

# THE GOLDEN EAGLES



## *Golden Contrails*

December



2018



**In case you forgot,**



**This is what**



**Winter Ops**



**Looks like!**



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# Editor's Notes

This edition of the Golden Contrails has been produced using different software than previous issues. As a result, even though unintentional, it may have a slightly different look. One new “feature”, however, is the “Table of Contents” on the facing (inside front cover) page.

I hope you will enjoy Terry Owens’ article on “Ferrying Broke Airplanes” as much as I did. The article “Typhoon Season” was forwarded by Bob Pearce with a note on how relevant it will be to the “guys and gals” from Guam (Air Micronesia), and we have Virgil Hemphill’s “50 Years” article. In addition, we have a first hand account of a prevented disaster by our own Tom Doherty --The Ordeal of ANE 639!

I received several inquiries as to why I didn’t (“how cum Vern?”) include name labels under the convention photos in the last edition. The reasons were: 1. A lot of extra work. 2. It would take up considerable additional space, which would result in more pages or smaller photos. 3. It was a “test” to see if YOU could remember the names. 4. Give you an EXTRA reason to attend next year’s convention so that you can read the name tags yourself. Well...mostly items 1 and 2... but 3 and 4 could apply!

My gratitude to Cleve Spring (editor of the RUPANEWS) for his generosity in sharing material for our pages, and to the BraniffList and Morgan family for the privilege to use timeless reflections from the Len Morgan Collection continues unabated. As always, I am additionally grateful to everyone who has contributed articles and / or anecdotes. BUT, submissions to The Crew Room are getting scarcer and “scarcer-er”. All we ask is “What have you been up to?” I KNOW that some of you have been doing cool things: jobs overseas, new careers at home, travel, golf, boating, fishing, writing books, raising dogs, cats and horses etc. So if you won’t send us something, what are we to conclude? That you are “mean spirited” and won’t share with your buddies? ...OR... that you are just doing NOTHING??

Come on! Work with me here! To submit a Crew Room Update, you can use the form on the website [www.thegoldeneagles.org](http://www.thegoldeneagles.org) - CONTRAILS -Crew Room. See Page 6 for Bruce’s new password.

OR...

Since Dave has taken a sabbatical from doing chain saw acrobatics on his ladder, you can just send an email to him (since most of you do anyway) at: [EVP\\_EmailCoordinator@thegoldeneagles.org](mailto:EVP_EmailCoordinator@thegoldeneagles.org).

Gary

## Golden Eagles Domain Email Addresses:

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Travel Chairman (Jim Morehead): [Travel@thegoldeneagles.org](mailto:Travel@thegoldeneagles.org)

***These addresses will “flow” to our eventual replacements when our terms are up to allow for better continuity of contact. Please make an effort to use these addresses for Golden Eagles correspondence.***

# Committee Reports

## President's Message

Greetings from Salem, NH. I hope you all had a great Fall. Temperatures are dropping and I am planning to escape to sunny Florida with the other snowbirds December 1<sup>st</sup>.

In this issue of The Golden Contrails is a reprint of an article from The Airline Pilot magazine dated May 1982 detailing the events of a flight that I had flown the previous year. The weather at the time was low overcast and poor visibility due to fog and drizzle. After takeoff and climb out, the aircraft had an elevator control failure that caused an emergency landing in a farmer's field in Bangor, Maine. The resulting landing was achieved with no further damage to the aircraft or injury to any passengers or crew. I subsequently traveled to Washington, DC where I received the Civilian Air Safety Award which is given annually to an airline flight crew by The Order of Daedalians, The National Fraternity of Military Pilots. It is an experience I will never forget.

Plans for our next convention are moving along swiftly and smoothly. After considering many other venues, it has been determined that the Tropicana in Las Vegas continues to provide the best value. The convention will take place April 2-5, 2019. Details can be found in the convention section of the website. We had a great turnout last May and look forward to another successful reunion. Be sure to look for additional information and reminders in the monthly updates.

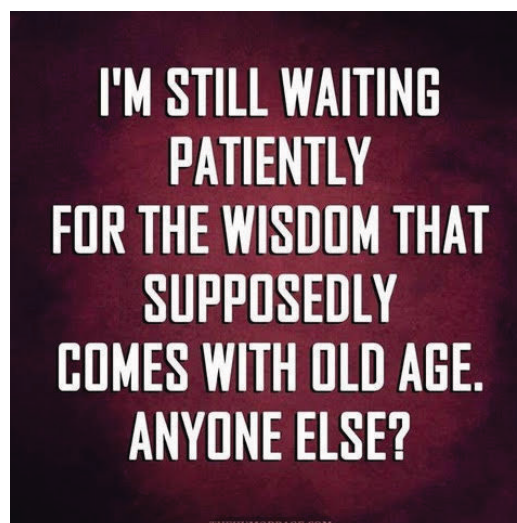
I have been attending the Tuesday morning Kingwood LAC as often as possible and we always have good crowd. I encourage all members to attend an LAC meeting. It provides an opportunity to stay in touch with friends on a regular basis.

Mark Sheprow, whom many of you had the opportunity to meet with in Vegas, has volunteered to become our new Membership Chairman. His efforts include the formation of the EWR LAC and providing information about the EWR CPO and ALPA 5 holiday party. We welcome Mark to our organization and appreciate his efforts and enthusiasm in spreading the word about The Golden Eagles.

Happy Holidays to you all. I hope to see you in Vegas in April. As always, if you have any questions or concerns, please feel free to contact me.

Tom Doherty

President@thegoldeneagles.org



## Executive Vice President/Email Coordinator Report



Greetings and Happy Holidays to everyone. My report this time deals with reminders to us all about the purpose and value of Golden Eagles membership. I am sure most if not all of you have seen the recaps of our annual reunions/conventions in the Golden Contrails as well as the reviews of some of our Local Area Council (LAC) luncheon and breakfast social gatherings in our monthly updates. Therein lies one of the subjects of this report; that being the value of the opportunity to visit old and new airline friends, to reminisce about favorite memories, to socialize and get to know new friends and to basically enjoy the company of so many old and new friends we have made as a result of our time at Continental.

Keeping up with all the friends we have made over the years at Continental is not easy when one has retired. That brings up another valuable reason to be a Golden Eagles member. By publishing our tri-annual Golden Contrails magazine and our monthly updates and reminders we endeavor to share information about our members that may be of interest to the membership as a whole. This includes Gone West notifications, interesting stories submitted by members and updates on current activities by members in the Crew Room section of the Contrails magazine. Other notices about our members are issued to all members on an as required basis in a blast email format whenever the need arises. The blast email process is also used to respond to members' questions and to provide useful information about pass travel and other important issues of a time critical nature.

I'm sure most would agree that the memories and relationships formed during our airline careers constitute the most valuable things we brought with us when we left line flying (other than old uniforms, luggage and flight kits of course!) The Golden Eagles considers as its most important function the process of keeping those relationships and the Continental Spirit alive and well. All of our communication efforts are directed at accomplishing that purpose.

Dave Newell  
Golden Eagles EVP/Email Coordinator

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### Ladies' Auxiliary



**L**IGHTS! CAMERA! ACTION! Our next convention is scheduled for April 2-5, 2019 and the previews are in. Scene 1: April 2 -The Tropicana Hotel in Las Vegas. Golfers will check in to be in place for the golf tournament April 3. Scene 2: April 3 - The Hospitality Suite will open for the returning golfers and all others checking in throughout the afternoon and evening. Scene 3: April 4 -Various locations for the Business Meeting, Ladies' Luncheon, and Banquet (check the website for more detailed information). Scene 4: April 5 – The Hospitality Suite and check-out.

We look forward to seeing you all for lots of fun, food, friends and fraternity.

Happy Holidays!

Jamie Doherty



***VEGAS IS A "REEL" BLAST!***

## THE GOLDEN EAGLES TREASURER / WEBMASTER UPDATE *Bruce Sprague*

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

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I am glad the long hot summer is now over, as my favorite time of the year, the Fall and Holidays have arrived! I hope you and your family are all in good health to enjoy these good times.

As of 10/31/18, our **Bank of America** accounts have about \$42,700 on hand, and the CARE account has about \$1,900 in it (a good cause to donate to).

Remember, your annual dues are due by the end of this year (December 31st). You can check your status in the latest ROSTER online. You can also really help us out by paying your dues early, so that we don't have a crush of work to do right around the holidays. Be sure to pay your dues via our STORE online! 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 have no computer and **do not** get emails from us (*you know who you are*)! Most of you are using the STORE, and we sincerely appreciate this.

We are constantly updating and adding new features to our Golden Eagles website. I would encourage you to go take a look around your site...there is plenty to see (**like information on our next Las Vegas convention**)! If you see anything that needs updating, or if you have ideas for additional material, just send me an email. If you have not already seen it in one of your emails, the new password is shown at the end of this page.

### **POSTAGE DONATIONS:** (thru 10/31/18) **"Thank You!"**

E. Ray Quigley, Jr., Ludo Adons, Robert L Warner, Robert. V Hemphill, Paul Shelton, Richard C Leeman, James "Mike" Wade, Cliff Pleggenkuhle, Jerry A Hunsinger, Rene Robert, Don Leseberg, James Conger, Donald Bishop, Ed Wallace, John Painter, Kenneth Stillwagon, Bernie Hallee

### **CARE DONATIONS:** (thru 10/31/18) **"Thank You!"**

Robert L Warner, Rene Robert, Donald Bishop

### **NEW MEMBERS:** (thru 10/31/18) **"Welcome Aboard!"**

Ralph Schuette, Mark Troiano, Todd Anders, Clark Culp, E. Ray Quigley, Jr., Steven Walsh, Samuel Biondo, Frank Shanley, Steve Vilicich, Ludo Adons, William Redmond

Everyone have a great holiday season with family and friends,

*Bruce*



[www.thegoldeneagles.org](http://www.thegoldeneagles.org)

email: [brucesprague@mac.com](mailto:brucesprague@mac.com)

### **NEW PASSWORD**

**flare** (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"

## Secretary's Update

Your Secretary has spent most of the past few months either sick (shingles) or traveling (Wyoming, Africa, and my son's wedding in Gloucester, MA). Thanks to Gary Small for filling in with the data entry chores.

I'm back at the computer for the big, end-of-year, push on membership renewals. Do us all a big favor, won't you? Get your 2019 membership renewal in as early as you can. While the dues are required by the end of the year, your leadership would love to have time to enjoy the holidays with their loved ones rather than spending all their free time entering dues payments into the database. Don't get me wrong, I love receiving renewals (and personal updates)! Also, be sure to use the web site store: [https://www.thegoldeneagles.org/store/c1/Featured\\_Products.html](https://www.thegoldeneagles.org/store/c1/Featured_Products.html) to make your payments. Checks are really a pain for us to process.

Finally, feel free to email if you need our shipping or mailing addresses to send gifts. I do not think holiday cheer (graft, bribes, or influence pedaling) is prohibited in the by-laws.

Merry Everything to you all!

David Rossetter  
Secretary, Golden Eagles  
[secretary@thegoldeneagles.org](mailto:secretary@thegoldeneagles.org)



The wedding ceremony came to the point where the minister asked if anyone had anything to say concerning the union of the bride and groom.

The moment of utter silence was broken when a beautiful young woman carrying a child stood up. She starts walking slowly towards the minister.

The congregation was aghast - you could almost hear a pin drop.

The groom's jaw dropped as he stared in disbelief at the approaching young woman and child.

Chaos ensued.

The bride threw the bouquet into the air and burst out crying. Then the groom's mother fainted. The best men started giving each other looks and wondering how to save the situation.

The minister asked the woman, "Can you tell us, why you came forward? What do you have to say?"

There was absolute silence in the church. The woman replied, "We can't hear you in the back."

And that illustrates what happens when people are considered guilty until proven innocent.

*Ed...just in...*

*According to our Travel Chairman and Guru, Jim Morehead, company sources indicate that there are NO plans for any changes in the Pass Travel program through 2019. There had been "rumors" that there was dissatisfaction in some quarters and efforts were underway to make changes.*

## President-Elect / Golden Contrails Editor

*"I'm supposed to respect my elders, but it's getting harder and harder for me to find one now."*

My "report" regarding the Golden Contrails is the Editor's Notes section on page 3, but have a couple of additional items to add here.

Our Membership database is mature at this point and generally reliable, except for when WE screw it up by making a mistake entering your dues or other information. There's no autopilot or 1st Officer "monitoring" what we do on the keyboard with our fat little fingers, so errors DO happen. We apologize in advance if it happens to you, but if YOU will check YOUR data as listed in the Rosters on the website, we can make corrections as soon as you let us know.

The 2018 Annual Surviving Spouse Outreach letter on the facing page was sent to all Surviving Spouses that we have on record. I have included it here for any Surviving Spouse who may NOT have received it, and for the general awareness of our membership.

The Gone West section on the inside back cover of each Golden Contrails only contains the names that we have received during the year. Dave's Monthly Updates are generally more comprehensive to include dates, which I have had to eliminate due to the space constraints of fitting on paper. In addition to our Gone West photo tribute rosters, the website now contains recent Updates and Announcements for archive.

It is that "holiday" time of year for fun gatherings, some occasional use of the fireplace (even in warm places like Houston) and / or snow shoveling the driveway (in other places). It also means closing out the old year and "TOGA" down the runway to a new one. To that end, I wish each of you the best of health and prosperity, and a great Christmas or Hanukkah ... with a LOT of good smells in the kitchen.



**Gary**

### Perks of being over 60 and heading towards 80!

1. Kidnappers are not very interested in you.
2. In a hostage situation you are likely to be released first.
3. No one expects you to run -anywhere.
4. People call at 8 PM and ask, "Did I wake you?"
5. People no longer view you as a hypochondriac.
6. There is nothing left to learn the hard way.
7. Things you buy now won't wear out.
8. You can eat supper at 5 PM.
9. You can live without sex but not your glasses.
10. Your supply of brain cells is finally down to manageable size.
11. You can't remember who sent you this list.
12. And you notice these are all in Big Print for your convenience.

# 2018 Annual Surviving Spouse Outreach

Nearing the end of each calendar year, we attempt to “reach out” to the Surviving Spouses of our Members Gone West. This will be the fourth year of this practice, and we have had very positive feedback from prior years’ recipients.

To those of you who have lost loved ones recently, we extend our most sincere condolences; and to those with not so recent losses, we hope you continue to cherish fond memories.

Each Surviving Spouse of an active Member at the time of his (or her) “Flight West” remain a valued member of the Golden Eagles without any dues requirement for as long as she desires. Remaining “active” on our roster results in the continued receipt of our Golden Contrails magazine (April, August and December), our monthly email Updates and other unscheduled announcements, eligibility to attend our annual Convention (in Las Vegas again in April 2019), access to our Golden Eagles website ([www.thegoldeneagles.org](http://www.thegoldeneagles.org)) with rosters for Member contact details, plus our best attempt to be a resource for travel or other questions.

What we DO ask, however, is that you reply to this email (or letter) to let us KNOW that;

1. You DO wish to remain (or resume) being “active”.
2. You VERIFY the contact information that we have on file for you (listed at the top of this email / letter).

We need this response to:

1. RESPECT your privacy and wishes to be (or not continue as) a Member
2. ENSURE that we have a valid address / email or other means to send you the information listed above.

WHEN we receive a positive response from you, we update YOUR “Active Year” for the next year. In other words, we will change your “Active (Dues) Year” to 2019 when we hear back from you this year. If you choose to NOT remain active, or if we do NOT receive a response from you, then your “Active Year” will remain as it currently is. The grace period for our regular dues paying members ends on April 30 of each year. Accordingly, on May 01 we roll the Eligibility year forward which results in NON current members no longer receiving the “benefits” listed above.

Thank you for continuing to be a valued member (if you so choose), and Best Wishes for 2019.

## Why I Want To Be a Pilot

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days.

Pilots don't need much school. They just have to learn to read numbers so they can read their instruments.

I guess they should be able to read a road map, too.

Pilots should be brave to they won't get scared it it's foggy and they can't see, or if a wing or motor falls off.

Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are.

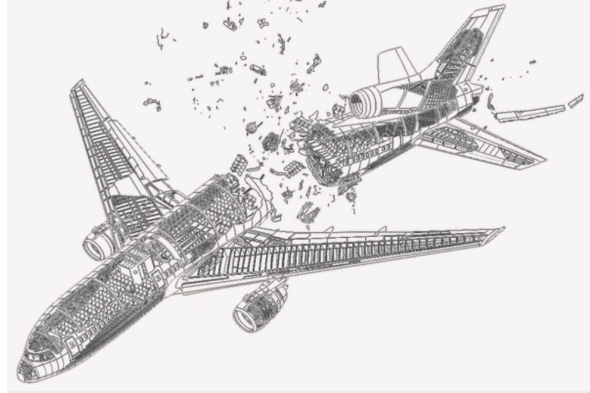
The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is.

I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a pilot and then I would have to go to work.

# Ferrying Broken Airplanes

*by Terry Owens*

In 1984, I was working for Bryce Chapin as an assistant chief pilot in Houston. At the time, most of us in training, and in the office, stayed qualified in 2 aircraft at once. My 2 aircraft were the 727 and the DC-10. We stayed current by alternating our proficiently checks, where we'd have a check in each aircraft once a year. We also were qualified to ferry aircraft with one engine inoperative. I eventually ferried the 727, DC10 and the 747. The 727 was the easiest to control on the runway because there was no yaw to consider, but it took the longest time of all 3 aircraft to get off the ground. For the 727 there was a period right after take, and before you reached enough airspeed, that if you lost another engine, it probably wouldn't fly. But the other 2 aircraft, (DC10 and 747), could handle a loss of another engine on take-off and you'd have some chance of continued flight. I ferried the 727 three times without incident, and it was always either engine 1 or engine 3 that was inoperative. The mid 80's was a turbulent time and it seemed like I was ferrying the DC10 almost every month. And again it was always engine 1 or 3 that was inoperative.



