

THE GOLDEN EAGLES



Golden Contrails

September



2023



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Golden Contrails are
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www.thegoldeneagles.org

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Editors` Notes

Greetings Golden Eagles members,

Our President and “now former” Golden Contrails Editor Gary Small has decided he would like me, Dave Newell, to take the reins for producing the quarterly magazine. I reluctantly accepted his charge, on the condition that he remain in the wings to accept the blame for any embarrassing mistakes I may make. I guess since I also issue the Gone West notices and other pertinent information of a current nature via email to our members, doing the Magazine is a bit of a follow-on to that process.

As most of you know Gary has until now been the primary Editor of the magazine, and I have tried to be of some assistance in that effort. The software program we are using to produce the magazine is somewhat daunting, particularly to an old retired heavy equipment operator (aka, airline pilot) such as myself. Gary has been extremely patient and helpful in helping me gain some proficiency with the software, and as long as he remains ready and willing to bail me out of any software messes in which I might find myself and to continue advising on magazine content, I will do my best to produce an informative and entertaining Golden Eagles magazine each quarter.

So when you see my name in the magazine as the “Editor”, just know that Gary is right behind me offering assistance as necessary.

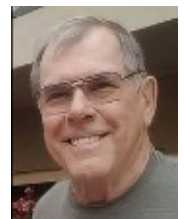
In this issue of the magazine, you may notice that the sections containing links to **“Airline News”** and **“Aviation Articles”** have been redesigned to eliminate the several pages of links we had previously. As it was, it was a bit cumbersome and it was felt that by reducing the text in those links and combining them in an “index” in alphabetical order, the information in these sections would be easier to access and would not “overpower” the reader with so much text in the middle of the magazine. We have relocated the sections toward the end of the document so that those who wish to access any current airline or aviation news articles may do so after browsing through the first part of the magazine. We offer these links to current news, not with the expectation that you will read any of them, but that by browsing through the available article titles, you may see something that you wish to read presently, or that you wish to return to later at your leisure. The links will take you to magazine articles and videos, some of which may contain advertisements. You will just have to skip over those as desired. Some of the links will allow access to a series of articles that accompany the article you wish to read. You can access these articles as you desire.



People generally see what they look for, and hear what they listen for.

"To Kill a Mockingbird" by Harper Lee

Dave



Golden Eagles Email Contacts:

President (Gary Small):

Executive Vice President (Dave Newell):

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Presidents Message

If you have read the Editor's Notes on the previous page, you will know that the IOE is now complete with Dave taking over as PIC in the left seat. I will remain the dutiful F/O and attempt to provide some CRM as the need arises.

I remember "back in the day" when I was a "wet behind the ears" S/O, flying with a (controversial) Captain in El Paso. He would hand over his shoulder a partially full coffee cup containing cigarette butts and other swill for me to dispose of as he took "rolling" position on the runway for take off. This was routine without "please, thank you" or any other form of acknowledgement. I think Dave is a more enlightened "Captain", and I will hope to stay off of "report" while providing right seat support for the Golden Contrails.

The transition to the current form of the Golden Contrails has had some speed bumps going from a traditional print layout publication to what is becoming a more interactive journal with the inclusion of various hyperlinks starting at the Table of Contents for easier navigation inside the magazine, to external source material as a digest for aviation and industry related news. There will naturally be some stylistic differences, but we think the effort has resulted in a much broader scope of interest than was possible with just ink on paper. We've also increased publication cycle from three editions per year to four.

Dave has done most of the "heavy lifting" for years in terms of "push media" communications (email notices and the now the Golden Contrails), but Bruce should also be recognized for his continuous efforts at updating and improving the "pull media", ie, website. These guys wear me out thinking how much time and activity they put in to the Golden Eagles. David Rossetter and I share the database duties, from which rosters, updated mailing lists for Dave and occasionally other things derive. My personal duties as President are mostly limited to offering unsolicited and unwanted opinions on random subjects like world peace and when to turn off the seat belt sign.

In a recent conversation with a member, I discovered that there is some misunderstanding about the dues requirement. To hopefully clarify that matter: any member who was paid up through 2020 has no more dues to pay...ever. When a NEW member joins, he or she must pay a one-time fee (dues) of \$35. Apparently this extravagant amount continues to discourage some of our former colleagues from joining because there are still simply too many of our "buds" out there that have never joined and therefore miss out on all the benefits of membership including, but not limited to the flow of "deep thoughts" emanating from these pages.

Don't miss the information about the Regional Reunion to be held in Houston on November 14. Bruce has put a lot of effort into creating an opportunity for us to regale each other with exploits of "daring and do".

At some point in the not too distant future, there will be some preliminary discussion on our Annual Reunion for next year (2024) in Las Vegas. We anticipate some logistical challenges since our most recent venue, the Tropicana, is slated to be demolished to make room for a baseball stadium. In the past, we have always opted for a location on the Strip, and those venues have permitted us to stock the Hospitality Suite ourselves rather than the more typical and vastly more costly catered snacks and drinks. It's too early to predict, but economics will certainly play a factor in determining our next reunion venue.

