting Hope to make the LAS get to gather

From Curt Forney

What Have You Been Up To?

Drinking a lot of wine, taking an occasional cruise and looking for another place to live that isn't a sanctuary state where our criminals run free.

From Bob Appleton

What Have You Been Up To?

Get up in the morning, nothing to do, by noon I'm behind, cant finish it and have to leave it til tomorrow....

Ed...This was received prior to Mrs. Powers passing, but now seems both poignant and appropriate. More information on this remarkable lady is on an earlier page of this edition.

From Lynda Leslie ,

Mr. Small, Mom (Alice Powers) received your letter regarding continued reception of the Contrails Magazine. Please do keep her on your mailing list. Though she is is failing health, I know she appreciates keeping in the know. The recent issue came while I was home and I thoroughly enjoyed reading its pages.

I particularly loved "In the Age of the 707". I had some good laughs and am in complete agreement with the unnamed author. I suspect Daddy could have added a few more thoughts!

I was sad relating to Mom the names of some near and dear who have "Gone West"Alley, Ballard, Lively, Meyer, Grigsby, Cramp, and Hiemstra. The originals are about gone..That makes me very sad and reminds me of my own age, let alone having a mother who is 101 years.

Again, thank you for your thoughtful letter.

Lynda Powers Leslie (Kerrville, TX)

Daughter of Capt. Bob and Alice Powers

God-daughter of Capt. Cliff Pleggenkuhle, Sr. and Flora

Mother of an Express Pilot who wants to work for Continental (OK, United!) in the worst way

The Crew Room

From Dan Droogleever

Ahoy fellow sailing aviators,

Dan Droogleever, (IAH B737, A300, EWR B777) is sailing his 43ft wooden schooner from Mexico down the Pacific Coast towards and through the Panama Canal and through the Caribbean up to her homeport of Houston, Texas.

Sure can use help to handle the many lines.

If you are interested in sailing one or more of the 3-5 day segments, give him a call. Any level of experience (or none) is welcome; looking for camaraderie and team work.

The segments are in between the many airports that Continental (hmm United) flies to in the Central American and Caribbean basins.

Would be great to have you on board!

Dan Droogleever

01dmd10@sbcglobal.net

832-484-1326

713-922-8364

From Dennis Wiggins

What Have You Been Up To?

Retirement is crazy busy. I should get a job to get some rest.

From Wayne Nakagawa

What Have You Been Up To?

Working for Boeing as an Simulator Instructor on the 744 in Korea on a contract with Korean Air.

We do all their training on 744,777,737, A380, A320 & soon 787. Presently over 75 Instructors from all over. 3 are ex-CAL guys. M. Noonan & C. James have retired this past year.

We rotate monthly to Korea to do a rotation. Interesting & satisfying work and have made many good friends from Airlines around the world.

From Stan Peterson

What Have You Been Up To?

On the 4th of July my wife, Anne, and I were returning from the annual pancake breakfast in Jamestown, CO on our tandem bicycle. While descending Lefthand Canyon we experienced a blowout on the front tire while negotiating a sharp left turn; we went down hard! After some excellent care by EMTs in the ambulance we arrived at Boulder Community Hospital, where Anne was treated for a broken clavicle (collar bone) and released. I remained for four more days and was treated for a broken scapula, (shoulder blade) 8 broken ribs, rotator cuff injury, and a punctured lung, plus a lot of serious road rash for both of us.

Things are better now, but I'm told that the shoulder injury could take up to two years before I can get back to normal, and I may not experience full range of motion even then.

The accident brought out the good and the bad. Bad that it happened, good that we didn't get run over by an oncoming car or go over the side of the mountain. We've put thousands of miles on the bikes and feel the rewards are far greater than the costs. Yep, we're up and riding again. You might be tempted to say, "no brains no pains!"

The Crew Room

From Mark Sheprow

What Have You Been Up To?

Partly forwarding the reminder below, to pay your dues for 2018 ! I made it easy for myself and just paid for both '18 and '19. (And may be one of those who forgets I did so by this time next year.) The way to do this is, go to www.thegoldeneagles.org, and pay through the store. If I could figure it out, you can! (And they really don't want personal checks!)