## Miami DC10 Christmas Ferry:

I had enough experience of the DC10 to get a little over confident, (Cocky!). Two of the ferries stick out in my mind. The first one was close to Christmas and we were getting ready to go to Bryce's Christmas party, when we got a maintenance call about a DC10 stuck in Miami that needed to be ferried. We actually thought we could go down, get the airplane and be back in time for the party. Keith Hansburger and I, along with a second officer, deadheaded to Miami, and as usual with the a ferry flight, it was not ready to fly. There were several requirements necessary before the FAA would give permission to ferry the aircraft. All extraneous equipment had to be removed from inside the aircraft- (galley, cargo, anything movable). In addition to that, maintenance had to strap the dead engine so that it wouldn't windmill. They did this by putting heavy nylon straps around it to keep it from turning since there was no oil pressure. Eastern Airlines was the contract maintenance in Miami at the time, and they were really dragging their feet since we were extremely unpopular with them, (and other airlines), in those years. They finally finished, and Keith and I both realized we probably weren't going to make the Christmas party. The main runway in Miami has two ends; one end goes out over the swamp, and the other end is aligned towards the city. I decided we'd take-off over the swamp to avoid the noise. The problem with that, was that the wind was in the wrong direction, but I thought I was so smart, (haha), and I didn't think it would matter. We got into position, set the brakes, and applied full power to the #2 engine which was normal procedure. I released the brakes and slowly added power from the operating engine, keeping the aircraft straight with the nose-wheel steering, since the rudder wasn't effective until we reached 80 knots. I realized very quickly, with the wind in the wrong direction, that I couldn't hold the aircraft in the middle of the runway. I stopped the airplane and exited the taxi way, as a cooly told the tower that we needed the other end of the runway, and that all we'd done was a power check. The tower had no comment, and simply cleared us to the other end, but I don't think the tower was fooled. Fortunately there was no other traffic around, and by this time it was dark and we had no trouble taxiing to the other end of the runway and taking off over the city. Needless to say, we did not make the Christmas party.

## Training, What Training?

Every DC10 I had ferried to that point always had engine #1 or #3 inoperative. I finally got a ferry that had a #2 inoperative, and I was very happy because I didn't have to worry about yaw. I forgot my training, taxied to the end of the runway, set the brakes, and started to apply full power. Of course, with no #2 engine, the nose came up in to the air quite high. I pulled the power back and the nose came right down again as I mumbled something to the 1st and 2nd officers: "That was a demonstration of when you add too much power in this configuration, and how the nose would jet straight up!" **I don't think they believed me about the demonstration part.**

### 1<sup>st</sup> 747 Ferry:

I moved to Honolulu and became chief pilot in 1989. I was rated in the 747 prior to going to Honolulu where I maintained currency in both the 747 and DC10. Unfortunately, it also allowed me to ferry the 747 with an engine inoperative. My first ferry flight was a 747 stuck in Manilla with the #4 engine inoperative. We deadheaded out from Honolulu, and they wanted us to ferry the aircraft from Manilla to Guam. The Manilla airport and runway was in the worst shape of any international airport that I had ever used. The runways were rough and full of bumps. I remembered when I got to Manilla, that as a young marine in 1961, aboard a carrier in Subic Bay, the government of Manilla wanted some uniforms for the opening of the new Manilla airport. We attended the ceremonies, and looking back, I think that 1961 was the last time they had done any maintenance on those runways.

Since this was my first 747 ferry, I was being particularly careful. We set the brakes, advanced throttles 2 and 3 to takeoff power, released the brakes and starting to add power on the #1 engine. I got a little exuberant on my application of power but I was able to hold the aircraft down the center with the nose-wheel steering. At about 80 knots, the Manilla tower started screaming at me that my nose wheel was smoking and on fire. I didn't think it was on fire but it probably was rubbing, because I had added the power too quickly. I continued taking off uneventfully flying to Guam. I was pretty sure that I had shredded the nose-wheel tires, so I radioed Guam to inform them that we would need the nose wheels replaced. We landed in Guam, and everything appeared normal with the nose-wheel and the wheelhouse steering. I taxied to the parking spot, shut the aircraft down, and went down to inspect the nose-wheel. It didn't even have a scuff mark on it!



### Gatwick-EWR:

My next 747 ferry flight I was attending a chief pilot meeting in Houston, when I was informed they needed a ferry flight out of Gatwick to Newark. Jim Starley and I deadheaded to Gatwick and brought the aircraft back to EWR. Again with the #1 engine inoperative. Never had an easy one, always #1 or #4. The flight over the ocean was long and boring, but uneventful, and we landed in EWR.

### Final Ferry 747:

My 3<sup>rd</sup>, and last, 747 ferry flight was out of Honolulu. We had the #4 engine out and they wanted us to ferry the aircraft to LAX. Bill Gilmoore, Kim Hunter and I, climbed in the aircraft to take it to L.A.

It was the middle of the afternoon and typically quite warm in Honolulu. I set the brakes and advance the power on #2 and #3, we all observed that the #3 engine was getting a little warm. I didn't think this was a problem because we were static and this was a warm day. We commenced our takeoff roll and the #3 engine was still warming when we first started, but the takeoff was uneventful. We cleaned the aircraft up, but the #3 engine wouldn't cool down. The only way we could get it cool, was to pull the power back. We were now operating a 4 engine airplane with 2.5 engines. We decided not to go to L.A., and informed the tower that we needed to return, but we wanted a clear area where we could dump a little fuel. All of a sudden we started to have trouble with the hydraulic system. It should have been easily overcome with the rest of the power we had available, but it just wouldn't work. We told the tower we were making an approach; That particular hydraulic was the one that controlled the landing gear on the wings. The #3 engine was back to idle and within temp range, but not giving us much power. We were afraid that we were going to have to land on just the fuselage landing gear. As it turned out, all the gear came down, the brakes worked as advertised, and the landing was uneventful. We taxied back and told them whatever they had to do, we weren't taking it out anymore that day.

That was my last ferry flight of a 747.

***2019 Dues are now DUE!***

**(Unless you already "helped us out" by paying early)**

# The First Fifty Years of Continental Airlines

by Virgil Hemphill for *The Museum Flyer in El Paso*

**W**e have gotten a small start on a project that will visually show the growth of a small single engine airline, into a Major US Air-Carrier. This all started here in our EL PASO AREA, less than 20 miles directly East of our location at War Eagles & near the present day ELP International Airport. Display aircraft will include some 15 scale model replica aircraft displayed as they were developed & purchased. They will be placed in chronological order accompanied with a short -historical text describing highlights of that period. Most of the Aircraft Models are in our possession but some still need to be restored to Continental configuration. We still need a Saberliner 60 model.

The present plan is to encase this historical first 50 years display in a large plexiglass display case that measures approximately, 8 Ft long, 4 ft. tall x 4 ft. wide. This case will be placed on a table that will make the top of the table about eye level for the average visitor, who will be looking down on a 2 level display. In order to have room to cover the material required for the 50 display years, a smaller clear shelf will be placed on clear plexiglass legs approx. 2 ft. tall, placed to the rear of the case so looking downward from the front, all of the display shelf area is visible & not overlapping.

The Continental Airlines background history starts with an early day aviation pioneer entrepreneur, Walter T. Varney. Varney learned to fly near the end of WWI & after the war was involved in a number of aviation ventures in the Western US & Mexico. Mr. Varney's story is one in itself & this 1934 start up of Varney Speed Lines (Southwest Division) is only one chapter in his life. The US Post Office Dept. awarded Varney Speed Lines a 530 mile contract between Pueblo, Colorado & El Paso, Texas. Service was started on July 15, 1934 with Lockheed Vega single engine aircraft. Scheduled stops were made in Albuquerque, Santa Fe, Las Vegas, NM, Pueblo, Colorado. A name change was made in Dec. 1934 to Varney Air Transport, Inc. & scheduled stops in Raton, NM & Trinidad, Colorado were added. Mr. Varney had little personal interest in this small branch venture & his associate investors sold 40% of the airline to maverick, pilot & aviation entrepreneur, ROBERT F. SIX. Mr. Six arrived in July 1936 & during the next 2 years, with "his iron hand & visionary planning" acquired (3) new Lockheed L-12 twin-engine "Baby Electra's", became President of the Corporation. He immediately changed the company name to "Continental Airlines Inc." & moved the Headquarters from El Paso to Denver, Colorado in 1938.

From that time forward, having good times & bad; Continental Airlines was under leadership of Robert F. Six for 46 very successful years. With deregulation of the US Airlines by US government officials in 1978, the industry began rapid changes resulting in heavy losses to many airlines & total demise in some instances. Mr. Six had started finding his replacements in these late years & was slowly disappearing from the management scene. As a gradual downhill situation was developing, in early 1981 the Texas Air Corp. headed by Francisco A. Lorenzo began acquiring interest in Continental Airlines Inc. This soon resulted in a 1982 merger between the (2) two companies, Texas Air Corp. & Continental Airlines, Inc. In 1983 financial problems & union labor issues resulted in filing of Federal Bankruptcy Code - Chapter Eleven (reorganization, -on Sept. 24, 1983). The airline continued to operate as 'new' Continental Airlines & in brief, struggled along until finally in the mid-1990's, with new management, bringing new equipment, with fresh new overall changes, brought Continental Airlines "from WORST TO FIRST" in US Airline ratings once again!

After operation of some 76 years, October 2010, Continental Airlines was acquired by THE UAL CORP. & is now operated & known as "UNITED AIRLINES. ". (and it all started right here in our community!

Now, putting the first Fifty Years of this airline history in our 8'x4'x4' visual display is the next challenge & will be very interesting. Plans are to place the-display in the present DC-3 area & make that a commercial airline display area. We have other already acquired airline items in this area & will be sometime before completion of this project. Hopefully, we will complete this project by the end of this year. .



Lockheed Vega as it would have been used in the early thirties by Varney Speedlines Southwest Division

*Ed...This was received from several sources, including the RUPANEWS*

## The Oil Patch Warriors Of World War II



Seventy-five years ago this month, a Band of Roughnecks went abroad on a top secret mission into Robin Hood's stomping grounds to punch oil wells to help fuel England's war machines. It's a story that should make any oilman or woman proud.

The year was 1943 and England was mired in World War II. U-boats attacked supply vessels, choking off badly needed supplies to the island nation. But oil was the commodity they needed the most as they warred with Germany.

A book "The Secret of Sherwood Forest: Oil Production in England During World War II" written by Guy Woodward and Grace Steele Woodward was published in 1973, and tells the obscure story of the American oil men who went to England to bore wells in a top secret mission in March 1943.

England had but one oil field, in Sherwood Forest of all places. Its meager output of 300 barrels a day was literally a drop in the bucket of their requirement of 150,000 barrels a day to fuel their war machines.

Then a top secret plan was devised: to send some Americans and their expertise to assist in developing the field. Oklahoma based Noble Drilling Company, along with Fain-Porter signed a one year contract to drill 100 wells for England, merely for costs and expenses.

42 drillers and roughnecks from Texas and Oklahoma, most in their teens and early twenties volunteered for the mission to go abroad. The hands embarked for England in March 1943 aboard the HMS Queen Elizabeth. Four National 50 drilling rigs were loaded onto ships but only three of them made landfall; the Nazi U-boats sank one of the rigs en route to the UK.

The Brits' jaws dropped as the Yanks began punching the wells in a week, compared to five to eight weeks for their British counterparts. They worked 12 hour tours, 7 days a week and within a year, the Americans had drilled 106 wells and England oil production shot up from 300 barrels a day to over 300,000

The contract fulfilled, the American oil men departed England in late March 1944. But only 41 hands were on board the return voyage. Herman Douthit, a Texan derrick-hand was killed during the operation. He was laid to rest with full military honors, and remains the only civilian to be buried at The American Military Cemetery in Cambridge.

"The Oil Patch Warrior," a seven foot bronze statue of a roughneck holding a four foot pipe wrench stands near Nottingham England to honor the American oil men's assistance and sacrifice in the war. A replica was placed in Ardmore Oklahoma in 2001

It is by no means a stretch to state that without the American mission, we might all be speaking German today.

***Special thanks to the American Oil and Gas Historical Society.***

## The Ordeal of ANE 639

By James H. Hamersley -Reprinted from the AIR LINE PILOT, May 1982

***For Air New England Capt. Stanley Bernstein and F /0 Tom Doherty, controlling their crippled aircraft was nearly impossible-landing it safely was nearly miraculous.***

It was First Officer Tom Doherty's turn to fly since Capt. Stan Bernstein had flown the leg into Waterville, Maine, the night before. Doherty advanced the power levers of the de Havilland Twin Otter, and the small airliner accelerated swiftly. At V 2 he eased back on the control wheel. Air New England Flight 639 was airborne with seven passengers shortly after 9:00 a.m. last May 12. As the Twin Otter climbed into a low overcast, Doherty quickly found him. self-flying by the gauges. A spring storm was advancing slowly from mountainous central New England toward the coast, bringing drizzle, fog, and low ceilings. Awaiting the improved visibility required for takeoff, Flight 639 had been on the ground at Waterville for over an hour past scheduled departure time. At Augusta, Maine, a scheduled stop 15 miles southwest of Waterville, the airport remained socked in, so Bernstein decided to overfly and head for Boston, the final destination of Flight 639.

Takeoff and initial climb were routine. But as the plane climbed through 2,000 feet, there was a loud bang, and Doherty immediately felt a strong vibration in the controls. He would later describe the sensation as being "like hanging on to a jackhammer." Concurrently, the plane began to oscillate about 30 degrees up and down, and the airframe vibrated so badly that the only readable instruments ~ barely so - were the artificial horizon and airspeed indicator. Bernstein instinctively grabbed the controls. As he hung on, the band of his Rolex vibrated open, and the watch dangled uselessly from his wrist.

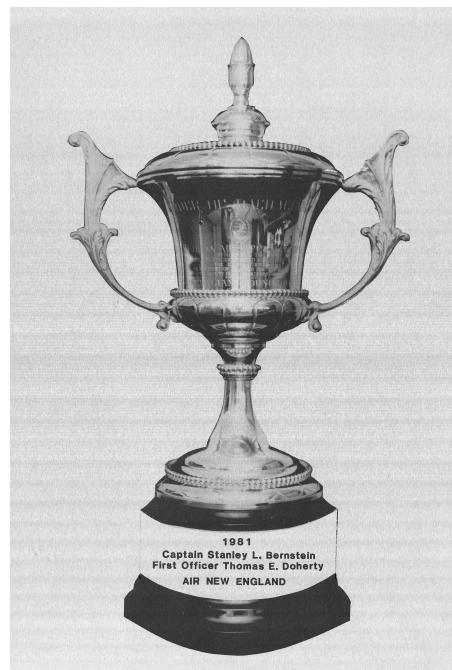
The captain's first thought was that one of the propeller blades had broken off. He told Doherty to glance back at the right engine while he scrutinized the left side. The prop and inboard nacelle areas were plainly visible from the cockpit, but neither pilot could see anything wrong. As a further engine check, Bernstein carefully eased the power levers back to idle on each engine, but the vibration continued.

The pilots were quite naturally alarmed, but most of all they were puzzled. Each had substantial experience in the Twin Otter, yet neither could recall a similar situation. It was apparent however, that the plane couldn't fly for much longer in its current condition. Bernstein remembers thinking to himself, "I'm not going to let this bucket of bolts take me into the ground."

In the passenger compartment, a rather tense calm prevailed. Scottie Higgins, an educational consultant who frequently flew on Air New England, commented afterwards, "Initially, passengers assumed that the roughness stemmed from air turbulence. But the plane was shaking and sliding from side to side as well as going up and down, and you could tell it was not under control. We really knew something was wrong when the pilots announced we'd be landing in Bangor." Serviceman Howard Downs, on his very first flight, said later that he "felt like screaming."

In the few minutes it had taken to try to isolate the problem, the crew noticed that the plane had climbed all by itself from 2,000 to 4,000 feet. To neutralize any pressure that might be on the controls, Bernstein rolled in forward elevator trim and was astonished to find that it had no effect. He also noticed that it took more and more forward pressure on the yoke just to keep the plane level.

The crew now guessed correctly that something was drastically amiss with the Twin Otter's elevators, but they wouldn't know the scope of the damage until later. A bolt connecting both elevators and attaching them to a long control rod that is fastened to the cockpit yoke had failed. The left elevator was bending the control rod so much that increasing pressure on the yoke was needed just to keep the plane level, as Bernstein was learning.



Additionally, the elevator trim tab had broken away from its control rod, which is why the captain had found the elevator trim ineffective. During the subsequent investigation, a National Transportation Safety Board inspector chillingly estimated that in about another five minutes Flight 639 would have experienced total elevator failure.

Early on, Doherty alerted Portland Approach Control to Flight 639's predicament and had asked for the latest weather sequences for nearby airports. On the company frequency, the crew learned that conditions at Waterville hadn't improved, so returning there was out of the question. Sensing the urgency, Portland quickly advised Flight 639 that only at Bangor, some 17 miles northwest of their position, were weather conditions suitable for an approach. Bernstein requested radar vectors to get there as soon as possible. As an afterthought, he instructed the first officer to declare an emergency.