Best wishes as always.

Gary



Gary

Vice President/Email Coordinator Report

I thought for my report this time I would share an email I recently received from an "old friend". It pretty well describes the main reason why the Golden Eagles exists. Stay in touch with those with whom you have shared so many meaningful experiences in life....and have a cup of coffee or a beer with them when you can.



Old Friends!

When I was young, I noticed that every Friday at about 2pm, my grandfather would leave the house, drive somewhere, and come back after three hours. This happened regularly like clockwork for several years.

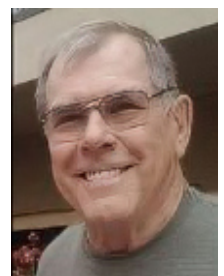
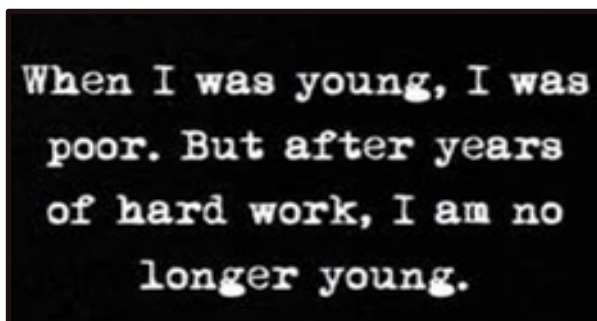
My curiosity was aroused so much so that I asked my grandmother, "Grandma, where does Grandpa go every Friday afternoon?"

To which my grandmother replied, "a place called Country Bake Shop. He spends time with his friends drinking coffee and having pastries."

This type of routine is very common among the elderly. A group of old friends would meet in some cafe, have coffee, and reminisce about the good old days. They would make sure they didn't miss any session. After all, it is only to these guys they are able to say, "Do you remember?" because these guys were there when they lived those moments.

And then the number starts to dwindle. From a group of eight, the number goes down to five, then to three. Until finally, one finds himself alone. His friends leave him and he must now travel on alone. Even to the friendliest people he meets on the way, he will never be able to say, "Do you remember?" They were not there.

To the elderly, this is one of the most crippling experiences. *Desolation*. The feeling of being left behind by old friends who have been with you and shared with you all those crazy and happy moments. He is devastated by the awareness that the few years he has left will no longer allow him to expand that circle of friends once again. *Desolation*. One good reason for the young to prepare themselves psychologically for old age. One good reason for them to treat the elderly with respect and compassion. "One day, all of us will get separated from each other. We will miss our conversations. Days, months and years will pass until our contacts become rare. One day, our children will see our photos and ask, 'Who are these people?' And we will smile with invisible tears and say, 'It was with them that I had the best days of my life.' "



Dave

THE GOLDEN EAGLES TREASURER / WEBMASTER UPDATE *Bruce Sprague*

HOME MEMBERSHIP LAC REUNIONS CARE TRAVEL CONTRAILS CART(0)

Hope everyone is surviving the hot summer! Not much for me to report in this September Golden Contrails issue.

On the Golden Eagles finances front, our Bank of America checking account now has (as of August 6, 2023) about \$38,799 on the books, and all our bills are paid up. The next major expense will be the Golden Eagles regional reunion in Houston, scheduled for November 14.

Speaking about our reunion, on our website (www.thegoldeneagles.org), be sure to click on REUNIONS and then to "Houston 2023", showing you all the details (complimentary food and drink) of our GE members only major regional reunion later this year in Houston. It is scheduled for November 14...so be sure to put this on your calendar and plan to attend! With all the Gone West notices that we are getting lately, this might be your last hurrah to see all your buddies!

For the reunion, we need for everyone planning on coming to send an RSVP to brucesprague@mac.com, and give all the names (preferred FIRST name, and LAST name) of you and your spouse (or significant other).

Everyone that comes to the reunion will need to wear a Golden Eagles name tag if they want to make use of our complimentary reunion buffet line. We need this information to start creating the name tags and to have a guest count to give to our venue for the food and drink requirements!

If anyone knows of another pilot that is NOT a Golden Eagles member, please have them go to our website to join the Golden Eagles, so they too can join us at our reunion!

Everyone stay safe and healthy.

Take care,

Bruce



www.thegoldeneagles.org
email: brucesprague@mac.com

"No person was ever honored for what he received. Honor has been the reward for what he gave."

Woodrow Wilson

Password and Rosters

The **password** for accessing certain protected sections of the Golden Eagles website (specifically the Member Rosters) **remains as was announced** in the publication of the December Golden Contrails. A separate email was sent to our members announcing it, and it will remain in effect for the rest of the year and then be changed in December of 2023.

Last year I joined a support group for antisocial people. We haven't met yet.