But MOSTLY I'd just like to say a bit about the UAL ALPA Council 5/ EWR Flight Ops party held at the airport Marriott on Dec 8. About 170 current and retired pilots and spouses/guests attended, and it was an EXCELLENT PARTY! It started early with an open bar and a fun social hour +, a great buffet dinner, lots of time to see old friends still flying or not, and meet newer pilots (and EWR's new Chief Pilot, of whom even the Union reps had nice things to say!), and a chance to get an update on how things look for the company from current pilots' point of view. Mostly though, it was a very pleasant and enjoyable social evening amongst industry friends. This function was the "First Annual Holiday Party" and apparently an attempt to revitalize a prior NYC UAL ALPA annual event that fell by the wayside after Sept 11, if I heard that correctly. Just a few GEs there, but plenty of CAL pilots, (and a chance to meet the "new breed" of UAL hires who aren't carrying around a bunch of pre-merger history to deal with. There's a lot of them now!) In addition, a bunch of great gifts were donated that you could bid on, some via drawings and some via an auction. About \$14,000 was raised, to be split between ALPA's Pilot for Pilot Fund and UAL's United We Care charity. (I think the "We Care" charity descended from CAL's same name charity, and prior UAL may have also had a similar charity in which case the current United We Care was a merger of the two.)

The 2018 Party is tentatively planned for Friday, Dec. 7. Put it in your PDA or iPhone or laptop (or as I do, in ink on a big paper calendar on my desk so I can actually find the info when I want it). And find your local friends who aren't GEs yet and get them to sign up! I need some more numbers if we're going to have a chance for a Newark Golden Eagle group that might pull off a few social get-togethers a year, so find those other retired folks and make them feel guilty and lonely!

Have a great 2018 too!

From Trish Randolph

Gosh another year has flown by so fast, hope you are doing okay ? hopefully Houston is back to normal after the terrible floods .

I am responding regarding Golden Contrails certainly wish to keep receiving the newsletters it sure helps me keep in touch with the Flying Families altho too many familiar names have flown West .

I sure still miss my Dave , still enjoy a scotch or two with him (well his ashes) still have them , just not ready to let him go , and may never be ! Still Volunteer at Cabrini Hospital in Emergency Room each Friday evening , really enjoy it however still miss the comradeship of my Flying Friends , Do see quite a few on Mel layovers or trips when I go to see the kids in U S , which is often , So fortunate to have those V Passes.

The Crew Room

From Michael Holmberg

What Have You Been Up To?

I spend a lot of time walking my dog along with some hiking and volunteer bicycle rides with inner city school kids with an organization. Cycling Schools. I also play guitar weekly at a local acoustic jam with a group of people that raises money for autistic children.

My wife Teri and I are trying to get used to the empty nest. I'm hoping we do a little traveling.

I am teaching my daughter to fly and have a contract gig right seat in a Citation 680

From Tom Doherty

What Have You Been Up To?

Well my boating days may be over as I sold the boat after 20 years of ownership last November. I can still rent a boat if I have the need but now I don't have that burden of maintenance.

I try to make the Kingwood LAC meeting the second Tuesday of the month and combine it with my QB meeting later in the same day.

Family and friends fill up the remainder of my time. Looking forward to a good time in LAS this May at our annual convention. Hope to see everyone there.

Larry Coy

What Have You Been Up To?

Moved to Carolina in 1990 with opening of GSO base then commuted to EWR until retiring. Opened a business for 10 years, now living in Mooresville (Nascar country) on Lake Norman. Very active in local old guys organization, Golden Boys. 5 kids, 12 grandkids, and lots of travel.

From Kyle Reiser

What Have You Been Up To?

Play golf 3x a week at Moody Gardens, garden and fish the rest of the week! Married to FA Ann Reiser.

From John Berkstresser

What Have You Been Up To?

Captain with Travel Management Company. Still Flying!

From Wes Chowen,

What Have You Been Up To?

Up in the sky in downtown Denver, on the 26th floor. We have a great view to the West. When Broncos are playing in town, we watch for fireworks when they score. Then we look to the TV to see the play because of the broadcast time delay.