### **Improvisation and prayer**

Bernstein gingerly banked the Twin Otter towards Bangor. After only a few moments on the new heading, the yoke was hard against the instrument panel. There was no more forward elevator! Bernstein remembers, "Suddenly the plane pitched almost straight upwards. The only thing I could think of doing was to bring the power levers back to the stops and pray for positive results. It seemed like an eternity until the nose finally came down. Frankly, I've never been so scared in my life. It was our worst moment."

Innovating, with precious little margin for error, Bernstein was writing the book on flying the stricken airplane. He found that an approximation of level

flight attitude could be maintained by alternating power: increasing power to raise the pitch and reducing power to lower it. Even so, it had become impossible to hold altitude. The decision to descend was pretty much forced upon him. Knowing little of the terrain below except that it was forested and hilly, he could only hope for the best.

As the plane started down, all that could be seen outside was "... an eerie, wet gray and rivulets of water streaking the windshield." Bernstein's artificial horizon had succumbed to the vibration soon after it began, forcing him to look across the panel to the first officer's instrument. But a few moments into the descent, Doherty's instrument also failed. Bernstein now had to make do with sketchy glimpses of the airspeed and turn and bank indicators. Fully expecting to slam into trees, he tried to maintain a landing attitude and slow airspeed.

Because the noise in Twin Otter cockpits makes conversation difficult, Air New England equipped its aircraft with an intercom that worked through the headsets. Suddenly the crew realized it wasn't working. Doherty noticed that the twin master switches that control the radio had vibrated to "off." He held them on with his hand for the remainder of the flight.

As the plane got lower, they strained to see something outside. The first ground contact came at about 150 feet when Bernstein saw a tree go by the left wing. When they broke out they could see they were over forested terrain. The crew felt a wave of relief. For the first time they dared think they might get the plane and its occupants down safely. Bernstein says, "I no longer had to rely on instrumentation in the cockpit. Now I could devote my attention

to finding a place to land. We went from the darkest of dark ages to the simple dark ages."

Searching for a place to land, Bernstein made a series of shallow turns and continued the rhythmic push on the throttle. He recalls, "Our tail was in the clouds and the wheels appeared to be touching the treetops. Our flight path must have resembled a yo-yo."

### **Elusive field**

He spotted a pond and briefly considered a water landing until remembering two elderly passengers. Then he saw a field, but wasn't properly positioned for an approach. Quickly, he banked towards it, but the field had vanished in the fog. The pilots estimated the visibility to be about a mile. Bernstein says, "I gave myself a 50-50 chance of re-finding the area and decided that if I couldn't, I'd move on and find the best place to set down in the trees."

At the completion of the turn they found themselves flying between two hills, the tops of which were obscured by the low overcast. Then they saw it again! Appearing from the fog directly in front of them was the field. It was about 600 feet long and plenty wide; the crew agreed it looked better than any airport they had ever seen.

Nearing the end of his strength, Bernstein psyched himself for one last effort. He recalls, "I could see that we'd have to make a straight-in approach to the east over high trees, then drop her in arid come to a stop before reaching the road and power lines at the far end." He adds, "I also remember thinking that if this thing goes in nobody will ever know what went wrong and that it wasn't our fault."

### ***The Ordeal of ANE 639 continued***

The Twin Otter is a STOL (short takeoff and landing) aircraft with one of the best high-lift wings ever devised. But landing in an area that small, especially with a crippled ship, wasn't something covered in Air New England flight training. Again, writing the book as he went, Bernstein came in low over the trees, told Doherty to select full flaps, and placed the power levers in the beta, or flat-prop, position. Since the Twin Otter aircraft manual cautions that the position is to be used only on the ground for deceleration, he didn't know exactly what effect beta would have, but he hoped it would do no more than create enough drag to minimize the extreme pitch up caused by full flaps.

The gamble paid off. Bernstein says, "We cleared the wires and pitched down, heading for the ground. Lacking elevator control for the flare, I gave the engines full power and the nose came up enough so that when we hit the ground we were in a level attitude. I pulled the props into full reverse and stood on the brakes. We skidded to a stop about 100 feet from the end of the field." It was 9:30-the ordeal of Flight 639 had lasted for almost half an hour.

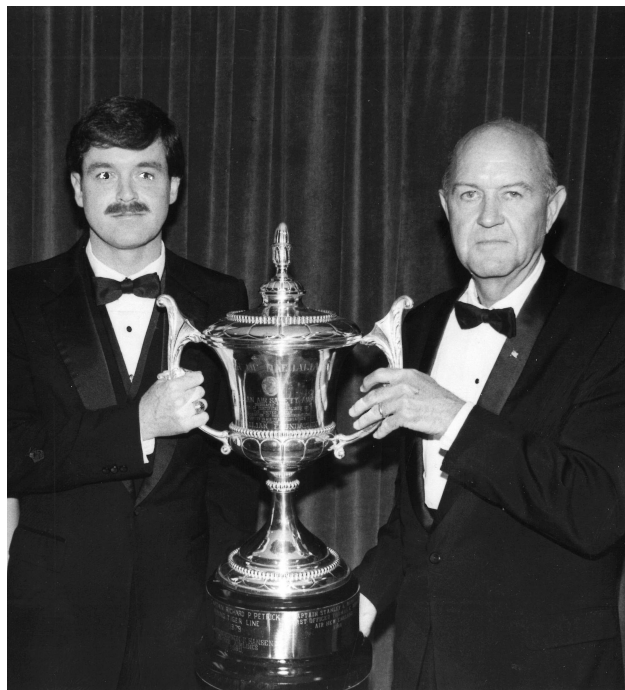
#### **Terra firma**

The tension snapped like a twig in the cabin, and the passengers broke into wild applause. Scottie Higgins recalls that it was one of the smoother landings she had experienced. The old adage of flight- the more firmer, the less terror-never seemed truer to passengers and crew alike, who felt that they had indeed returned unscathed from the brink.

Leaving Doherty to look after the passengers, Bernstein and a volunteer set off for a distant farmhouse. The house was empty, but they found its owner in an adjacent barn. The farmer, totally unaware that anything out of the ordinary had happened, commented that something must have disturbed the cows because they had all moved to one side of the field.

Amazed at the story Bernstein told, the farmer showed him to a phone in the house. Their location, he said, was about two miles northeast of Unity, Maine. Stan Bernstein found it humorous, at least in retrospect, that it took several attempts to contact Air New England, where word on Flight 639 was anxiously awaited, because the airline's switchboard at first refused charges. He found it nothing short of miraculous to discover that they had come upon the only sizable field within several square miles.

*Note: ALPA's Executive Board presented Captain Bernstein with the Presidential Citation Award for his "outstanding level of command and airmanship in saving his aircraft, passengers, and crew from disaster." Former Air New England captain James H. Hamersley knows of aviation ordeals firsthand, having been hijacked to Cuba in a seaplane in 1972. He has flown for Mohawk, Overseas National, and many commuter airlines and has published several articles and photo essays in aviation magazines.*



***Former FAA Administrator Lynn Helms presented the 1981 award to Air New England F/O Thomas Doherty and Capt. Stanley Bernstein. Their aircraft experienced nearly total control loss while on instruments.***



CITATION  
TO ACCOMPANY THE PRESENTATION OF THE  
CIVILIAN AIR SAFETY AWARD  
TO

CAPTAIN STANLEY L. BERNSTEIN AND FIRST OFFICER THOMAS E. DOHERTY

ON 12 MAY 1981, AT 0900 HOURS, CAPTAIN STANLEY L. BERNSTEIN AND FIRST OFFICER THOMAS E. DOHERTY TOOK OFF FROM WATERVERVILLE, MAINE IN A DE HAVILLAND DHC-6 WITH SEVEN PASSENGERS ENROUTE TO AUGUSTA, MAINE ON AIR NEW ENGLAND FLIGHT 639. FLYING CONDITIONS WERE POOR IN LOW CEILINGS WITH FOG AND DRIZZLE. AT 2000 FEET THE AIRCRAFT EXPERIENCED SUDDEN VIOLENT VIBRATIONS AND VERTICAL CONTROL FAILURE WHEN A BOLT CONNECTING THE ELEVATORS TO THE COCKPIT CONTROL COLUMN FAILED. AS COCKPIT INSTRUMENTS AND RADIOS FAILED, THE AIRCRAFT PITCHED UP OUT OF CONTROL WHEN MAXIMUM FORWARD CONTROL BECAME INEFFECTIVE.

BY SKILLFUL AND CAREFUL USE OF ENGINE THROTTLES, CAPTAIN BERNSTEIN AVOIDED COMPLETE ELEVATOR FAILURE AND MANEUVERED THE AIRCRAFT DOWN TO 200 FEET. IN SPITE OF POOR VISIBILITY OVER HILLY FORESTED TERRAIN AND LACKING EFFECTIVE ELEVATOR CONTROL, THE PILOTS COORDINATED THROTTLES, PROPELLERS AND FLAPS TO LAND THE AIRCRAFT AND PASSENGERS SAFELY IN A CLEARING SURROUNDED BY TREES AND NOT OVER 600 FEET IN LENGTH.

THE PROFESSIONAL, INNOVATIVE AND TIMELY ACTIONS OF CAPTAIN BERNSTEIN AND FIRST OFFICER DOHERTY AVERTED A DISASTER TO LIFE AND PROPERTY AND REFLECT GREAT CREDIT UPON THEMSELVES AND AIR NEW ENGLAND.



## **Typhoon Season**

I'm a Navy C-9 pilot, a Commander with 20 years in Navy Reserves, who spends the other half of his time flying with the airlines. Here's a riveting typhoon story from the Pacific.

We were tasked to fly from Atsugi, Japan to Thailand, stay overnight, then we would pick up a Navy SEAL platoon, and take them with us them back to Thailand. Then after an overnight, we were scheduled to fly the SEALs to Guam. Flying to that fairly distant Pacific island was an unusually long-range mission for our military version of a DC-9. In terms of range it was stretching it.

With the SEALs onboard, the mission went fine back to Thailand. However, on the Guam leg with the load of SEALs with their combat gear and supplies gas would become an issue for the airplane. The cargo and passengers would cut our useable fuel onboard to only 30,000 pounds. And it reduce our time in the air to just four and one-half hours. Fine, if nothing went wrong. But of course things went wrong.

Three (3) tropical depressions were beginning to stir things up in the Far East. One west of Korea wasn't a factor, but another was sitting on our side of the Philippines and it was slowly drifting toward our refueling point at Manila. The third, now given the name Samoi, was spinning up northeast of our destination at Guam. And its projected track would carry it 200 miles north of the SEALs' deployment base. Unknown to the forecasters, now tropical storm Samoi was accelerating into super-typhoon mode. And it would soon alter its track to a collision course with our ETA . and churn-up Guam's darkness. Phuket, Thailand, is a tourist resort area, so while overseas communication was expensive, it was not impossible. I was worried about the weather, I made long distance to various weather agencies, then decided to press on. With one day to spare, we should win the ' race ' with the first tropical depression. With the Navy SEALs and all of their gear on- board, we departed Phuket early in the A.M.

About 200 miles into the flight, the first thunderstorms appeared and we switched on the C-9's weather radar. It had tested out fine on the ground and tested fine after take- off. But now elected to die and not share details of the imbedded storms. So we turned back to Phuket to get it fixed. We carried our own mechanics with us. And after we landed they found a broken wire. After simultaneously replacing the fuel we'd burned, we were off again. A couple of hours later than we'd planned. The weather into Manila was dicey, but manageable. We used our radar to skirt the worst of the storms, landed, and took on replacement fuel. The leg had taken three hours and 40 minutes. And we had shut down with 6,500 pounds of fuel remaining, just above our legal requirement. By flying East against the sun we had been losing daylight and we had landed at dusk. Again, I hauled out my credit card and telephoned around to check the weather. The latest forecast indicated a chance of light rain later that evening in Guam. The forecast stated that we should not experience any weather problems. This final leg was projected to last three hours and twenty minutes. And we were confident we'd have fuel to spare. Even though it is a small island, there are two major airports on Guam. This was critically important to a C-9, because almost every time we flew it to Guam, we don't have enough fuel to go anywhere else but Guam. That was certainly true this night. But this planned leg appeared to be business as usual, and it was legal by every naval aviation regulation. And at that point, I would have flown it with my family in the back.

We took off in the deepening twilight, and maneuvered to avoid the storms that our radar began picking up with increasing frequency. On an air-to-air common radio frequency, an airliner pilot told us he'd just taken off from Guam and he said we should have no problems. So oblivious to the havoc super-typhoon Samoi would

unleash, we just pressed on. We approached Guam at 10 o'clock that night. There was no ATIS informing us our air field had now closed due to worsening weather. But Approach Control was still up and running. And we arrived overhead with 7,500 pounds of gas. About what we'd expected. On the other hand, it was certainly not enough to go anywhere else in the Pacific Ocean.

Typhoon Samoi had turned south on us. It was now headed toward Guam. And on Samoi's backside, swirling bands of severe thunderstorms began filling in. Although its center was 150 miles north, its growing mass now encompassed 1,000 plus miles of ocean. Both airports in Guam have long, dual runways running from northeast to southwest. Huge cross wind problem down below, surface winds now roaring out of the back-filling thunder-storms were almost straight out of the West and they were now gusting up to eighty knots. There was no way to shoot an ILS with winds that far beyond the tail wind limits for an ILS precision approach. So we set up for the TACAN 24 for a Non-Precision Approach to nearby Anderson Air Force Base.

Anderson's approach comes in over the ocean crosses over a cliff several hundred feet high, then touches down on the runway atop the cliff less than a half-mile from the cliff's edge. An eye-opener, even on a clear day. But factor in a significant, single vertical windshear at the wrong time - and not only will you not clear the edge of the cliff - we might not even see it coming. At 150 knots, we experienced a horizontal river of rain. We could not see three feet, let alone the half-mile visibility required to land. But we continued on the approach. Then, in less than (3) three seconds, an upside windshear boosted our airspeed from 150 knots to 230.

Go-around was mandatory. On the second approach the radar was now showing nothing but red on the 30-mile scale. We don't even fly through red let alone land in the red. Another go-around. Approach Control then told us we'd been right over the runway approach end. Twice. But none of us had seen any runway lights just torrent-flooded dark windshields. Fuel was now 5,000 pounds. I was ready to start bending the rules. I had to get closer to the ground to

have any chance to get us down. I opted for an ILS landing in the other direction with a quartering 80 knot, shear-lined cross-wind off our tail. Despite the out-of-limit tail winds, we began the approach with Autopilot locked on ILS. The GPS was showing a 40-knot tailwind (the limit is 10 knots). But I was out of ideas.

At around 250 feet, we experienced a problem that usually gets you in the flight simulator . . . the minus 40-knot vertical windshear when you instantly lose most airflow over your wings. And there is nothing you can do about it. Our airspeed fell to just over 100 knots. At 95 we would have all died.

I simultaneously clicked off the autopilot SLAMMED the throttles to their stops while trying to initiate the textbook windshear recovery on control's feather edge. I glimpsed runway lights. Tempting. Intuitively, however, I knew ' going for the lights ' with that windshear, marginal airspeed and near quite zero visibility combination would have crashed us. We went around again.

I asked for and received clearance to Guam International just 20 miles away. Our fuel was down to 4,400 pounds we declared minimum fuel. Approach Control inquired "How many SOULS on board?" We knew that was to inform the rescue teams how many bodies to look for. The controller also said his radar was showing the weather was now getting worse! And he cleared us for our 4th approach, a VOR/TACAN 24 (another non-precision approach) to Guam International. So far, all the approaches had been backed up by my copilot using homemade Global Position Satellite (GPS) approaches, and he had been calling out centerline deviations. I had been flying real instruments, not computer-generated ones.

Approach called the position of the actual terrain obstructions and gave us unofficial help for centerline although they did not actually have ' precision radar ' and could not ' legally ' do it. I recognized the controller's calls for what they were and I started cheating 50 to 100 feet on the minimum descent altitudes. We still couldn't see anything forward. We went around again.

### ***Typhoon Season ...continued***

The TACAN distance measuring (DME) went out of service during the go-around, so we were cleared for the non-directional beacon (NDB) using best approximate approach to runway 24, the only one left for us to use. The fuel gauge read 2,800 pounds. Because the C-9's deck angle can cause its engines to flame out, 'going around' is not recommended with gauges reading LESS than 1,500 pounds. We turned on all the fuel-tank pumps to include supposedly empty tanks then opened all of the fuel cross-feeds. Although we had been over the approach end of the runway each time, we just hadn't been able to see anything. So we went around for 'number five.' I tried to decide what I needed to say into the airplane's voice recorder, right before we crashed. As we asked for early turn-in vectors to the NDB, our crew chief (whose birthday was that day) asked over my shoulder : "OK guys. What are we going to do? "

Although unauthorized and untested, I decided to couple up the NBD with GPS computer and autopilot - - It would allow the computer to fly the aircraft without any visual reference from me. On autopilot-altitude hold, I flew to 100 feet below approved minimums, allowing me to look outside without concentrating on flying the instruments. We drove in and caught our first break a gap between the dark waves of thunderstorm cells rolling across the island. We saw the ground. And - for the first time - saw the runway lights less than three-quarters of a mile in moderate rain. I immediately clicked off the autopilot and dove down 100 feet to avoid any possibility of going back into the clouds. In close, as I pushed down to the runway threshold, a vertical windshear tried to head us back up. I was willing to have it 'hit' if necessary to I shoved against it and managed to level out at JUST ( ) F-I-V-E F-E-E-T !