It is believed that some members have furnished this confidential information to non members. It is to be shared only within our membership, which is why it requires the password. While we all have friends and former colleagues that for whatever reason have not chosen to join the Golden Eagles, **sharing** the password or any of this data with non members is a bit of a breach of trust, so we ask that you not do it. Additionally, we have noticed that when a member DOES provide copies of these Updates or other data to a non-member, it frequently results in the **member being unsubscribed** from our “comms” due to the non member’s selecting the

“unsubscribe” prompt at the bottom of the email.

The member rosters consist of a **“full data” version** with all of a member’s contact information, and a more **condensed version**, limited to last name, preferred (first) name, spouse name, email address and cell and home phone numbers. There is also a **“Photo” roster** with “mug shots” of every member who have provided us with one. If your photo is not included, please send us one. We also include a smaller roster with photos of our Gone West members.

The “rosters” can be downloaded in PDF format and stored on your computer for easy access. Please use this resource when looking for one of your “buddies” rather than asking one of the volunteers to do it for you. Rosters can be found on the website (www.thegoldeneagles.org) under the Membership tab at the top of the page.



Crew Room

From: JoAnn and Kip Wintenburg

What Have You Been Up To?

The Wintenburgs have been on the road again and this time it was a road trip up the Pacific Coast with visits to Pismo Beach, Cambria and Hearst Castle near San Simeon, CA.

One rarely visits this area without having gone to Hearst's Castle at least once... Our first visit was 50 years ago on our Honeymoon trip.. Here we are 50 yrs later and it s much more commercialized although very well organized.. We chose the guest cottages and kitchen tour this time out of four choices.. We also saw the 44 minute introduction movie which I highly recommend.. The story of William Randolph Hearst's life is fascinating...



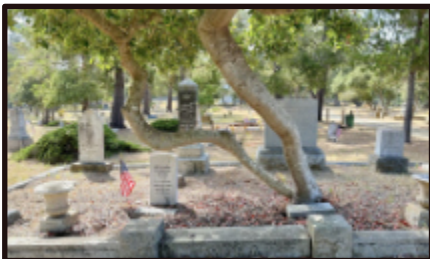
JoAnn and Kip at Hearst Castle



Hearst Castle



Madonna Inn near Pismo Beach



The Golden Contrails



From: Allan Newsom

What Have You Been Up To?

Hi to you old friends!

My wife, Lisa, & I recently returned from a Seine river trip from Paris to the Normandy coast. Couldn't have been better. Currently on an RV trip to northern NM & southern CO with family and friends. More road trips in plans as we enjoy retirement with our puppies. Back surgery next week in San Antonio.



From: Fred Ordway

What Have You Been Up To?

What have I been up to? Since every day is Saturday, it's morning cartoons, guitars, ham radio and have a serious discussion with the dog.



From: Carter Smith

What Have You Been Up To?

After my retirement from CAL in 2005, I flew a Gulfstream G200 for NetJets for 4 years, and then I taught in the Cessna Citation XLS sim for Flight Safety in Orlando. Finally, REALLY retiring in 2021 my wife and I moved to the heavenly mountains of Western North Carolina and we love it!

My time is spent working at my church, Grace Church in the Mountains, Waynesville, NC, and restoring my 1967 Triumph TR4A sports car. My wife has a travel agency and we also spend time planning trips for others and ourselves. European river cruising is a favorite of ours!

If you get to this part of the world please give a shout out. Love to see old CAL friends, and we ARE old now!



From: Larry Coy

What Have You Been Up To?

With my efforts our grandson was accepted for Navy pilot training. He already has over 200 hours and a commercial rating after graduating with an aviation degree. Instead of going to Pensacola, he went to Newport along with all other officer candidates for three months to become an Ensign. He then had orders to Pensacola and arrived there three months ago. I guess no room at the BOQ, so he is being paid to rent a house off base and is doing nothing except getting paid to await the start of ground school, which is now scheduled for December, i.e. nearly a year doing nothing except going to Santa Rosa beach. Navy says lack of instructors has slowed all training down. Guess the airlines are looking even better. Some things have changed but I hope in a year or so I can hear he is going to an F-18 or F-35 RAG.

Fly Navy, Larry Coy



From: Edward Woodson

What Have You Been Up To?

Still living in Parker, CO. Did some traveling and cruises in Europe, New Zealand and Australia.



From: Bill Ebert

What Have You Been Up To?

Living the good life of Retirement, with my Wife and still working Flight Attendant, Monica McGee-Ebert. Because of our love of Horses we have adopted 4 of those abused/rescued critters from the Houston SPCA and have transported them to our (somewhat) new digs here in Mineola - we bought a larger property (20 acres) and have done A LOT of improving strictly with the "Boys" (our Horses) in mind - a couple of miles of new fencing and a new 4 Stall Barn.