GOLDEN EAGLES 2018

Larry Lykins

Jan 19, 2018

NON GOLDEN EAGLES 2018

Mike Hall	Jan 3, 2018
Robert Walker	Jan 10, 2018
David Becker	Jan 26, 2018
William McCaffery	Jan 28, 2018
Robert Bracken	Feb 6, 2018
Richard Berry	Feb 7, 2018
Gene Smith	Feb 27, 2018
Robert Cordonier	Mar 04, 2018

High Flight

John Gillespie Magee Jr.

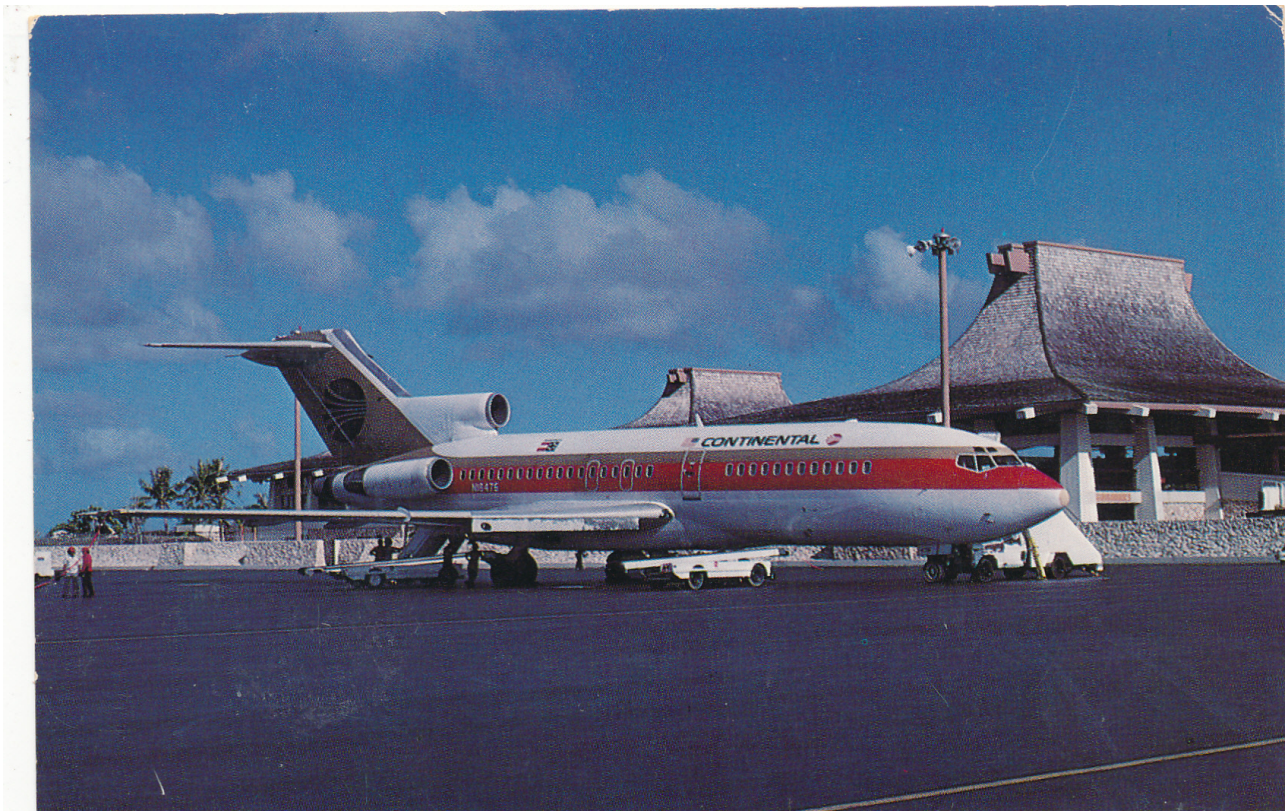
"Oh, I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings;
Sunward I've climbed and joined the tumbling mirth of
sun-split clouds -and done a hundred things You have
not dreamed of -wheeled and soared and swung high in
the sunlit silence.
Hovering there I've chased the shouting wind along
and flung my eager craft through footless halls of air.

"Up, up the long delirious burning blue
I've topped the wind-swept heights with easy grace,
where never lark, or even eagle, flew;
and, while with silent, lifting mind I've trod
the high untrespassed sanctity of space,
put out my hand and touched the face of God."

Golden Contrails

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JUJU in Japan - photo by John Clayton