Incredibly we ended up with a smooth touch down !

As we hydroplaned on the rain-soaked runway, the anti-skid brakes released several times. No other airplanes in that sky, we stopped on the runway's centerline with 3,000 feet of runway remaining. We sat there for a minute. Each of us thinking our own thoughts, and I noticed the fuel gauges were reading 2,000 pounds. Just as torrential rains closed back in. Too heavy to even taxi. We didn't.

Riotous applause erupted from the SEALS in the back. They had known we were in trouble, but only three of us up front knew how much gas we had left. One more pass. Maybe.

Thirteen' fuel fat ' inbound civilian airliners also received the same weather report as we did that night. All had started out expecting to land at Guam. But each easily diverted to Tokyo, Manila or Okinawa. We were the only aircraft who made it in that night or for the next 24 hours.

Around midnight, as we pulled into the gate, our crew chief gazed around the cockpit and said, flatly "Well it looks like I survived another birthday!" We parked it with 1,700 pounds of fuel. Then our onboard (APU) power source flamed out . The fuel gauges had been inaccurate reading too high. When measured with a dip stick. On touch down, we'd actually had fewer than 500 pounds of usable fuel.

Will I ever fly around the Far East with the Navy again? Absolutely. Will I ever fly to an island destination that has a tropical depression nearby? Not on your life. Sometimes even your best might not be good enough.

***by Cdr. Dave DeLance***

## **Lots of non-proof-reading going on.**

In a Bangkok temple :

IT IS FORBIDDEN TO ENTER A WOMAN, EVEN A FOREIGNER, IF DRESSED AS A MAN.

Cocktail lounge, Norway :

LADIES ARE REQUESTED NOT TO HAVE CHILDREN IN THE BAR.

Doctors office, Rome :

SPECIALIST IN WOMEN AND OTHER DISEASES.

Dry cleaners, Bangkok :

DROP YOUR TROUSERS HERE FOR THE BEST RESULTS.

In a Nairobi restaurant :

CUSTOMERS WHO FIND OUR WAITRESSES RUDE OUGHT TO SEE THE MANAGER.

On the main road to Mombassa, leaving Nairobi:

TAKE NOTICE: WHEN THIS SIGN IS UNDER WATER, THIS ROAD IS IMPASSABLE.

On a poster at Kencom :

ARE YOU AN ADULT THAT CANNOT READ? IF SO WE CAN HELP.

In a City restaurant :

OPEN SEVEN DAYS A WEEK AND WEEKENDS.

In a cemetery :

PERSONS ARE PROHIBITED FROM PICKING FLOWERS FROM ANY BUT THEIR OWN GRAVES.

### ***Some Cheery Thoughts...***

**Where there's a will, I want to be in it.**

**The last thing I want to do is hurt you ... but it's still on my list.**

**Since light travels faster than sound, some people appear bright until you hear them speak.**

**If I agreed with you, we'd both be wrong.**

**We never really grow up -- we only learn how to act in public.**

*Ed...I can't help but comment on how "real to life" this sounds to those of us who have  
"done time in the office"*

## **Letter from a Qantas Captain to his Chief Pilot**

Sir,

In your icy, indeed hostile, telephone call of yesterday, you requested a report about the alleged proceedings involving my crew at the Qantas 90th Birthday celebration at an overseas slip airport. As the reports from the local authorities and the head of the Australian legation were undoubtedly a complete fabrication, I take the opportunity to put the truth of the matter on file.

Qantas management's kind offer to "buy a round of drinks" was taken on board by the crew who decided to upgrade the event to its correct status, so appropriate quantities of libation and food were purchased, with festivities being held in my hotel suite.

An enjoyable evening ensued but insufficient supplies had been obtained, so several members of the crew left for further purchases at a local bar. In a truly magnanimous gesture, ten bar girls from that establishment helped carry the beer back to the hotel. To demonstrate our appreciation of their assistance, we served them some cool drink. They then offered to show us some local culture, and, in order not to offend, we allowed them to dance some exotic dances.

The banging on the walls of my room had, by now, quite honestly, become invasive, and it was disturbing the dancers, so we arranged an amusing little deterrent. S/O Brown's impersonation of the Police Officer was excellent! In full Qantas uniform, with an aluminium rubbish bin upside down on his head, he goose-stepped to each room and harangued the occupants with a very witty diatribe about disturbing hotel guests. I personally heard nothing of his alleged threats of life in Alcatraz or the Gulags, claimed by the sister of the Minister of Police whose room was, unfortunately, next door.

I have no doubt that this woman was the sneak who called security and hotel management and I absolutely refute that the shout "Look out, here come the Indians! Circle the wagons!" was made. The simple coincidence of security arriving just as we stood the double bed on its side across the door to make the dance floor bigger is obvious.

The major damage to the room occurred when a group of gate crashers, whom we could not know were hotel security, forced their way in just as most of us happened to be leaning against the bed watching the dancing.

The subsequent events in the foyer of the hotel are an equally vicious distortion of the facts. I was explaining the importance of the 90th Birthday to the General Manager of the hotel and noting that other guests were fabricating stories of noise, drinking and singing at the celebration, when F/O Smith (ex-SAS) and several other keep-fit enthusiasts, in keeping with their almost monastic pursuit of health, organised the race up the drapes which hang along the foyer wall. It says nothing for the workmanship of some of these nations that the fittings were torn from the wall before most of the crew were even halfway up.

At this stage, in an amazing display of international posturing, the Governor of the city, who was attending the National Day cocktail party in the foyer, cast some denigrating remarks about Australian culture. Although he misunderstood our gestures of greeting, female Flight Attendant Williams rescued the situation with her in depth of knowledge of local culture.

Her rendition of the Fertility Dancing Maiden in the foyer's 'Pool of Remembrance' was nothing short of breathtaking. Normally this dance is performed wearing just a sarong skirt so F/A Williams' extra step to nature was a bold step forward.

Unfortunately, during one intricate step, F/A Williams slipped and fell beneath the fountain, so we were lucky that S/O Brown, who had the great presence of mind to strip to avoid getting his uniform wet, leapt in to help. That the tiles of the pool were slippery is beyond dispute, as it took nearly ten minutes of threshing about before S/O Brown could actually complete his rescue. Such concern was there for these two exemplary crew member's safety, that the rest of the crew were forced to assist, and I deny that this massed altruistic rescue attempt could be construed as a 'Water Polo' game!

This slanderous accusation was first put to me by the Chief of the Riot Squad, whose storm troopers had apparently been called by some over zealous Fascists at the cocktail party.

Order had nearly been restored when the fire started.

I prefer F/O Smith's version of events that the drapes had caught fire from being against a light fitting, and that he dropped his cigarette lighter whilst trying to escape the flames. Had host management fulfilled their responsibilities and used fire retardant material instead of velvet, the fire would not have spread to the rest of the hotel.

The responsible attitude shown by my crew in assisting the bar staff to carry out drinks from the cocktail party is to be commended, not condemned, and the attempt by male members of the crew to extinguish pockets of fire using natural means has been totally misrepresented in some quarters. I cannot overstate how strongly I resent the assertions made in the Chief Fire Officer's Report.

I made an official protest about these matters when the head of the Australian Legation visited us at the Police Station the next morning. However, not only did Ambassador Jones not attempt to refute the preposterous allegations made against me and my crew, but also by failing to secure our release immediately, caused the subsequent aircraft delay.

I did not know Her Majesty was to be aboard our aircraft, but I am sure that her enforced 12- hour visit to that country was appreciated by local dignitaries and probably HRH herself. (I must mention that the local manager is far too obsequious - Smarmy! Smarmy! You should have seen him bowing and scraping. Never make a Prime Minister, that chap!)

Finally, I note that not since 'Rainman' has Qantas been mentioned in so many newspapers. (Some people in Qantas would die for coverage like that.) The main newspaper at the slip port coincidentally mentioned Qantas 90 times on its front page alone, although some of the coupled epithets can only be described as the worst journalistic excesses of the gutter press.

I trust that now I have outlined the correct version of events, we may allow ourselves a discreet smile as to the lack of social sophistication of some of these developing nations and put all this behind us. As far as I am concerned, the crew carried on the finest Qantas traditions.

Regards,

Captain.....xxxxxxx.

P.S. I checked amongst the language qualified members of the crew, but no one was up to speed on Latin. Can you recommend anyone in the International Department who could translate 'Persona Non Grata'?

*Ed...this was originally reported by CNN*

## The Polar Express

You might think circling the globe by airplane is no big deal anymore. But you'd be wrong. Surprisingly, circumnavigating the world via the North Pole to the South Pole in an airliner is a feat accomplished only three times.

Why? Because it's a Very. Long. Ride.

Even with stops to refuel, flying across several oceans as well as the remote Arctic and Antarctic requires long-range aircraft that first became available in the mid-1960s.

And besides, passengers aren't exactly clamoring to endure being trapped on a four-leg, 54-hour odyssey.

I mean, who would REALLY want to travel that way?

In 1977, Baum was an 18-year-old aviation enthusiast who ponied up \$2,222 of his savings to buy a ticket on Pan Am Flight 50. Baum knew this flight was likely to make history by setting a speed record for a polar circumnavigation.. The one-time-only flight on Boeing's new special performance 747 began in San Francisco, flew over the North Pole and stopped at its next destination: London..

After refueling the plane jetted on to South Africa. Next, it flew over the South Pole and landed in New Zealand before taking off again and ending up back in San Francisco.

Total time: 54 hours, seven minutes and 12 seconds. The record-setting average speed, according to the Fédération Aéronautique Internationale: 487 mph (784 km/hr).

"It was truly an opportunity to do something that really hadn't been done before," said Baum, a former public information officer at Seattle's Museum of Flight. There had been a couple of previous flights over both poles, but this was the first such flight that was affordable to folks other than the super-rich.

How do you pack for a 2 1/2-day quick whip around the world? You pack light. Very light.

Luggage for Flight 50's 120 passengers was limited to a single carry-on bag per person. For many, that provided just enough space to fit an extra set of clothes and your basic toiletries.

Although Pan Am provided passengers with access to an onboard hairdresser, freshening up was limited to whatever you could manage in the lavatory. "I think everybody took that in stride," Baum said. "It wasn't a big deal."

'Round the world, '70s style

From his window seat in front of a wing -- seat 17A -- Baum experienced a whirlwind tour of the two poles that he would never forget. He remembers the flight crew counting down the miles as the plane closed in on the top of the world, followed by cheers and toasts as it finally flew over the North Pole. Baum recalls the wonder of watching a sunset shortly followed by a sunrise because of the plane's unusual route. The celebratory atmosphere throughout the flight was unforgettable..

While over the North Pole, one passenger put on a Santa hat and beard. Later, when the plane crossed the equator, the man reappeared with the same beard and a three-pronged toy trident -- paying tribute to Poseidon, the Greek god of the sea.

A strolling guitarist was aboard, singing custom songs about the North and South Poles.

In true 1977 style, international beauty queens were aboard, armed with Polaroid cameras -- for passengers who wanted a selfie.

And then there was the Gucci fashion show.. Five models showed off 24 different outfits, using the 747's upstairs lounge as a changing area and the lower cabin aisles as their fashion runway. "That was really well done," Baum said. "They played it up so well."

### **Antarctica**

"The most memorable thing was Antarctica," Baum said. "It was incredible." Mysterious, desolate and vast, the frozen continent kept Baum glued to his window.

A man sitting directly in front of Baum was looking forward to seeing an active volcano in Antarctica called Mount Erebus. "He pointed a lot out to me ... Unless you know what you're looking for, you're not able necessarily to identify things."

Although the jet was cruising at 43,000 feet (13,100 meters) above ground, Baum said the landscape appeared to be much closer.

Another countdown from the flight deck signaled to passengers that they had passed over the South Pole --- triggering another celebration.

The sky was remarkably clear, Baum remembered. The absence of haze or pollution brought out a brilliant sunset. "Everything was just spectacular --- the mountains, the colors when we were exiting the continent and heading toward New Zealand. The sun was going down, and it had the lovely pinks and pastels of the sunset. It just couldn't have been better."

Baum felt like he was looking at things people had never seen before. "You're at the bottom of the world, and there's nobody else in the air for thousands of miles around you. It was an interesting feeling."

### **Other pole-to-pole flights**

The first pole-to-pole circumnavigation flight took place in 1965 by a modified Flying Tiger Line Boeing 707-349C carrying 40 scientists, guests, and crew. To make the trip possible, the plane -- nicknamed Pole Cat -- had to be modified with two additional fuel tanks installed in the main cabin. Total time: 62 hours, 27 minutes.

In 1968, a Modern Air Transport Convair 990 airliner with 78 passengers and crew flew over both poles. This plane didn't set a speed record, but by landing for fuel at Antarctica's McMurdo Station, it was the first aircraft to touch all seven continents.

Pan Am Flight 50's speed record stood for 31 years until 2008, when a Bombardier Global Express business jet broke it, thanks to perfect planning and shorter fuel stops.

Membership in the "over both poles" club is pretty exclusive. According to Baum, more people have flown in space.

### **Upcoming flight**

Now, 41 years after the last such flight, a sub-50-hour aviation adventure is being planned to take air travelers over both poles. The Polar Express is scheduled to take off this coming October 26 from New York's JFK International Airport with about 150 passengers..

The route will take them from JFK to Río Gallegos airport in southern Argentina. Taking off from there, the Polar Express will fly over the South Pole and continue all the way to Perth, Australia. Next, it's on to Beijing. And the final leg of the trip takes the plane over the North Pole and back to JFK.

The jet for this upcoming trip will be an Airbus A340-300 -- a large, wide-body, long-range airliner with four trusty engines. Coach tickets start at \$11,900. Amenities include specially created cocktails, informative lectures, inflight yoga classes, and an Antarctica expert who will explain what passengers see out the windows.

Baum will join this polar party as its historian, documenting it to create the final chapter of his book "Over Both Poles: Epic Flights Around the World," which is due early next year.

Clearly, the glory days of record-setting global air travel have not completely passed. For those who can muster the time and money, there are still rare experiences to be found out there.

## Great Slogans

101st Airborne Division- “ When it comes to Combat, we care enough to send the very best”

“When in doubt, empty the magazine”

“Sniper – You can run, but you’ll just die tired!”

“Machine Gunners – Accuracy By Volume”

“Except For Ending Slavery, Fascism, Nazism and Communism, WAR has Never Solved Anything”

” U.S. Marines – Certified Counselors to the 72 Virgins Dating Club”

" U.S. Air Force – Travel Agents To Allah”

“The Marine Corps – When It Absolutely, Positively Has To Be Destroyed Overnight”

“Death Smiles At Everyone – Marines Smile Back”

“What Do I Feel When I Kill A Terrorist? A Little Recoil”

“Marines – Providing Enemies of America an Opportunity To Die For their Country Since 1775”

“Life, Liberty and the Pursuit of Anyone Who Threatens It”

“Happiness Is A Belt-Fed Weapon”

“It’s God’s Job to Forgive Bin Laden – It was Our Job To Arrange The Meeting” (Gen Norman Schwarzkopf)

“Artillery Brings Dignity to What Would Otherwise Be Just A Vulgar Brawl”

“One Shot, Twelve Kills – U.S. Naval Gun Fire Support “

“My Kid Fought In Iraq So Your Kid Can Party In College and Protest”

“A Dead Enemy Is A Peaceful Enemy – Blessed Be The Peacemakers”

“Some people spend an entire lifetime wondering if they made a difference in the world. The US Marines don’t have that problem.”

The American soldier does not fight because he hates who is in front of him; he fights because he loves who is behind him.

**2019 Golden Eagles Convention**

**Will be April 2-5 in Las Vegas**

**Details on website  
[www.thegoldeneagles.org](http://www.thegoldeneagles.org)**

## Who Knew?

Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder. Capone had a lawyer nicknamed "Easy Eddie." He was Capone's lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal maneuvering kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big, but Eddie got special dividends, as well. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block. Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him. Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had clothes, cars, and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was. Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name or a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name, and offer his son some semblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great. So, he testified. Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he could ever pay. Police removed from his pockets a rosary, a crucifix, a religious medallion, and a poem clipped from a magazine. The poem read: "The clock of life is wound but once, and no man has the power to tell just when the hands will stop, at late or early hour. Now is the only time you own. Live, love, toil with a will. Place no faith in time. For the clock may soon be still.

### Part 2

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific. One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier.

Reluctantly, he dropped out of formation and headed back to the fleet. As he was returning to the mother ship, he saw something that turned his blood cold; a squadron of Japanese aircraft was speeding its way toward the American fleet. The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet. Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent. Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible, rendering them unfit to fly. Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival, he reported in and related the event surrounding his return. The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft. This took place on 20 February 1942 and for that action Butch became the Navy's first Ace of WWII, and the first Naval Aviator to win the Medal of Honor. A year later Butch was killed in aerial combat at the age of 29. His home town would not allow the memory of this WWII hero to fade and today O'Hare Airport in Chicago is named in tribute to the courage of this great man. So, the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2. SO WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER? Butch O'Hare was "Easy Eddie's" son.

# From the Len Morgan (Braniff) Collection

## *A Pilot's Milestones*

September, 2001

**W**E WATCHED WITH MIXED FEELINGS AS the Warrior taxied away. You're supposed to be as happy the day you sell as the day you bought, but we haven't found it that way with airplanes. We've owned four and missed everyone.