Monica makes the 400+ mile round trip 3 or 4 times each month and flies United's (nee Continental) international routes, mainly South America but also to Europe. We both keep busy tending to our critters (which also includes 3 adopted rescue Dogs) and constant work around the property, but at age 84 I'm slowing down, just a bit. Do I miss flying? Mostly twice each month. But yes, I do miss seeing friends that I made over my 31 year career



From: Will Landry

What Have You Been Up To?

Now in my 4th residence since retiring in 2008, all in Cape Canaveral, FL. Always been a beach baby. I'm on 3rd motorhome as well. They keep getting smaller and the climate seems to get hotter. Kids are in Houston, where I hope to spend 3 to 4 months a year.

Hope to be here In November for the Golden Eagles get together.



From: Ken Masat:

What have you been up to?

Greetings: I finally finished my book, "Muskrat Ramblings", which seemed timely in view of the recent publicity re the new movie version of "Top Gun". Our hometown theater was packed out two weekends in a row.

When the local news editor learned that I was a Navy graduate of Top Gun, he assigned one of his writers to do a story about me. The result is in today's Wood County Monitor. Just go to Home page and scroll down for Margo and my picture. The actual news article also has a picture of the



Crusader. Enjoy. You can ask Siri about the F8 Crusader and they have an excellent historical review. **Here is a link to the article in the Wood County Monitor newspaper:**

<https://mail.google.com/mail/u/0/#search/masat/FMfcqzGpGdcchmLtPGNBPqphvgLVScQd>



From: Kevin Stevens

What Have You Been Up To?



Restoring a 1980 Cessna- T182 and flying it a bit. Was fortunate to have my daughter Jaclyn follow in footsteps and working with her on ratings, she is now an Airbus FO. And to my surprise, her IOE was with Bob Appleton's daughter Amber! Small world, this aviation business. Celebrating 37 years with Amy and Looking forward to a Med cruise late October and a few weeks roaming around Spain and Portugal after the Italy cruise. Playing a bit of golf, but understanding why it's a four letter word!



Jaclyn is mine.

Amber and Jaclyn IOE on A320. Amber is Bob Appletons daughter,

From: Ed Neffinger



What Have You Been Up To?

Susie and I have not done any traveling since COVID but we have been enjoying hanging out with the grandkids here. They live in Berkeley, and we are not far away in the Oakland hills. We moved here in 2015, two years before I retired to fly the 787 out of SFO. I'm off to Airventure next week, where hopefully I will see some former Continental/Air Mike folks.



Grandson and me on the Bay Bridge near Treasure Island. Son-in-law Curtis is the photographer.

From: Pete Diaz

What Have You Been Up To?

Fishing, shooting clays, visit the grandkids, working part-time teaching in simulators



From: Jay Meinen

What Have You Been Up To?

Still flying the line, living in Cleburne, TX.



From: Zane Brown

What Have You Been Up To?



We just moved from California back to Texas! Glad to be back! We found a great place on the golf course in Bentwater! Come on by!

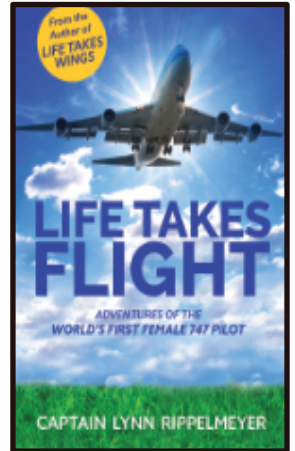
From: Lynn Rippelmeyer

What Have You Been Up To?



I just published my second book, "Life Takes Flight". This one has stories about flying for PEX and CAL into TGU and finally retiring off UAL's 787. Proceeds from the book help ROSE - Roatan Support Effort. The book is a sequel to the first book, "Life Takes Wings".

Also, I got to fly a Piper Cub and a Stearman. I am still doing volunteer work on Roatan through my nonprofit Roatan Support Effort. I went back "home" to Illinois my favorite time of year - golden amber waves of grain and green green corn, and I had a reunion with



my Seaboard World Airways 747 classmates from 1980 to tour the Kennedy Space Center.



Here's photos of some of the folks I help



From: Dwight Albers

What Have You Been Up To?

Made Houston our home for the past 39+ years and currently a B-787 CA. Working on plans to retire in Fredericksburg. We will be building on property west of town, and currently have a pair of short-term rental properties in town where we stay on our monthly trips. Looking forward not only to retiring, but also relocating to the Hill Country and reconnecting to Hill Country LAC members!



From: John Malone

What Have You Been Up To?



I instructed part-time in B-737 sims in Miami for an Alaska-based cargo airline for the year leading up to COVID. I also checked out in Part 135 Piper Navajos and flew some charters out of Miami Executive. Finally prepped the house for sale during the pandemic and sold in it hours in early Sept. 2020. We moved a whopping 2.5 miles to a high-rise condo adjacent to downtown Coral Gables, where I can see the MIA Ramp Tower from the living room.

With the proceeds we bought a larger place on a mountaintop in North Carolina 25 minutes from AVL. God bless Allegiant Airlines passes (and AA in summer season)! A legacy UA friend from college is to "blame" for us taking on pickleball in 2019. I fly an AG-5B Tiger, timeshare in a Jeanneau 409 sailing yacht in Miami, and do some traveling. Other than N.C., the past year we have been to South Dakota, central Texas, Los Angeles, New Zealand (via SFO), BOS, and Abaco, Bahamas. Headed for an Iceland cruise out of Copenhagen in a few weeks.

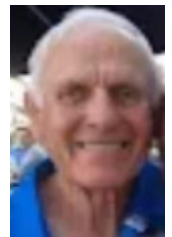
My wife and I identify as bi-latitudinal: MIA and AVL. Every time I have the urge to apply for a Part 135 job, I lie down until it goes away. Spoiled by a quarter-century of 737 seniority.



From: Jim Hinkle

What Have You Been Up To?

Represented a friends winery in 8 states as head of sales. Now playing a little golf and traveling some.



From: Gary Peterson

What Have You Been Up To?

Flying Corporate/Charter



From: Ivan Klugman

What Have You Been Up To?

Enjoying travel and Food Blogging !
A bit of pleasure flying in my friends Cirrus



From: Ken Couch*What Have You Been Up To?*

Tried to get back "on board" when the retirement age was increased to 65 (HAHHH!) - was told needed to come back in the right seat (huh?)... Anyway, long and the short, in 2004, year before retirement my youngest son and I started a small garage door install/repair biz that is still happening today and I got my CDL because I made more \$\$ driving semi than returning to the right seat (at the time). Still driving for FedEx from time to time. And, flying (our own puddle jumper), camping, hunting (when we have time) and enjoying our grandkids!

HI ALL... to all those I knew at Continental hope all is well. God bless those who have flown west.

**From: Charlie Starr***What Have You Been Up To?*

About to finish my 91st orbit around the sun. I guess I've gone full circle in my aviation career. At age 14, I first started taking flying lessons in 1946 - in a 1946 Aeronca Champ. Having progressed from the Champ to a B-747 over the years, I'm now back to flying a 1946 Aeronca Champ. Not moving as fast as I used to, I still am able to hand prop the Champ and Cynthia and I fly it for fun on weekends from our hanger-home at Sky Park Estates in NW Florida. We don't travel as much as we used to (sort of a hassle with full airplanes, long TSA lines and rude passengers), but occasionally visit kids, grandkids, and great grandkids.

**From: Neil Smith***What Have You Been Up To?*

My wife, Linda, and I have been living in The Woodlands, TX for 21 years in an over 55 Community. I'm 88 years old now, and fortunately, we enjoy relatively good health and stay busy. There are numerous activities going on at our Clubhouse daily, and wonderful, shaded walking trails which we take advantage of with our little rescue dog, Poppy. My two sons are in the aviation industry. Oldest son, Neil, works for a Shreveport, LA FBO, and #2 Son, Christopher, is a 777 F/O for United and commutes to IAH from Shreveport. We serve as his crash pad when he's in town. Linda's oldest daughter, Holly, now lives in Michigan with her husband and 3 children, and youngest daughter, Sunny, is a 6th grade English teacher and lives nearby. Between us there are 10 grandchildren ranging in ages from 11 yrs. - 28 yrs. and 4 great-grandchildren 18 months - 11 yrs. They are all neat and wonderful people! We still love to travel and are living the good life. Linda retired in 2015 from UA after 47 years as a F/A with CAL and UA.

Hope all you great former flying/non flying friends are healthy and happy. Drop a line when you have time. Would love to hear from the old group!

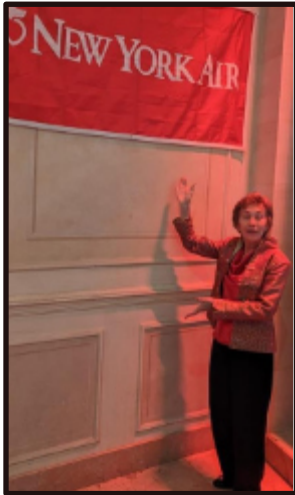


**Frustration is trying to
find your glasses without your
glasses.**

From: Nancy Novaes

What Have You Been Up To?

New York Air Reunion



Attended a reunion of New York Air employees. April 28, 2023. We all remember LaGuardia, but nobody knows it like New York Air pilots. For those of us Continental Pilots who started out at LGA, it was home. On April 28, many of us, pilots, FAs, Agents, any alumnus with an interest was “back home” enjoying the memories and the surprisingly good food. Terrace-on-the-Park Restaurant was our venue, close enough to LGA that we could hear the roar of the aircraft as you entered the property. There were two dining areas. Early arrivals were greeted with an extensive hors d’oeuvres table. After we filled up, we were told that the best was yet to come: chateaubriand – and according to a survey of carnivorous pilots, it was excellent. Entertainment was provided by The Intense Entertainment Team and they did get people dancing, at least when we weren’t table-hopping. Many thanks to Mike Diorato for organizing such a great party. Captain Frank Shanley delivered a short reminder of why we were there

enjoying not only the past, but the present: ***lasting friendships.***

Photos have a red tint due to the lighting at the reunion.