The first was a slab-wing Fairchild 24K built in DC-3 times and every bit the same class act. Roll-down windows, big leather seats, chrome control tick, soft wide gear, it was a lovely souvenir of the "Golden Age" of private flying. Movie stars bought Fairchilds in the 1930s. Its six-cylinder, in-line Ranger came to life with the crackling snarl of a Spit's Merlin. It was a delight to fly and could be landed with little fuss in gusty crosswinds that kept modern trikes indoors. I'd buy it back at twice what we sold it for, but now 24s bring several times that. I hope old N20610 is still flying.

We upgraded to a G35 Bonanza (my wife wanted something that "sits up straight" like a Buick), a sprightly performer that could almost keep pace with a DC-3. It was a fine cross-country mount, but you'd best pay attention. It picked up speed in a hurry when you stuck the nose over, and it needed TLC in chop. It could get an inept pilot into trouble before he knew it. We flew from Dallas to Kitty Hawk to see where it all began and to the far side of the moon down in the Big Bend country. (Go see for yourself if you think I'm kidding.) N4607D delivered surprising speed for its power. Another airline pilot bought that one.

Having my professional wings clipped (for the sin of reaching 60) did not ease the itch, so we bought a Cessna 172. It was my second highwing and the blind spot overhead was still worrisome. Visibility from airliner cockpits was never the best, but at least we didn't wonder who might be descending unseen above the wing. Otherwise the Skyhawk was admirable in all respects, and good fun. An Englishman bought it and had it ferried to Biggin Hill, an old Battle of Britain fighter field near London. U.S. citizen N9621H became Her Majesty's loyal subject G-BNXY.

Next we tried a Piper PA-28 Warrior. I never thought it particularly eyepleasing but liked the way it handled. It had the solid feel that made an exjumbo driver feel right at home. It was roomy by lightplane standards and reasonably quiet. Landing was a piece of cake. The Warrior owner who can't pull off a smooth arrival nearly every time has no business inside the airport fence.

We went sight-seeing along the Georgia coast, watched shrimpers at work and huge car carriers creeping up the channel with 7,000 more Toyotas. We showed friends their homes from the air, steering clear of busy terminals, having no excuse to compound their congestion. The private airman who flies regularly, keeps up with procedures and has good reason to mix with airline, business and military traffic at busy fields has every right to do so. Otherwise he is a nuisance and should stay away. His bumbling ilk frightened me badly more than once during my airline days.

But I didn't fly regularly, didn't keep up and had no pressing busines at busy terminals, so I stayed away. Flying without a purpose is a waste of fuel. Piper N39494 was-let's face it-an expensive toy. The hangar lin urancel maintenance clock ticked whether or not it flew, so we let it go and watched it head for California. "It's another mileslone," said my wife.

There are many milestone in the life of a career pilot, remem bered moments meaningless to anyone beyond him and his family. Clear in recollection is a Canadian officer's quiet briefing that concluded, "Our country is at war. If any of you Americans have second thoughts, you are free to return home." No one spoke. "All right then, sign your enlistment papers-and thank you for volunteering.

Then the magic moment no pilot forgets: the first solo. I can hear the Kinner barking and feel the little Fleet rising from the grass as though it happened this morning instead of half a century ago. I remember looking back

at the rear cockpit, unable to believe my instructor was on the ground watching. Weeks later I was "sent solo" in a howling 600-hp Harvard (known to cadets south of the border as the AT-6 or SNJ). It was a handful for a teenager with 65 hours.

Finally, in "Wings Parade" formation in a chilly Ontario hangar, I stepped forward and snapped a proper palm-forward salute. Group Captain Gerry Nash pinned on the loyal Canadian Air Force "pilot's badge." That was indeed a milestone.

Some of the aircraft encountered thereafter are blurred in memory, others vivid. Each was a milestone. The C-47, C-46 and C-54 come to mind; in them I logged many hours. Transition to the C-54 involved hard bookwork and intensive flight training. Emerging from that schooling with a left-seat ticket seemed more miracle than milestone. The first mad takeoff dash in a P51 was indeed a milestone for one used to plodding transports.

Being hired by an airline after four discouraging years of trying was a milestone. Checking out as a Convair captain 16 years and 12,500 hours later was another. Such events mean little to a pilot who hasn't been there, or to a wife who hasn't agonized with a mate trying to absorb a semester of technical detail in three weeks. "How many ratings will we have after this?" asked mine while quizzing me on the 707's numbers. She contributed more than she knew to my successful transition on that, my first jet, and later, monstrous "Fat Al." Her rides on my 747 trips to Hawaii, Guam and Hong Kong were milestones we often recall. "Those were great times," she says today, and indeed they were.

On a fall day in 1964 we watched a Cessna 150 take off, circle and land: our son Terry's first solo. Two years later he became the first pilot's son hired by our company. In 1978 he flew his first left-seat trip. His sister Kathy completed hostess training in 1972. Father-son crew pairings were discouraged but Kathy sometimes served in my cabin crew. The little dickens enjoyed startling my unknowing cockpit companions with, "Whos the dirty old man in the left seat?"

Braniff never hired a better pilot or hostess than Len and Margaret Morgan's kids. Company history was made when Kathy married a pilot, and Terry a hostess. Talk about milestone-s-never before had five in one family served as Braniff crewmembers. Among us we have seen much of the world during 70,000 hours of flight. So far, that is, for the two

boys (well, they're boys to us) have years to go.

My final airline trip was a milestone both joyful and sad. I was as fit for duty the next day but no longer employable because of age. Mandatory retirement was easier to abide than the collapse of our great airline weeks later. That milestone stung.

After collecting enough rejection slips to paper a T-hangar, having a piece accepted by Flying in the early 1960s was a remembered milestone. Few readers appreciate the sweat behind salable writing. As one who has tried both flying and writing, I've found the latter is in some ways the more difficult. The urge to write, like the itch to fly, is hard to explain. I think it stems from reading. Anyone who reads widely on a familiar topic is apt to imagine he could say it better, or at least, differently.

An incurable bibliophile, I've assembled a fair collection of books, along with art and memorabilia, over the years. Collecting also has its milestones, those times when long-sought-after titles were unearthed or the control wheel of an old favorite was found in a boneyard or a signed lithograph was spotted in a foreign catalog. It took 30 years to put together a full run of Jane's All The World's Aircraft. Inside the first edition (1909) is a letter written by Fred Jane himself. I prize that.

The World War 1 shelves include a number of scarce items, some autographed and a few personally inscribed. The post-1918 books include references, histories, biographies, journals, pilot manuals, logs. There's no hobby more intriguing than book collecting, but there is a time to collect and a time to dispose. A few treasured items I will keep but most of these things must go, and that will be still another milestone.

I believe the next milestone will be Airplane Number Five-something simple, without ILS, transponder, ADF, dual navs, any reminders of when flying was work. Terry wanted me to buy his J-3, and I might have, if it sat up straight like a Buick.

## Checklist for when a Spouse dies

- 1. Your first call should be to the United Airlines Benefit Center, 1-800-651-1007.** (M-F, 7AM-7PM CT). Report your Spouse's death and the agent will take you through the necessary steps of insuring that your health benefits and prescription drugs continue to be provided. This call takes a while but is very efficient and easy. They will also tell you how much these services will now cost and the amount which will be taken out of your account at the beginning of the month.
- 2. PBGC (Pension Benefit Guaranty Corporation), 1-800-400-7242,** should be your next call. Since the United bankruptcy, this agency now handles pensions for pilots. This procedure takes a while and, if you are in need of this income, act quickly. You must fill out the proper forms which they will send to you. If you miss several month's payments, you must fill out another form for lump sum payments and submit that as well. Depending upon the benefit option that your spouse selected at retirement, your survivor's benefit may be smaller than the retirement benefit your spouse was receiving. Please note that life insurance policies were dropped in favor of the health insurance during bankruptcy.
- 3. Travel – The United website is <https://flyingtogether.ual.com/> .** The ID number is your spouse's six digit United file number preceded by a "u" (uxxxxxx). If you don't know the password, you must call the Help Desk at 1-800-255-5801. The easiest way to list for a flight is to select the "Employee Res" option on the website. You can also call the Pass Line, 1-866-359-3727. If you call, you will need the United file number and the last four of your spouse's SSN. You may be charged \$25 to list over the phone. Please note that surviving spouses do not receive Vacation Passes and are not eligible for pass travel on other airlines.
- 4. United Employee Service Center, 1-877-825-3729** is difficult to reach. Calls may be routed to another country and can be hard to understand and not be able to answer questions.
- 5. Social Security, 1-800-772-1213,** should also be called immediately. They are very efficient and will have everything taken care of in a timely matter. In most cases your survivor's benefit will equal what your spouse was receiving. However, because you cannot receive both your S.S. benefit and your survivor's benefit, your total S.S. compensation will be reduced.
- 6. You will need multiple copies of your husband's (or wife's) death certificate.** You will need his social security number and, in the case of PBGC, your identification and marriage license will also be needed if not previously on file. Finally, enlist the services of experienced legal and tax advisers. The Will must be probated or a Trust activated. There are also many right and wrong ways to handle issues such as income/estate tax filings, as well as transferring titles of IRAs/401Ks and other assets.

# Survivor Pass Travel Policy

As the surviving spouse, you remain eligible for lifetime space-available service-charge waived passes for leisure travel in economy system-wide on United and United Express flights. If your spouse completed more than 25 years of service with the Company, you will also receive service charge waived space-available travel in Premium cabins system-wide. Please keep in mind you will be required to prepay with a credit card on employee RES any applicable departure and other airport/regulatory taxes and fees.

- Survivor travel is not valid on United's alliance partners, code-share partners and other airlines (OA), including carriers that have signed an interline agreement with United.
- Survivors are not eligible for vacation ePass and buddy ePass annual distributions.
- Survivors are not eligible for the enrolled friend program.
- Pass travel ends upon remarriage or establishment of a new domestic partnership.

To book space-available leisure travel, you will continue to use your spouses's ID number and last known password to access the Flying Together website to book pass travel using employee RES. If you do not know the password, you may contact the United Airlines Service Desk at 1-800-255-5801 option 1 and 1 again for password reset assistance. You are responsible for all pass travel transactions (and all confidential information on United's intranet) and encouraged to safeguard your password. To book and eTicket your pass travel through United's employee RESsystem:

- Log on to <https://flyingtogether.ual.com>
- Enter husband's United ID number and password
- Select the Travel tab at the top and then select the "Book a Flight" box
- Once on employee RES page you will start by entering the city pairs under the "Flight Search" section.

You may also book and eTicket your pass travel with the United Pass Line at 1-866-FLY-EPAS (359-3727). The UPL may be used to create a fee-waived Travel Plan (booking/listing) and check Passenger Boarding Totals (PBT). Surviving spouses can create a fee-waived travel plan through this automated system without speaking to a reservation agent.

- When dialing from an international location: 713-324-PASS (7277)
- When dialing from within the United States: 866-FLY-EPAS (359-3727)
- The six digit password is spouse's birth date in the mmddyy format (example: 022744)
- Say "United Co-Worker"
- Say or enter ID number
- Choose the option that fits your needs

Note: If transferred to a reservation agent at the UPL desk, you will be prompted to enter a four-digit security code. This code will be verified by the agent for authenticity and can be any four numbers. The current Booking Service Fee is \$25 per ticket if transferred to a reservation agent for ticketing your travel plans. All are encouraged to use the automated systems, employee RES and mobile RES, for all your travel needs as these applications have no ticketing fees. You are also eligible to participate in the United Discount Leisure Travel Program (myUAdiscount) which provides the opportunity to purchase revenue-confirmed tickets for system-wide travel in any cabin on United and United Express with a 20% discount. The discount is applied to the revenue fare at the time of purchase and is available on most published fares. Discount leisure travel must be booked through the myUAdiscount link in the Travel section on Flying Together.

# The Pilot and the Priest

A priest dies and is waiting in line at the Pearly Gates. Ahead of him is a guy

who's dressed in sunglasses, a loud shirt, leather jacket, and jeans.

Saint Peter addresses this cool guy, 'Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?'

The guy replies, 'I'm Jack, retired airline pilot from Sydney.'

Saint Peter consults his list. He smiles and says to the pilot, 'Take this silken robe and golden staff and enter the Kingdom.' The pilot goes into Heaven with his robe and staff.

Next, it's the priest's turn. He stands erect and booms out, 'I am Father Bob, pastor of Saint Mary's for the last 43 years.'

Saint Peter consults his list. He says to the priest, 'Take this cotton robe and wooden staff and enter the Kingdom.'

'Just a minute,' says the good father. 'That man was a pilot and he gets a silken robe and golden staff and I get only cotton and wood. How can this be? 'Up here - we go by results,' says Saint Peter. 'When you preached - people slept. When he flew, people prayed.'

# Golfing Lore

A husband and wife are on the 9th green when suddenly she collapses from a heart attack.

"Help me dear," she groans to her husband.

The husband calls 911 on his cell phone, talks for a few minutes, picks up his putter, and lines up his putt.

His wife raises her head off the green and stares at him. "I'm dying here and you're putting."

"Don't worry dear," says the husband calmly, "they found a doctor on the second hole and he's coming to help you."

"Well, how long will it take for him to get here?" she asks feebly.

"No time at all," says her husband. "Everybody's already agreed to let him play through."

A recent study found that the average golfer walks about 900 miles a year.

Another study found golfers drink, on average, 22 gallons of alcohol a year, which means, on average, golfers get about 41 miles to the gallon.

Kind of makes you proud. I almost feel like a hybrid.

The bride was escorted down the aisle and when she reached the altar, the groom was standing there with his golf bag and clubs at his side.

She said: "What are your golf clubs doing here?"

He looked her right in the eye and said, "This isn't going to take all day, is it?"

A gushy reporter told Phil Mickelson, "You are spectacular, your name is synonymous with the game of golf. You really know your way around the course. What's your secret?"

Mickelson replied, "The holes are numbered."

A young man and a priest are playing together. At a short par-3 the priest asks, "What are you going to use on this hole, my son?"

The young man says, "An 8-iron, father, how about you?"

The priest says, "I'm going to hit a soft seven and pray."

The young man hits his 8-iron and puts the ball on the green.

The priest tops his 7-iron and dribbles the ball out a few yards.

The young man says, "I don't know about you, father, but in my church, when we pray, we keep our head down."

Police are called to an apartment and find a woman holding a bloody 3-iron standing over a lifeless man.

The detective asks, "Ma'am, is that your husband?"

"Yes" says the woman.

"Did you hit him with that golf club?"

"Yes, yes, I did." The woman begins to sob, drops the club and puts her hands on her face.

"How many times did you hit him?"

"I don't know -- put me down for a five."

A golfer teed up his ball on the first tee, took a mighty swing and hit his ball into a clump of trees. He found his ball and saw an opening between two trees he thought he could hit through.

Taking out his 3-wood, he took a mighty swing. The ball hit a tree, bounced back, hit him in the forehead and killed him.

As he approached the gates of Heaven, St. Peter asked, "Are you a good golfer?"

The man replied: "Got here in two, didn't I?"

## United Airlines exploring Willis Tower departure



Amazon's competition for its second headquarters has elicited Chicago developers' grandest plans, and now one of the city's biggest companies is weighing the possibility of leaving its home for one of them. United is the largest tenant at Willis Tower, with more than 850,000 square feet. With an option to break from its massive lease at Willis Tower more than four years away, Chicago-based United Airlines has had discussions in recent months with developers behind some of the city's largest proposed office projects about a potential new headquarters location, according to sources familiar with the company.

The tire-kicking exercise is believed to be preliminary, and it's unclear whether the airline seriously intends to depart its 850,000-plus square feet at the city's tallest skyscraper when its termination option comes up in March 2023. United, which would have to execute that option at least two years in advance, may be testing the market to gain leverage for a new deal at Willis Tower, where it has been a tenant since 2010.

But sprawling office campuses proposed along the North and South branches of the Chicago River and new options planned for Union Station and the trendy Fulton Market District have broadened office choices for corporate giants in an era when employers see a cutting-edge office environment as a vital recruitment tool for their workforce. And for United—one of the single largest tenants in the city—these new developments have raised the prospect of a relocation that would send shockwaves throughout the downtown office market and deal a costly blow to Willis Tower's private-equity owner.

The search showcases what could be a lasting impact of Amazon's HQ2 contest on the local real estate scene, whether or not the e-commerce giant picks Chicago: ambitious development plans that have created formidable new competitors for downtown office landlords. That means more options for big downtown office users looking for space, a list that currently includes Sheetrock maker USG and technology products seller CDW, which have both been in the market this year exploring potential relocations.

"Amazon's process caught the attention of so many developers that exhausted the resources to really study and develop the marketing of their potential projects," said tenant rep Kyle Kamin, executive vice president at brokerage CBRE. "They can now take the product of that pursuit and pursue other large-scale corporate headquarters projects." If the airline ultimately opts to leave a giant vacancy in one of the city's most famous towers, it would have a dramatic impact on both the Loop and the neighborhood it picks.

It's an opportunistic move by United, says veteran tenant broker Bobby Goodman, who co-founded Truss, an online platform that helps companies find office space. "United has the luxury of being able to kind of watch the buzz that Amazon has created, and that process has forced developers with these sites to put more visual plans together and actually push the pedal to the metal and make Amazon feel comfortable that they can deliver," he said. "United absolutely has an opportunity to take advantage of that."

Sources say United officials have entertained pitches to move their Willis Tower headquarters and operations center to locations including Tribune Media's 30-acre site along the Chicago River between Grand and Chicago avenues, where the media company has rolled out its vision to create a mixed-use campus and where the Chicago Tribune's lease for an 854,000-square-foot printing plant runs through 2023.