***Samie Culpepper, Forest Leef,
Nancy Novaes***



***Steve Souders, Pete Fietta, Jim Shelor,
Terry Benjamin***



Bunch of rowdy pilots



Bunch of rowdy flight attendants



From: Jerry Hunsinger

What Have You Been Up To?



Cruise and Road Trip To El Paso

I'm embarrassed that it has taken me four months to send this travel report to Golden Eagles, but it's a fact. If I include the 21-day cruise through most of the Caribbean during January and February, my diligence worsens. Although my intentions were good, time just slipped away. This cruise will be the last of the six cruises we have taken, and I have little positive info to impart to this audience about cruising. Years ago, it was lots of fun. In my opinion that is no longer the case, at least where the Caribbean is concerned.

There are too many huge ships visiting too few small islands populated by people that hate all of us, although both hands are out for our money. While the ships are in port the islands are literally covered with people. Just picture a small island invaded by five or six cruise ships at the same time carrying

at least 2000-4000 passengers eager to disembark, and you have Caribbean cruises in a nutshell. After the first couple of islands, we just stayed on the ship, making for a pleasant voyage. European and South American cruises may still be a hoot, ours in the past certainly were, but I think what you will find nowadays are way too many people in every port at the same time.....So much for cruising...

During mid-April Phyllis and I drove from our home in Grand Junction, CO to Phoenix to visit friends and have lunch with old CAL buddies. We have done this on a couple of occasions before, and the visits were great.

A couple comments about this leg of our journey. I-17, Flagstaff to Phoenix has finally disintegrated from overuse. Seriously, the drive from Flagstaff was akin to driving down a dry creek bed. Frenzied drivers, thousands of them, can now throw serious rocks at your car as they race downhill on their way to wherever. Perhaps the highway department has begun rebuilding the highway by now; repairs to the surface won't get 'er done this time around.

Before telling you about the lunch bunch, I wanted to mention an event that we just missed at our other friends' house in Dell Webb's Sun City subdivision. Dave, an old QB buddy, and his wife were enjoying another sunny retirement day in Arizona, when loud, racing engine, crashing, and splintering sounds coming from their backyard interrupted their reverie. Their next-door neighbor, a gent somewhat older than friend Dave, while driving into his garage, had mistaken the accelerator for the brake in his car, driving through the end wall of his garage, through the fence separating his property from Dave's, and right up to the edge of Dave's patio, finally coming to rest when he high-centered on a very large oleander bush, engine still racing. Sometimes living around old folks carries a certain element of risk.

So, on to lunch. Speaking of old folks, it amazes me how much all the guys have aged, while I still look the same. In the past there were 8 or 10 guys at lunch, this time Joe O'Neal, Jim Barrow, and Felix Thomlinson showed up. I may have pissed off the other guys from my previous lunch with them.

But I digress...

Anyway, we met at Scottsdale Airport, Volanti Restaurant, which overlooks the bizjet ramp. Volanti has a great menu, and the food is very good. And with all of us being former Sky Gods, we got to hang over the fence, so to speak, and watch the swells come and go with their jets. It's a good thing we four were already deaf considering the noise level on the veranda where we were seated.



I had to try to filter out the jet noise by turning down my hearing aids, which kind of killed my conversational ability, but I wasn't alone. I heard, "What was that?" "Huh?" and so forth more than once. As I recall, Phyllis was the only one of the five without hearing aids, so she couldn't filter out



anything. However, lunch and the visit were enjoyable as always. Unfortunately, we neglected to take a photo of the event, so I have no proof that it ever occurred. Should you decide to lunch at Volanti one day, consider sitting inside, I think you will find it more peaceful.

After lunch we headed east on I-10 for the two-day drive – we take our time - to El Paso, for our second lunch rendezvous with pilot friends from the old days, and for a guided tour of the War Eagles Air Museum.

Lunch was at the Riviera Cocina and Cantina on the west side of the Franklin range, where much of El Paso's new development is, although the restaurant has been there for years. Phyllis and I ate supper there the night before we met the lunch bunch. The food is great, especially the taco's, for which the restaurant is famous. There were 6 of us in attendance, and Phyllis took the photo. I hadn't seen any of these guys since we were all a lot younger. Bill Olson and I went to work for CAL in 1966, in the same class and never crossed paths again in all those years. We had a great visit with everyone, and we all ordered tacos. I wish the place wasn't so far away, I'd like another plate of their tacos. I won't go into details, but you all know what the topic of conversation was: when we were all younger and at the top of our game, of course.