Other sites that could be in the mix were also part of the city of Chicago's official bid for Amazon's HQ2. They include Lincoln Yards, the 53-acre mixed-use campus that developer Sterling Bay has proposed along the Chicago River between Lincoln Park and Bucktown, as well as a vacant, 62-acre South Branch site where developer Related Midwest wants to build a mixed-use campus it has called the 78. "We are always looking at what is in the marketplace, but don't have any plans to make an announcement," said a United spokeswoman.

Many developers call it a long shot for United to leave Willis Tower because the building's owner, New York-based private-equity behemoth Blackstone Group, will take any necessary step to keep it.

Blackstone, which paid \$1.3 billion for the 110-story building in 2015 and has since borrowed \$1.3 billion against the property to finance a \$668 million renovation, will need to secure its biggest revenue-generating tenant if it wants to sell the building after it completes its overhaul. The renovation, which is designed to modernize the 45-year-old tower to keep pace with competition, is slated to be done in 2022.

Another factor complicating a United move is that uprooting its roughly 650,000-square-foot operations center from Willis Tower—in addition to its roughly 200,000-square-foot corporate headquarters it moved to the skyscraper in 2012—would come with a huge cost. Plus, Willis Tower has location on its side with proximity to Union Station, making it easily accessible from most of the Chicago area, a key talent recruitment tool for many of the thousands of United employees who work in the city.

But new office projects have already proven effective in getting big office users' attention. Salesforce has zeroed in on a proposed office tower at Wolf Point to drastically expand its Chicago presence, while BMO Harris Bank is in talks to

consolidate its Chicago operations at a new 1.5 million-square-foot office tower that developer Riverside Investment & Development is planning at Union Station. CNA Financial relocated earlier this year to a new 35-story tower at 151 N. Franklin St. from its longtime home at 333 S. Wabash Ave.

Skyscrapers also put some limitations on large companies that prefer bigger floor plates, as opposed to spreading employees across many floors. United has space on 18 different floors at Willis Tower, according to real estate information company CoStar Group.

It's enough to make the airline—which is among the most creditworthy tenants in the market and recently recommitted to the city by helping finance an \$8.5 billion expansion of O'Hare International Airport—at least try to leverage the flurry of emerging local office options for its benefit.

It may be a while before the company makes any real move one way or the other, but commercial real estate stakeholders will be watching closely to see how it plays out.

*Reprinted Courtesy of the RUPANEWS*

## **United to add used 767-300ERs to its fleet in 2018**

United Airlines expands its acquisition strategy for used aircraft. It will add at least three second-hand Boeing 767-300ER to its fleet in 2018. The 767-300ERs come from Hawaiian Airlines and will join the United fleet in the second half of 2018. Hawaiian, which expects nine A321neo and A330neo, plans to withdraw its 767s from the service this year.

While the United's 767s aren't the only aircraft from the second-hand market, the final fleet plan of United leaves the door open for another 24 used aircraft in 2018.

I love used planes, as many of you know, and there will be many more used aircraft that we can talk about over time, said Andrew Levy, Chief Financial Officer of United.

In May 2015, United signed a lease agreement for 25 used Airbus A319 with AerCap, whose deliveries are scheduled between 2016 and 2021. 14 of them have already joined the United's fleet. Another six will join in the last quarter of 2018.

In addition to adding capacity via used aircraft, United has improved its balance sheet by buying the aircraft it rents at the time. Last year, the US carrier bought 46 leased aircraft, said Levy, and another 60 leased aircraft will expire in 2018. We probably will not buy all 60 planes, but it is a very effective way to add capacity to your fleet or maintain your fleet instead of buying new aircraft, said Levy.

## United's new Flight Training Center Unveiling

After more than two years of construction, our newly renovated, fully consolidated flight training center (FTC) was formally unveiled in October at a special re-dedication ceremony in Denver. Home to more than 30 full flight simulators, the Denver FTC will welcome each of our 12,000-plus pilots every year for new and recurrent training, along with pilots from more than two dozen other airlines and government agencies who visit our campus annually to sharpen their skills. In addition to pilots, the center will host flight attendants and maintenance technicians for emergency training and other activities.

“This state-of-the-art flight training center symbolizes the investments we’re making in our people and our company, both in Denver and throughout our network,” said Oscar, who headlined a ribbon-cutting ceremony on October 9 for the facility, the largest such flight training center in the world. “In addition to providing industry-leading training for our pilots, flight attendants and other vital work groups, this facility will become a thriving center where we foster the professional culture, commitment to safety and dedication to customer service that’s at the heart of the United success story we are seeing take shape.”

Our flight training presence in Denver goes all the way back to the early 1940s, while the current campus was opened in 1968 with four buildings, expanding to six over the subsequent years. Recently, we broke ground on a seventh building which, when completed, will bring the size of the campus to nearly 540,000 square feet, allowing us to add eight more flight simulator bays. In the five decades since its opening, pilots have participated in more than half a million training events, totaling approximately two million hours of training time.



## United announces an additional order for nine 787-9 Dreamliners

Boeing and United Airlines announced that it is expanding its 787 Dreamliner fleet again with a new order for nine 787-9 airplanes, the longest-range member of the super-efficient Dreamliner family. The deal is valued at \$2.53 billion according to list prices.

United says the order reflects its fleet strategy of replacing older widebody jets with new, advanced airplanes such as the 787-9, which can fly farther and use 20 percent less fuel with 20 percent fewer emissions. The U.S. carrier, which announced a purchase of four 787-9s in July, has now ordered a total of 64 Dreamliners.

The latest deal continues the strong momentum for the 787 Dreamliner family, with net orders now above 100 for the year and just one shy of 1,400 since the start of the program. Nearly half of all 787 customers have returned to place additional orders for the airplane, helping to make it the fastest-selling widebody jet in history.

“The 787 Dreamliner has been so successful in the marketplace because of great partners like United Airlines that have taken the airplane’s unrivaled performance to open new routes and offer passengers a wonderful travel experience,” said Ihssane Mounir, senior vice president of Commercial Sales & Marketing for The Boeing Company. “It makes all of us very proud to have United place a repeat order since its team has spent a lot of time with the Dreamliner and knows what it can do.”

United began flying the Dreamliner in 2012, using the long range and fuel efficiency of the 787-8 and 787-9 to serve intercontinental routes such as Houston to Sydney and San Francisco to Singapore. The 787-9 can fly up to 7,635 nautical miles and serve 290 passengers in a standard configuration.



Later this year, the carrier is set to take delivery of the largest member of the Dreamliner family, the 787-10, which can seat up to 330 passengers in a standard configuration. While the airplane is capable of flying long distances with a range of 6,430 nautical miles, United announced plans to debut its first 787-10 on premium transcontinental routes in the U.S., boosting its coast-to-coast schedules to offer passengers travelling between New York/Newark and Los Angeles and San Francisco more flights and more premium seats.

Since entering service in 2011, the 787 family has flown nearly 280 million passengers while saving an estimated 28.7 billion pounds of fuel.



1. Going to bed early
2. Not leaving my house
3. Not going to a party

**My childhood punishments  
have become my adult goals.**

## **Pilots...an undisputed Analysis**

Pilots are a distinct segment of the general population. In addition to flying skills, pilots are selected for their personalities and for a distinct "pilot persona." These characteristics make them safer pilots.

Pilots tend to be physically and mentally healthy. Pilots tend to be "reality based," because by the very nature of their work they are constantly testing reality.

Pilots tend to be self-sufficient and may have difficulty functioning in team situations without special training. They have difficulty trusting anyone to do the job as well as they can. Pilots tend to be suspicious, even a little paranoid. In moderation, this quality serves them well within their environment and is, in fact, a quality that management looks for in the pilot personality. Outside the cockpit, this quality shows up in the tendency of many pilots to set two or three alarm clocks-- even though he or she may generally wake up before any of the clocks go off. The suspicious/paranoid tendency also affects the way pilots function in their private lives, as well.

Pilots tend to be intelligent but are typically not intellectually oriented. They like "toys"-- boats, cars, motorcycles, big watches, etc. They are good at taking things apart, if not putting them back together. Pilots are concrete, practical, linear thinkers rather than abstract, philosophical, or theoretical. On a scale that ranges from analytically oriented to emotionally oriented, pilots tend to be toward the analytical end. They are extremely reality- and goal-oriented. They like lists showing concrete problems, not talking about them. This goal orientation tends towards the short term as opposed to the long term. Pilots are bimodal: on/off, black/white, good/bad, safe/unsafe, regulation/non-regulation.

Pilots are inclined to modify their environment rather than their own behavior (alloplastic). Pilots need excitement; a 9-to-5 job would drive most pilots to distraction. Pilots are competitive, being driven by a need to achieve, and don't handle failure particularly well. Pilots have a low tolerance for personal imperfection, and long memories of perceived injustices.

Pilots tend to be scanners, drawing conclusions rapidly about situational facts. Pilots scan people as if they were instruments; they draw conclusions at a glance rather than relying on long and emotion-laden conversations.

Pilots avoid introspection and have difficulty revealing, expressing, or even recognizing their feelings. When they do experience unwanted feelings, they tend to mask them, sometimes with humor or even anger. Being unemotional helps pilots deal with crises, but can make them insensitive toward the feelings of others. The spouses and children of pilots frequently complain that the pilot has difficulty expressing complex human emotions toward them. This emotional "block" can create difficulty communicating.

### **The Military Aviator**

#### ***As seen by Himself:***

An incredibly intelligent, tall, handsome, innovative, and highly trained Professional Killer. Idol to countless females, and Gentleman Adventurer, who wears a Star Sapphire Ring, carries a hair-trigger .45 Auto in a specially designed, hand-made quick draw holster along with his trusty Demo knife, who is always on time thanks to his ability to obtain immediate transportation and the reliability of his Rolex watch.

***As seen by his Wife:***

A disreputable member of the family who comes home once a year all bruised up driving a stolen jeep up to the back door carrying a B-4 bag full of dirty laundry with a hard-on showing through his stained flight suit, smelling of stale booze and JP-4, wearing a huge watch, a fake ring, and that damn ugly beat-up pistol in that stupid holster, who will three months later go out the front door, thankfully for another year.

***As seen by his Commander:***

A fine specimen of a drunken, brawling, jeep stealing, woman corrupting liar, with a Star Sapphire ring, fantastically accurate Rolex watch, an unauthorized .45 in a non-regulation shoulder holster, and trusty Demo knife.

***As seen by Wing Headquarters:***

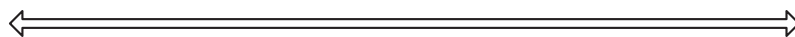
The embodiment of a drunken, brawling, jeep stealing, woman corrupting, lying, zipper-suited Sun God, with a ring, a proscribed 1911-A1 in a non-regulation shoulder holster, a gold Rolex watch, who for some reason carries a Demo knife.

***As seen by The DoD:***

An overpaid, rule-ignoring, over-ranked tax burden, who is unfortunately totally indispensable simply because he has volunteered to go Anywhere, and do Anything, at Any Time, only so long as he can booze it up, brawl, steal jeeps, corrupt women, lie, and wear a star sapphire ring, gold Rolex watch and carry an obsolete hand gun and a Demo knife.

***As seen by the Enemy:***

The implacable face of Death.



**A New Baby Delivery**

A couple went to the hospital to have their baby delivered.

Upon their arrival, the doctor said that the hospital was testing an amazing new high-tech machine that would transfer a portion of the mother's labor pain to the baby's father.

He asked if they were interested. Both said they were very much in favor of it.

The doctor set the pain transfer to 10% for starters, explaining that even 10% was probably more pain than the father had ever experienced before.

But as the labor progressed, the husband felt fine and asked the doctor to go ahead and kick it up a notch.

The doctor then adjusted the machine to 20% pain transfer. The husband was still feeling fine. The doctor then checked the husband's blood pressure and was amazed at how well he was doing.

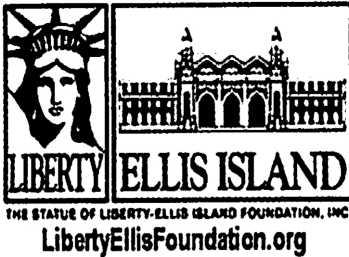
At this point they decided to try for 50%. The husband continued to feel quite well.

Since the pain transfer was obviously helping the wife considerably, the husband encouraged the doctor to transfer ALL the pain to him.

The wife delivered a healthy baby with virtually no pain and the husband continued to experience no pain. She and her husband were ecstatic!!

When they got home they found the mailman dead on the porch.

## Ellis Island and Port of New York 1820-1957 records



What do over a 100 million Americans have in common? Their ancestors immigrated through Ellis Island or one of the New York Harbor immigration stations that preceded it. Family Search and The Statue of Liberty-Ellis Island Foundation, Inc. announced today the entire collection of Ellis Island New York Passenger Arrival Lists from 1820 to 1957 are now available online on both websites giving the opportunity to the descendants to discover their ancestors quicker and free of charge. Originally preserved on microfilm, 9.3 million images of historical New York passenger records spanning 130 years were

digitized and indexed in a massive effort by 165,590 online FamilySearch volunteers. The result is a free searchable online database containing 63.7 million names, including immigrants, crew, and other passengers traveling to and from the United States through the nation's largest port of entry.

"The Foundation is delighted to make these immigration records accessible to the public for free for the first time," said Stephen A. Briganti, President and CEO of The Statue of Liberty-Ellis Island Foundation. "This completes the circle of our decades-long collaboration with the team from FamilySearch, which began with providing the public with unprecedented access to their genealogy and sparking a world-wide phenomenon linking past and present."

The expanded collections can be searched at the Statue of Liberty-Ellis Island Foundation's website or at FamilySearch, where it's available in three collections, representing three distinct periods of migration history.

- New York Passenger Lists (Castle Garden) 1820-1891
- New York Passenger Arrival Lists (Ellis Island) 1892-1924
- New York, New York Passenger and Crew Lists 1925-1957

The previously published New York Passenger Arrival Lists (Ellis Island) from 1892-1924 were also expanded with higher quality images and 23 million additional names.

The ship manifests list passengers, their names, age, last place of residence, who is sponsoring them in America, the port of departure, and their date of arrival in New York Harbor and sometimes other interesting information, such as how much money they carried on them, number of bags, and where on the ship they resided during its sail from overseas.

For millions of Americans, the first chapter in the story of their lives in the New World was written on tiny Ellis Island located in upper New York Bay off the coast of Manhattan Island. An estimated 40 percent of Americans are descended from those who emigrated, primarily from European countries in the period from 1892 to 1954. Millions of them passed through Ellis Island's immigration center in route to lives in "the land of the free."

A lesser known fact is that what we know today as "Ellis Island" didn't exist before 1892. Ellis Island's predecessor-Castle Garden-was actually America's first immigration center. Today it is known as Castle Clinton National Park, a 25-acre waterfront historical park located within The Battery, one of New York City's oldest parks and the departure point for tourists visiting the Statue of Liberty and Ellis Island.

The Statue of Liberty-Ellis Island Foundation is a non-profit organization founded in 1982 to raise funds for and oversee the historic restorations of the Statue of Liberty and Ellis Island, working in partnership with the National Park Service/U.S. Department of the Interior. In addition to restoring the monuments, the Foundation created museums on both islands, The American Immigrant Wall of Honor®, the American Family Immigration History Center®, and the Peopling of America Center® which transformed the museum into the Ellis Island National Museum of Immigration. Its newest project will be the new Statue of Liberty Museum. The Foundation's endowment has funded over 200 projects at the islands.

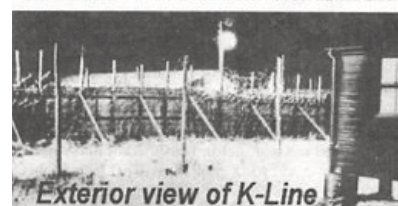
FamilySearch International is the largest genealogy organization in the world. FamilySearch is a nonprofit, volunteer-driven organization sponsored by The Church of Jesus Christ of Latter-day Saints. Millions of people use FamilySearch records, resources, and services to learn more about their family history. To help in this great pursuit, FamilySearch and its predecessors have been actively gathering, preserving, and sharing genealogical records worldwide for over 100 years. Patrons may access FamilySearch services and resources free online at [FamilySearch.org](http://FamilySearch.org) or through over 5,000 family history centers in 129 countries, including the main Family History Library in Salt Lake City, Utah.

## Curragh - World War II's most bizarre POW camp

During World War II, a Canadian bomber flying from a base in Scotland crashed in what the crew thought was the vicinity of their airfield. Spotting a pub, they entered to celebrate their survival with a quick drink but were stunned to see a group of soldiers wearing Nazi uniforms and singing in German. Even more confusingly, the Germans responded to their entry by shouting at them to "go to their own bar." The crew was soon given an explanation: after getting lost they crashed in the Republic of Ireland ... and now they were captured, just like the Jerries.



Having negligible military power, Ireland was a neutral nation during the war; Prime Minister Eamon de Valera went to great lengths to maintain that neutrality. As part of this policy, he made a deal with both the British and German governments: combatants of either country could be detained if found in Ireland and interned there for the duration of the war.



Technically, the men were not prisoners of war but "guests of the State," with an obligation on the state to prevent them from returning to the war. A 19th century military camp named Curragh Camp or "K-Lines" was designated to hold "guests" of both nationalities - along with a much higher number of Irish citizens who were imprisoned because they were considered a threat to the country's neutrality, such as IRA men and pro-Nazi activists.