Phyllis is always a great sport through all of these various bull sessions, and her presence always lends a sense of class and aplomb to what would otherwise be yet another gathering of old guys talking and laughing. With lunch over, Jerry Dixon led us to the War Eagles Air Museum.

I included a link to the Museum website containing photos of the aircraft there because my photos don't do the museum justice. I encourage you to click the link and see for yourself.

Here is the link: <https://www.wareaglesairmuseum.com/>

The whole place is pristine, and all but one of the airplanes, a Fiesler Storch with a broken crank, are flyable. At one time the staff even put on flying demos with a P-51 and F4U Corsair until costs grounded them permanently.

A note of special recognition here: Virg Hemphill, Jerry Dixon, and Cliff Bossie are passionate about the museum and they all have been instrumental in getting the museum and its displays into their current pristine condition. Jerry Dixon's son built the display case for the CAL display and shipped it to ELP for installation next to the CAL DC-3. Cliff Bossie, since his retirement from the airline, has painted or repainted the aircraft as needed and performed maintenance as well.

Virg Hemphill has worked tirelessly to bring the museum to its current level of splendor and is responsible for getting Phyllis and I down there for our visit and tour.



Me, Cliff Bossie, and Jerry Dixon



Virg had a blowout in his knee

If you are ever in the ELP area I encourage you to take the time to see the War Eagles Air Museum, you will come away most impressed, as we were.

We drove home to Grand Junction the next day, ending a fun and satisfying week of car travel.

She said she missed me..
Normally that would be good, but she was reloading.....

My wife just stopped and said, "You weren't even listening, were you?"

I thought to myself...
"That's a pretty strange way to start off a conversation."

HILL COUNTRY LAC (SAN ANTONIO/AUSTIN)

Dave Newell

We had a rather small turnout for the dinner at the Pecan Street Brewing Restaurant in Johnson City on June 15th, but the 19 folks in attendance didn't seem to notice and had a great time. Having the spice (plural for spouse) and guests present added a particularly nice and welcome element to the mix. It was great having them join in the fun. The attendees were Dave and Kay Newell, Don and Francina Gentry, Ray and Mary Booth, Lee and Pam Meyners, Bruce Harris and his fiancée Jan Adams, Wayman Curry and his lovely guest Darlene Jones, Jerry and Sandra Greenamyre, Dave Gildardt, Dave and Sandy Judson and Les and Ida Cook (who drove all the way down from McKinney Texas in their beautiful motorhome 👍). Thanks to Pam Meyners who took some of the photos.

Here are a few photos of the folks who attended:



Lee and Pam Meyners, Kay Newell, Francina and Don Gentry



Ida and Les Cook, Dave Gildardt, Dave and Sandy Judson



Darlene Jones and Wayman Curry



Bruce Harris and Jan Adams



Mary and Ray Booth



Dave and Kay Newell



Francie and Don Gentry



Pam and Lee Meyners



Lee Meyners and Dave Newell



Les and Ida Cook



Jerry and Sandra Greenamyre



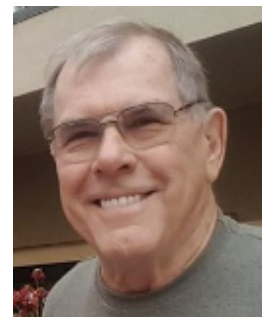
Sandy and Dave Judson



Darlene Jones and Wayman Curry



Dave Gildardt and Don Gentry



Dave

davebnewell@gmail.com

DEN LAC (Denver)

Dennis McDonald

We had another nice breakfast on June 14th at the Perfect Landing Restaurant in Denver.

Attendees were Frank Freeman, Dennis Lonneman, Tom Frieling, Brent Domeny, Bill Autrey, John Taylor, Jim Anstett, John Leahy, Jim Hinkle, Loy Oakes, Mike Bronner, Tad Riley, Paul Scierra, Sam Chipps, Spike Christensen and Dennis McDonald. A few photos of the event are posted below.



Spike Christensen, Tom Frieling, Dennis McDonald



Tom Anstett telling of Jim Moore's death

Once again the upcoming breakfast dates -

For your planning - Breakfasts are always the second Wed of every other month. These are the dates you can mark up your new 2023 calendars with - **2023 - 11 Oct, 13 Dec**

The Perfect Landing Restaurant.

A reminder email will be sent prior to the event. As always dates, wives or friends are invited.

The **Denver LAC** had another nice breakfast at the Perfect Landing Restaurant on August 9, 2023. There were 25 in attendance. Those in attendance were: Dennis McDonald, Lonnie Blilie, Mike Bronner, Bob Boozel, Frank Freeman, Tom Frieling, Bob Warner, Fred Buhl, Alex Strickand, Paul Sciera, Jim Hinkle, John Taylor, Loy Oaks, Tom Young, Don Riebe, Chris Dyer, Brent Domeny, Don Gentry, Cory Haven, Tad Riley, Bill Brock, David Senn, Bill Autry and visiting flight attendant Susan Osthoff. A few of the attendees are pictured below.