At first, authorities looked the other way when British aircraft crashed or emergency landed in Ireland, allowing the crews to make their way home. The appearance of a German aircrew in 1940, however, forced them to start taking their job seriously. Lieutenant Kurt Mollenhauer's Focke-Wulf FW-200 Condor aircraft was taking meteorological readings off the Irish coast when they got lost in the mist and hit a mountain, with two crewmen suffering injuries. They were captured and taken to Curragh. They experienced some harsh treatment first but the Department of External Affairs quickly requested the army to improve their living conditions. With some Germans in actual custody, it was now also necessary to detain British pilots who landed in Ireland to maintain neutrality and the two sides had to be given the same treatment - preferably a lenient one to avoid angering Britain.

Between 1940 and 1943, some 40 British and 200 German military personnel were taken to K-Lines, mainly air crews and men from shipwrecked U-boats. In appearance, the camp was a regular POW camp with guard towers, barbed wire and huts built on short stilts to prevent tunneling to freedom, though the fence separating the British and German sides was a mere four feet tall. Unlike in most camps, however, the guards had blank rounds in their rifles and the prisoners were allowed to run their own bars with duty-free alcohol.

The British bar was run on an honor system, with everyone pouring for themselves and recording their consumption in a book. Prisoners were also allowed to borrow bicycles and leave the camp, provided they signed a parole paper at the guardhouse, giving their word of honor not to escape and to return in time. Pub visits, with separate bars for groups of different nationalities, evening dances with the locals, fishing and golfing trips and fox hunts were the norm, with



## Curragh continued

one English officer even having his horse transported there from home and others having their families join them in Ireland for the duration of the war. Some prisoners ended up marrying local girls and one German prisoner, Georg Fleischmann, stayed and became an important figure in Irish film industry.

While both sides enjoyed the chance to sit out the war in reasonable comfort and without dishonorable behavior such as desertion, the Germans were generally more uptight about their situation. Despite being given some money to buy themselves civilian clothes for trips to nearby towns, they preferred to stay in uniform inside the camp, planted gardens, made tennis courts, held exercise classes. On one occasion, they even set up a court to convict a comrade for treason, though the defendant couldn't be executed, as the Irish refused to furnish the Germans with a rifle and a single bullet. Sometimes, German prisoners sang Nazi songs just to piss off their British co-internees. The two nations held boxing and soccer matches, with a historical record noting a German victory of 8-2.



Escape attempts were rare. The Germans had no easy way of reaching continental Europe and the British had their own special problem, best demonstrated through the story of Roland "Bud" Wolfe. An American citizen, Wolfe signed up with the RAF before the U.S. entered the war, getting stripped of his American citizenship as a consequence.

After flying cover for a ship convoy off Ireland, his Spitfire's engine overheated and he had to land in the Republic of Ireland, where he was taken to the Curragh. Unwilling to sit out the war, he made his move two weeks after his capture, in December 1941. One day he walked out of the camp, deliberately "forgetting" his gloves. He quickly went back for them and left again without signing a new parole paper, so he now considered his escape to be a legitimate one. He had lunch at a nearby hotel, left without paying and made his way to nearby Dublin, where he boarded the first train to Belfast in Northern Ireland. To his surprise, his superiors were far from pleased when he reported at his base and he was quickly sent back across the border to the internment camp.



The reason was that Ireland's neutrality was important not only to the Irish but to Great Britain as well. Though Churchill considered Ireland's refusal to fight a betrayal, he understood that a pro-Nazi Ireland would have allowed the Kriegsmarine to use its Atlantic ports and wreak havoc on vital convoys from America. In order to guarantee Ireland's neutrality, however, the British also had to play fair and prevent K-Line internees from jeopardizing the diplomatic status quo by escaping whenever they pleased. As a result, attempts were sparse: Wolfe tried to escape again only to be captured this time around as well, finally settling into the relaxed life of the camp. There was an aborted tunneling attempt and a successful mass rush on the gate, which the Irish decided was a "legal" escape and the men who made it back to British territory were not returned.

In 1943 it became clear that the Allies were slowly winning, British airmen were moved to a separate camp and secretly freed, while 20 Germans were allowed to rent residences in Dublin and attend the local colleges. All remaining German prisoners were repatriated after the war, ending the history of what might well have been history's strangest, and possibly most comfortable, POW camp.

The story of the British and German prisoners living together in Ireland, hushed up during and after the war, only came to light in the 1980s, when English novelist John Clive heard the story from a taxi driver who had served as a guard at Curragh, and decided to research the matter for a novel.

# The Travel Section

*Ed... RAFA and the RUPANEWS publish Updates on a more frequent basis than the publication cycle of the Golden Contrails. Accordingly, some of these reports may be edited for timeliness. The full RAFA Pass Travel Updates are available on their website, and Dave's Monthly Updates may contain more recent and complete information.*

## New employeeRES this fall: Investing in you

October 19, 2018

Our travel privileges are some of the most exciting and most valuable rewards we have as United employees. All together, employees, retirees and their pass riders travel an average of 385,000 flight segments per month covering 547 million miles to 287 unique destinations. What if we made all those trips even better, with a tool for booking and managing travel that makes it easier to get where you want to go and includes features you asked for?

Now we're making that happen: A redesigned employeeRES is coming later this fall. You might be asking, "If it was still working, why did we change it?" The tool was due for an overhaul to bring us up to date with modern technology, and since we needed to make major changes, we took the opportunity to go above and beyond. We saw this as another opportunity to invest in improving the employee experience – which isn't just about work, it's also about the amazing experiences we get to enjoy because we're United employees.

The new eRES has a similar look and feel to [united.com](http://united.com), offers a mobile-friendly experience, and includes exciting new features. And it wasn't designed by a few people huddled in a meeting room – we worked with front-line employees and teams from across the airline, getting input all along the way. Over the last few weeks, we've invited a few thousand employees to beta test the new employeeRES and provide feedback, so we could do some fine-tuning before launch. We wanted to provide a tool that truly meets employees' needs and helps make the most of our travel privileges.

Here are a few cool new features you'll be able to start using when we launch the new eRES:

**Flight Watch** – Monitor up to 10 different flight segments to multiple destinations without creating a listing. You can customize notifications, so you get updated passenger boarding totals (PBTs) when you want them.

**Open Search** – Find the flights with the most available seats from the origin of your choice or to the destination of your choice.

**Potential Misconnects** – Within 24 hours of your flight, you can get an idea of the number of revenue customers who may miss their connecting flights.

**myUAdiscount** – Employee-exclusive discount prices are shown right in employeeRES, so you can easily stay up to date on the best rates available.

Look for the launch date and more details about the new employeeRES in United Daily over the coming weeks. And you can learn more about all the rewards United employees have access to on the [My Rewards](#) page.



## RAFA Pass Travel UPDATE

September 12, 2018

### Better Boarding launches Sept 18th

New boarding procedures launch systemwide Sept 18th. Say goodbye to five different lines in the boarding area; there will only be two: One blue line, one green line.

Boarding group 1 will use the blue line; groups 2-5 will use the green line. Digital signage and instant updates on the UA app will keep customers apprised of when to board. Keep in mind, there is no change to how pass riders are boarded - we still board in group 3.

Read more info: <https://ft.ual.com/our-airline/better-boarding> and read the [United News article \(9/7/18\)](#).

### New Flights on United announced

Have fun exploring these new trips on standby or with myUAdiscount:

SFO-PPT (Tahiti) begins Oct 31, 2018

SFO-AMS (Amsterdam) begins Mar 30, 2019

EWB-NAP (Naples) begins May 22, 2019

EWB-PRG (Prague) begins June 6, 2019

<https://ft.ual.com/news/2018/08/29/new-routes-to-europe>

Note: Some summer 2018 seasonal flights will end in October; read this:

<https://ft.ual.com/news/2018/04/26/summer-schedule>

### New Discounts on Flying Together & Perkspot

“Welcome” emails retirees received in late August from United Airlines ([cs@Perkspot.com](mailto:cs@Perkspot.com)) are legitimate. United has reworked rewards/discounts for employees/retirees and has partnered with Perkspot. Read the story on Flying Together: <https://ft.ual.com/news/2018/08/24/myrewards-page>

To access all the discounts, use this page on Flying Together:

FT> Employee Services > My Rewards > Employee Discounts

<https://ft.ual.com/employee-services/mydiscounts>

REGISTER and then scroll down the page (or use Search) to see all offerings.

Once you arrive at the MyDiscounts page powered by Perkspot, read the FAQs by clicking on “Your Profile” in upper right side of page. Note: **Retirees** may not be eligible for discounts on some cell phone or automotive services, Microsoft Home Use program and the United Explorer card. Read the small print on every offer.

### Pay imputed taxes! “Your Document is available”

If your taxable pass riders flew last quarter (May 1st- July 31st) you should have recently received an email from “United Airlines Benefits Center” with the subject line: “Your Document is available”.

You should also receive your Travel Liability Statement via **U.S. Mail**.

**Do NOT ignore it!** Withholding taxes are due by Oct 15, 2018.

To access “Your Document” visit the mailbox on Your Benefits Resources (YBR):

A) Visit [ft.ual.com](http://ft.ual.com) > EmployeeServices > Health&Insurance (YBR). OR....

B) Log in directly to YBR with this link: [www.ybr.com/united](http://www.ybr.com/united). Using the direct link requires a user ID and password...this is NOT your Flying Together file number and password. Create a new user ID and password by clicking “Are you a new user?”

Once you arrive on the YBR homepage, open your mail (upper right side of page) to retrieve “Your Document”, which is a “Travel Liability Statement”. Print the PDF and send a check or money order to the address provided.

If you receive the email first you may pay before the letter comes via US Mail. If you do not receive both the email and the letter, make sure your contact information is correct at United Airlines! How? Read item #1 in RAFA’s [July Pass Travel UPDATE](#).

Travel Liability invoices and History may also be accessed on the YBR homepage by clicking the tile “Pass Travel Tax Withholdings” (scroll down find it).

Explanations for RETIREES about pass travel taxes and W-2 tax reporting, FAQs and several user guides are on the Flying Together website here:

<https://ft.ual.com/travel/w2passtraveltaxreporting>

## Travel with Friends on Other Airlines (again)

This is additional information to item #3 in [RAFA’s JULY Pass Travel UPDATE](#).

1) When buying “Star Companion” tickets for your friends on myIDTravel you must purchase them *at the same time* you are buying your own tickets (Remember, the retiree **must accompany** Star Companions on all segments).

2) A single Star Companion ticket can be valid for stop-overs (A>B>C) and for round-trip flights. There is no time-limit for staying at stop-overs. However, if you buy the return trip separately then another pass is used from your 8 pass-per-year allotment.

Read item #3 in [RAFA’s July Pass Travel UPDATE](#).

For a step-by-step guide for buying tickets, visit [RAFA’s Other Airline travel](#) page.

## More Other Airlines for us to try out!

United recently signed agreements with six Other Airlines for ZED travel; employees/retirees can now fly standby on these carriers:

Air Malta (ZED Medium) flies from European cities to the island of Malta

Air Tahiti (ZED Low) flies within French Polynesia

Air Tahiti Nui (ZED Medium) flying long haul international from Papeete, Tahiti

Mandarin Airlines (ZED Medium) flies domestic & international from Taiwan

Vueling Airways (ZED Low) a low-cost carrier in Spain

XL Airways (ZED Medium) flies internationally from CDG in France

**Read each airline’s agreement with United for more information!** Visit the interline agreements page on FT > Travel > Other Airlines > In this section > Other Airlines. Note: None of these six airlines are Star Alliance carriers so they will not accept Star Companions mentioned in #4 above.

## *RAFA Travel Update continued*

**What is ZED travel and how do I standby on Other Airlines?** READ this RAFA step-by-step webpage:  
**Other Airline travel**

### **UA Stations in Central/South America are cashless**

Posted on employeeRES

Cashless Stations in Central and South America Aug. 13, 2018

Effective August 13, the following stations will no longer accept cash as a form of payment. Only credit and debit cards will be accepted as forms of payment for departure taxes and other applicable fees: BZE (Belize City), BOG (Bogota), EZE (Buenos Aires), GUA (Guatemala City), LIM (Lima), MGA (Managua), UIO (Quito), SJO (San Jose), SAP (San Pedro Sula), SAL (San Salvador), SCL (Santiago), TGU (Tegucigalpa). LIR (Liberia), PTY (Panama City) and RTB (Roatan) transitioned to cashless stations earlier this year. Due to local government regulations we are still required to accept cash in GIG (Rio de Janeiro) and GRU (Sao Paulo).

## **RAFA Pass Travel UPDATE**

**October 25, 2018**

### **employeeRES: major improvements coming**

A new employeeRES coming later this fall will look/feel like united.com. It will be mobile-friendly and has been beta-tested by thousands of employees. Look for some cool new features like:

Flight Watch: monitor up to 10 different segments

Open Search: see flights with most available seats to a destination

Potential Misconnects: how many revenue passengers may miss your flight

myUAdiscount: prices displayed right in employeeRES!

<https://ft.ual.com/news/2018/10/19/new-employeeeres-investing-in-you>

### **Access to important UPDATES**

Before you go to the airport, view the latest updates for flight cancellations, travel waivers, airport construction and other items that could affect your travel with this link:

<https://www.united.com/CMS/en-US/travel/news/Pages/travelnotices.aspx>

Smart idea: Save that link to the home screen on your mobile device(s).

### **Not getting premium seats?**

Standbys rarely get premium seats on domestic flights because all MileagePlus (MP) passengers are upgraded for free. Internationally there are better chances since MPs have to pay for upgrades. But, don't get your hopes up for those FC or BF seats until you actually get your boarding passes.

Here are two retiree standby stories:

SYD-SFO 787 2-class: we were #1 & #2 standbys for 6 available BF seats. No upgrades were displayed at check-in; CSRs said "you'll get seats at gate". No names appeared on upgrade list, no announcements made for upgrades. We were given Y seats and all standbys junior to us got Y seats. Agents apparently asked MP customers individually at check-in if they'd like to upgrade to BC for a fee.

IAD-CDG 777 3-class: we were #2 & #3 standbys for 4 available FC seats. EmployeeRES showed 4/-3/5 available seats and 6 upgrades. Boarding totals showed "capacity" to be 8/40/221 and "authorized" to be 0/48/222, meaning BC can be oversold. All standbys got Y seats when the over-sold revenue BC pax were upgraded to FC and BC filled with MP upgrades.

Understand that United needs to make money and it's just harder to get those coveted premium seats these days, even when it looks like a "slam dunk" you'll be seated in luxury. Be aware of negative (oversold) numbers, "authorized" numbers and upgrade numbers just before boarding. Check both employeeRES and the United app's "flight status" info for the latest data to avoid last minute disappointment at the gate. Pass riders' best strategy: list for premium, expect economy and be pleasantly surprised (once in a while).

## **NEW United flights announced**

Travel to snowy resorts this winter with over 100 flights to 12 ski destinations:

Aspen, Big Sky, Crested Butte, Jackson Hole, Mammoth, Reno/Tahoe, Salt Lake City, Steamboat Springs, Sun Valley, Telluride & Whitefish

<https://hub.united.com/united-winter-just-got-cooler-2608164960.html>

### **Then check out these new routes/increased flying for 2019:**

#### **NEW flights coming in March:**

IAD to HHH (Hilton Head)

LAX to EUG (Eugene), MSN (Madison), PSC (Pasco)

#### **NEW flights coming in April:**

EWI and ORD to HHH

#### **NEW flights coming in June:**

DEN to CHS (Charleston), ACV (Eureka), FAI (Fairbanks)

EWI to PNS (Pensacola)

SFO to CMH (Columbus)

#### **Increased flying from EWI to:**

ANC (Anchorage), DTW (Detroit), STL (St Louis), MCI (Kansas City)

OMA (Omaha) and RIC (Richmond)

Read "New Routes Galore" Oct 15th news article for more info:

<https://ft.ual.com/news/topics/network?read-article=3c3bf766-bd04-4b5a-9e59c5be5752018e>

## **Have you seen our RAFA website?**

Check out the Travel Benefits tab here: <http://www.rafa-cwa.org>

Read the Pass Travel Program Summary, helpful links, phone numbers & more.

For other Pass Travel Topics: [Previous Travel UPDATES](#)

**Compiled by Kirk Moore, RAFA Travel Benefits Committee**



## **RUPA Pass Travel Report October 2018**

Captain Pat Palazzolo  
rupapasstravel@rupa.org

Employee Travel Center (ETC)  
+1 (877) 825-3729  
[etc@united.com](mailto:etc@united.com)

Hello fellow aviators,

First, a correction from a previous column: Last month I wrote that the Star Companion Benefit is available to all retirees and allows us to take up to two companions with us on any one of several (but not all) Star Alliance carriers. We are allotted 8 companion tickets per calendar year.

I incorrectly stated that each ticket is good for one leg. That is not true. Each Star Alliance Companion ticket is good for all connections, and good even for a round trip, as long as all legs are purchased under one reservation number. Remember that the Star Companion ticket must be purchased at the same time as the employee or retiree's ticket.



One question I get now and then is why we can't get interline agreements with certain airlines? The process for obtaining an interline agreement is rather simple.

First if there's an airline out there that United wants to establish a Revenue Interline Agreement with (for paying customers), they begin negotiations. A Revenue Interline Agreement allows United and the other airline to sell each other's tickets and to connect passengers and baggage with the other airline's flights. This is far different than an Alliance agreement or code share agreement. For example, we have a Revenue Interline Agreement with Southwest that allows us to, for example, transfer a customer's baggage from a United to a Southwest connecting flight.

The criteria for which airlines qualify for Revenue Interline Agreements basically involve whether or not our computer and financial accounting systems are compatible, how reliable the other airline's operation is, whether or not the agreement would be good for our customers, and whether or not it would be good for United.

If the other airline passes all the tests, then the two carriers can add a "Non-Revenue Interline section to the agreement. These days, the non-revenue interline agreements take the form of ZED agreements.

You may have noticed that some airlines have Medium ZED fares and others have Low ZED fares. The level of the employee discount must be agreed to by both airlines. And some may allow parents and some may not.

Additionally, there are some airlines we have Revenue Interline Agreements with that refuse to permit Non-Revenue Interline agreements as part of the deal. Singapore Airlines, for example, is one of them. Why? Partly because the ZED agreement is far more generous than their own employee pass travel benefits. Air New Zealand permits only the more expensive High ZED fare for the same reason. Other airlines that are state owned such as Air China, Vietnam Airlines, etc., often don't permit Non-Revenue Interline Agreements because their own employees are government employees.

There are no interline agreements which exclude retirees. All ZED agreements treat active employees and retired employees the same.

United continues to add new Interline agreements. Four of the most recent ones are:

Air Malta which flies to the Mediterranean island just south of Sicily from many major European cities such as Paris, Frankfurt, Rome, etc. We receive Medium ZED fares and Parents receive High ZED fares.

Mandarin Airlines, a subsidiary of China Airlines in Taipei. This Taiwanese carrier operates domestic and international regional flights. We receive Medium ZED fares for both employees and parents.

Vueling, a low-cost carrier in Spain. Employees receive the Low ZED fare, but nothing for parents.

XL Airways of France operates scheduled flights from Paris Charles De Gaul Airport to long-haul destinations in Africa, the Middle East, the United States and the Caribbean. We receive Medium ZED tickets and our parents receive High ZED fare tickets.

I've attached the ZED fare charts, but please remember that some taxes are added to the tickets, and for tickets departing other countries, the departure taxes can be more than the cost of the ticket. In Europe the departure taxes often exceed \$100 from some cities.

[Travel](#) / [Other Airline Travel](#) /

## ZED Fare Chart

### Zone Level Charges for Economy Class Fares

	YZL	YZM	YZH
1-450	\$15	\$24	\$44
451-750	\$19	\$29	\$49
751-1600	\$29	\$39	\$59
1601-3200	\$39	\$59	\$99
3201-4080	\$49	\$69	\$109
4081-5000	\$59	\$79	\$119
5001-6100	\$69	\$89	\$129
6101-7100	\$79	\$109	\$159
7101-9999	\$99	\$129	\$179

### Zone Level Charges for Business Class Fares

	CZL	CZM	CZH
1-450	\$39	\$49	\$69
451-750	\$59	\$69	\$89
751-1600	\$64	\$79	\$109
1601-3200	\$119	\$169	\$269
3201-4080	\$129	\$184	\$294
4081-5000	\$134	\$197	\$314
5001-6100	\$214	\$294	\$454
6101-7100	\$264	\$394	\$654
7101-9999	\$304	\$484	\$844

## Paying Dues Online is Easy and FUN!!

*(Just kidding about the "fun" part...but still really EASY!)*

*Just go to the website [www.thegoldeneagles.org](http://www.thegoldeneagles.org), then*

*Click on the STORE tab - top of the page...right side*

*Scroll down to find Dues (Regular, or Associate) and choose one*

*Follow the directions the rest of the way*

*If you can fly airplanes...then you CAN do this!*

*(or else complain to Bruce...it's all his fault!)*

## Guadalcanal 76 Years Later

*Dot Prose (U.S. Navy/RUPA)*

I decided to take a trip to Guadalcanal in the Solomon Islands in August 2018 to continue my adventures into the Pacific WW2 history. Seventy-six years ago in May 1942 the Japanese invaded Guadalcanal in the in order to continue their advance deep into the South Pacific for ultimate control of the sea lanes which sustained Australia and New Zealand. It was a touch and go situation for the United States and its Allies with serious consequences if allowed to happen. Starting from scratch the Americans began to piece together some strategy to preclude further advancement. The Japanese had to be stopped in the Solomon Islands where they were building an airfield on Guadalcanal island. The local population was horrified, not knowing what would happen to them, especially being completely vulnerable with no way of defense.

Our tour guide, Joe, was a retired U.S. Marine Corps Colonel, who had made Guadalcanal his passion of study with 17 trips to the islands since 1973. He was an infantry officer. Our small group of five, all pensioners except one from Iowa, were on a ten-day Military Historical Tour (MHT), solely focused on Guadalcanal. Joe told us ahead of time that this was not a vacation but an expedition. He was right. He also said that this was not the Hawaiian Islands and he was right again. We were on a mission which was to gain as much knowledge as possible of the six month Guadalcanal Campaign. My specific objective was to ascertain exactly what the status was of the main airfield,



Henderson Field, as I had information that its long standing name was being changed from Henderson to Honiara International Airport, Honiara being the capital city of the islands. This change was going to be a major loss of recognition of the U.S. blocking the Japanese early in their tracks. It seemed to me tantamount (but in a much lesser way) to changing Chicago's Midway Airport back to Chicago Municipal Airport and O'Hare back to Orchard Field – a loss of two significant WW2 references. The reason for the change? Japanese funding with grant aid for major improvements to the airfield in the early 2000s to the tune of \$7 million.

Shortly after the Marines landed in 1942 the airfield was named Henderson in honor of Major Lofton Henderson, USMC, who was killed at the Battle of Midway on June 4, 1942.

Reaching the Solomons was not difficult, although each of us arrived via different stop overs. My journey took me from Sarasota, FL to Charlotte to LAX, then Qantas to Brisbane, Australia then Solomon Airlines to Honiara. The others flew through Hawaii on Fiji Airways. Not many hotels in Honiara but ours, the Kitano Mendana, was on the waterfront and we stayed there for our entire journey. The main street of the city was torn up due to construction and the outskirts of the city were dirt roads with potholes the size of craters. We had an SUV Toyota Land Cruiser Prado for the five of us which navigated OK to the east and west of the city through some difficult volcanic terrain. In spite of the poverty evident, the locals were incredibly friendly and happy. The kids spend a lot of time outdoors especially on the beach, running and jumping and cartwheeling into the water – no hypnotizing stares into cell phones. The islands have incredible pineapples, bananas, coconuts and their ice cream surpasses Ben & Jerry's and Haagen-Dazs. The adults spend a lot of time chewing betel nut, resulting in red teeth and lips, but they seem to like it!

August 7, 1942 was the date that the U.S. Marines landed near Henderson Field with the single objective to take and hold it which they did with participation of the Marine Corps, Army, and Navy fighters and bombers (we all remember the Black Sheep Squadron and Pappy Boyington), Naval action with many ships sunk in Iron Bottom Sound, PT boats, Higgins boats, tugs and the Navy SEABEES plus the islander Coastwatchers who provided much needed intelligence on Japanese movements. The Japanese eventually abandoned their objective in February 1943 due to severe losses and inability to resupply this remote location.

One significant event which occurs every year on August 7 is a U.S. memorial service on top of Skyline

Ridge close to the airport where wreaths are placed at the monument. It occurs at sunrise while the sun rises over the Pacific horizon. The U.S. Marine Corps sends its ceremonial band and a General plus others who place a wreath at the memorial. Both the U.S. and Solomons flags fly on this U.S. battlefield site. I was able to take some time to return to the airfield to talk to anyone who had some background on the name change, why it happened and what the future would bring for the airport. I lucked out with the equivalent of an assistant airport manager who was very open and candid.

In 2003 the US Marine Raider Association upon learning that Henderson Airfield's name might be changed, collected 8,000 signatures to not change it. This was shortly after the Japanese poured \$7 million funding into airport improvements. The Solomons Prime Minister said it would not be changed. However, in 2006 the name was changed to Honiara International Airport. Political demands seemed to override the status quo. The manager said that the Government has to act in its own best interests which is hard to argue with. The U.S. does not add much to their economic development.

However, there are many factors which still connect Henderson with the airfield. The locals still call the airfield Henderson. There is a Memorial Garden maintained by the U.S. right next to the parking lot with memorial statues to the Marine Corps. There are plaques in the arrivals area showing the naming of the airfield and the Medal of Honor recipients from that Campaign. However, there are also plaques in the same location in front of the passenger arrivals area dedicated to the joint efforts of both the Japanese and Solomons Government for peaceful joint projects. There is a Japanese propeller mounted to the wall in the departures check in lounge. Might be from a Zero.



The final most interesting input from the airport manager was what was in store for them. Construction is to begin in September 2018 for a brand new International terminal on a close by location, complete renovation of the Domestic terminal, an additional taxiway and control tower with completion due in 2020. All funded by the Japanese government. Currently four airlines fly into Honiara – Solomons Airline, Fiji Airways, Air Niugini and Virgin Australia. If it's anything like the brand new terminal in Fiji (1,325 miles southeast of Honiara) which opened in June 2018 it will be a godsend and winner. I went through this Fiji terminal on my way back to the U.S. for a few days R and R. It was modern, clean, state of the art, 8 gates and a duty free area as large as the concourse. It will be interesting to see if any of the U.S. plaques and memorabilia survives for placement in the new Honiara terminal when it opens.

One other point of interest was that President Kennedy lost his PT boat, PT-109, in 1943 off one of the islands in the Solomons. A Japanese destroyer cut it in half. He and 11 others from his crew were marooned on an isolated island but soon rescued with the help of the local islanders. This island is now called Kennedy Island and is very popular with both locals and all the scuba divers who are attracted to this location.

The significant infusion of both Japanese and Chinese funding into these Pacific Islands which is in their own backyard has slowly but surely changed the balance of power in the Pacific since the end of WW2. What the Japanese had lost in the war they are regaining through "soft power" not only for their own trade, investment and tourism benefit but to the local islanders for improvements needed for transport infrastructure and their tourism industry. It was an interesting trip!

**I'm NOT kidding about expecting a Crew Room Update from EACH one of you who have NOT sent one in yet!**

## **Brand New and Enhanced Employee Discounts Program**

Below is information on a new discount program. It has discounts in one place, and I have found it to be user friendly. It has all of the United discounts we had before and many new ones. You can suggest businesses you'd like to see offer discounts and PerkSpot will contact them. They have their own customer service in case of questions or concerns.

United offers a lot of different reward programs, some of which you're probably very familiar with – travel privileges, for example.

We're announcing our brand new and enhanced employee discounts program, which is powered by PerkSpot. We've kept all the great discounts you're currently familiar with and added many more. Our new program will include over 30,000 discounts from 550 brands, including companies like Target, Macy's, Costco, Sam's Club, Walt Disney World, Samsung, AT&T, DIRECTV, XFINITY, DISH, T-Mobile and Sprint. And in early 2019, we'll start to offer local discounts for our international team members.

With the new program, you'll also be able to customize your discount experience to fit your needs and interests. Here are a few of the new features:

- Design your home page to feature the categories that interest you.

- Access local discounts via an interactive map based on Zip Code.

- Receive optional weekly emails with the latest discounts.

- Recommend companies that you'd like to see added to the site.

- View offers in more than 100 different languages.

- Contact customer service for assistance locating discounts, maneuvering the site, checking the status of orders or following up on any issues/concerns.

You can add the new discounts site as a favorite on Flying Together. The path is:

Employee Services > My Rewards > Employee Discounts.

Once you register, you'll start receiving weekly emails, which you can opt out of at any time. If you don't interact with the employee discounts site, the emails will switch to monthly for six months and quarterly after that.

Best regards, Joan Smith Manager Benefits, Pilot Retirement Plans, United | Corporate Support Center

### ***More Cheery Thoughts***

**War does not determine who is right, only who is left.**

**Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.**

**To steal ideas from one person is plagiarism. To steal from many is research.**

**I didn't say it was your fault, I said I was blaming you.**

**In filling out an application, where it says, "In case of emergency, notify.." I answered "a doctor."**

## **Flyer beware: Is travel insurance worth it?**

A new report on an investigation into the travel insurance industry reveals that air travelers are subject to heavy pressure to purchase travel insurance that offers minimal coverage despite extensive promises. After reviewing the websites of nine major airlines and seven frequently-visited online travel agencies (OTAs), it was found that travel insurance is being aggressively pushed onto customers, that offered travel insurance fails to provide promised coverage, and that the airline industry is exploiting travel insurance as an easy revenue generator.

In the report, “Flyer Beware: Is Travel Insurance Worth It?”, it was explained that some travel insurance policies are so deficient that if a traveler had postponed a trip due to the recent Zika virus scare in the Caribbean or the flu virus in the United States, the traveler would not have coverage.

Major findings of the report “Flyer Beware: Is Travel Insurance Worth It?” include:

- Travelers spent \$2.8 billion on travel protection in 2016, 2.5 times more than they spent in 2004, with airlines and OTAs earning an undisclosed fee on every policy sold.
- The airline and OTA online-ticketing process encourages and pressures travelers to buy travel insurance, with 15 of the 16 companies evaluated not allowing travelers to purchase airplane tickets without buying or declining to buy recommended travel insurance.
- Airline and OTA websites offer only bare-bones travel insurance plans with little coverage and a long list of exclusions that leave customers stranded.
- The airline and OTA websites commonly overstate policies’ flexibility and bury the details of coverage limitations in fine print.
- Only two travel insurance companies provide 93 percent of the policies offered on airline and OTA websites.

The report also makes a series of recommendations as a result of the investigation, including calling on customers to know the risk against which they want to be insured and to carefully read the terms and conditions of any travel insurance policy before purchase. It also recommends that airlines return to charging fair prices for services such as ticket changes and cancellations, as well as to be more transparent in the sale of travel insurance policies.

### **Yep... even More Cheery Thoughts**

**Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they are sexy.**

**You do not need a parachute to skydive. You only need a parachute to skydive twice.**

**I used to be indecisive, but now I'm not so sure.**

**To be sure of hitting the target, shoot first and call whatever you hit the target.**

**Going to church doesn't make you a Christian, any more than standing in a garage makes you a mechanic.**

**You're never too old to learn something stupid.**

# The Crew Room

## ***Dave Newell---What Have You Been Up To?***

Kay and I have once again traveled north to the Colorado mountains this summer to escape the Texas heat. We have had great visits with friends, Jim and Jan Hugbanks, Don and Francia Gentry, Jim and Carolyn Farrow and Spike and Barbie Christensen. Of course can't forget Kay's sons and their families who are the main reason for our annual visit. I was fortunate to be able to attend the Denver LAC lunch and see some old friends. My daughter Valerie was visiting from Atlanta and also attended the luncheon with me....needless to say she got more attention than I did! As we do each summer, Jim Farrow and I have made some fun motorcycle rides around the state on our Honda Goldwings. Not sure how many more years we will be able or willing to continue this practice, but as long as we are having a good time and feel like we are safe, we will press on!

I would love to see some more "Crew Room" entries in the Golden Contrails. It is great to see what folks are doing and how they are getting on. Go to the Golden Eagles website under Contrails and the Crew Room and put in a blurb about yourself and "what you have been up to". Inquiring minds want to know!

Hope everyone had a great summer.

## ***Hal Sheads--What Have You Been Up To?***

The article by Roger Neff about Air Mike brought back fond memories of the two years I spent on Guam. I especially enjoyed the Island Hopper and sometimes took my wife along. Once you left GUM or HNL it was the Captain's airline. In the 727 you always took off and landed at max weight carrying as much fuel as possible. Two tricks I learned. The 727's nose gear was behind the cockpit so for takeoff I did my 180 at the end with the cockpit over the water. The new copilots would squirm. Also to get the non revs on I would wait until a cloud passed over. The temperature always dropped 2 degrees C so I was legal and off we would go rotating at the end of the runway. The good old days. Hal

## ***John Malone---What Have You Been Up To?***

House prep, sailing, travel, rental flying.

## ***George Lycan - What Have You Been Up To?***

It's been 16 years since my last flight - B777 to Paris - one-way - stayed a week and flew home. This was the only time in my 34 year career that I had a real NS totally positive seat on a Continental airplane.

I just got back from the Hawaii volcano in late July - really enjoyed seeing Mother Nature's wonders up close - very exciting and somewhat dangerous. We could see the "rift" as an orange hole in the ground as we turned final into Hilo airport.

Went over to Spain and hiked the Camino in September 2017 and plan to go back in September 2018.

I have enjoyed all of the Golden Eagles reunions since 2002. The spring reunions are better for me - thanks to the GE leadership! It's been really great to see all of the people again.

It's been fun living in Western Carolina since 1995. Call in & come by and visit.

## ***Steven Walsh---What Have You Been Up To?***

Not much just trying to stay healthy. I have had 2 strokes and have prostate cancer I just miss the flying and the people I worked with.



### ***Golden Eagles***

Larry Lykins  
Jack Thompson  
Nick Hooke  
Hans Muller  
Ed Gorman

Herb Jellander  
Forrest Coffman  
DJ Lehman  
Bob Hulse  
Mike Bender

### ***Non - Golden Eagles***

Mike Hall  
Robert Walker  
David Becker  
William McCaffrey  
Robert Bracken  
Richard Berry  
Gene Smith

Robert Cordonier  
Royce Branson  
Glen Lowes  
H.T. "Swede" Anderson  
Paul Tonnesen  
Stanley Harrison  
Wayne Voss

Pete Lappin  
Mitchell Shapiro  
Roger Sims  
Tom Thompson  
Scott Tullis

#### ***High Flight*** *by 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**

**C/O Gary Small  
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Albuquerque NM 87111**

**[www.thegoldeneagles.org](http://www.thegoldeneagles.org)**