Frank Freeman, Don Gentry (visiting from Texas) and flight attendant Susan Osthoff



Jim Hinkle, Chris Dyer and Bob Boozel



Bill Autry, David Senn and Lonnie Blilie



Bob Warner, Alex Strickland and Don Riebe



They are cute and seem harmless. But, they are loud, incredibly expensive to keep, and absolutely untrainable. The other is a kangaroo. I don't really know much about kangaroos.

Dennis



lcdrDennis@gmail.com

KINGWOOD and HOUSTON LACs

Bill Chambers and Bruce Sprague

Kingwood LAC

The Kingwood LAC meets every Tuesday morning for breakfast at [La Madeleines](#), in Town Center of Kingwood, Texas (4570 Kingwood Dr, Kingwood, TX 77345.). Find more information and photos of all our members on our Golden Eagles website (www.thegoldeneagles.org): go to "LAC" menu tab, then select "Kingwood, TX".

Houston LAC

Two times a year, the Kingwood and Woodlands/Conroe LAC pilots meet for our semi-annual Houston area lunch. Typically 30 to 50 pilots show up. We have our excellent lunch venue....the [Sawyer Park Icehouse](#) near The Woodlands. We meet about 11:30 am Find more information and photos of our Houston area lunch on our Golden Eagles website (www.thegoldeneagles.org): go to "LAC" menu tab, then select "HOUSTON AREA". Put these DATES on your calendar: **April 15, 2024** and **Oct 14, 2024**. There will be NO lunch in October 2023, due to the Reunion scheduled for

Don` t forget to put this on your calendar:



GOLDEN EAGLES REGIONAL REUNION IN HOUSTON NOVEMBER 14, 2023

Complete details are on the Golden Eagles website, www.thegoldeneagles.org

Click on the link below to read all about it!

<https://www.thegoldeneagles.org/houston-2023.html>

This gathering of Eagles looks to be a great event with lots of old friends and many new ones in attendance. Start planning now to join us in Spring, TX, just south of The Woodlands, TX and a 20 mile drive (26 minutes) North from Houston Intercontinental Airport for this exciting reunion. Food and soft drinks will be complimentary for Golden Eagles members, courtesy of the Golden Eagles.

Stay tuned for more announcements regarding this EVENT!

Every Tuesday morning our **Kingwood, TX LAC** meets for several hours.....we usually have 15-20 show up (sometimes more), but for our last meeting during the dog days of this hot summer we are having, only a few die-hard members showed up. Here is the photo and list of names of the attendees for the August 8 gathering of eagles at [La Madeleines](#).

From left to right: Pat Willcox, Tom Walsh, Mike Machemehl, John Downey, Steve Brown, Bruce Sprague, Tom Doherty, Dave Atteberry, Jim Northington, Mike Snowden, and Kent Muhlberger:



Just sitting here.....eating popcorn....cell phone in hand with 9-1-.....already punched in...



The Golden Contrails

Bill



Bbob7045@gmail.com

Bruce



brucesprague@mac.com

Pass Travel

Q. We're new to Non Rev travel. Once checked in online, should we let the gate counter folks know we are present for the flight?

A. I was a gate agent, and unless we had a long line, I loved SAs checking in, I had the pleasure of meeting a lot of United family that way. And I've been blessed to meet people on the reverse side of the Counter.

1. It must have been before we started working mainline wide bodies by ourselves or before they took away all but one computer at the gate. I had time to be friendly then too 🎨

2. No need. They know you are there. Stay close to gate. you should receive a text with seat assignment. Don't bother them unless you don't see your name on the monitor. Happy Trails

3. You are going to hear both yes and no! Do what feels right for you each time you fly. You will get a sense of whether you need to check with them or not.

4. If there's not a line of people waiting, I usually go to the counter and introduce myself. Just to put a face to a name for them, to be courteous.*Key words: no people waiting in line."

5. If the flight is open and you have not received a texted seat assignment announcement by 20 mins before departure you may need to go to the desk. We've seen a few glitches; the system not run before/when it should have and some other strange things.

Be at the gate, listen closely to all announcements, watch the screens and approach the desk only in the above circumstance or if the agents aren't engaged with others.



Q. Do we still have benefits in flying when your spouse the retired employee dies.

A. Yes the spouse does. You will no longer have Enrolled Friends or Vacation Passes or be able to buy ZED tickets. You will still have passes but you'll have a lower boarding priority, and UA discount is still available also.

Q. How do you delete an enrolled friend (deceased)?

A. If you are on the retiree pass travel program, just go into passrider management and delete them prior to June 28 by using the small purple i to the left of their name. This will free up your EF slot for the JUL-DEC period.

If you are on the Active Pass Program (SA1P), contact ETC through Help Hub chat. You will most likely need the death certificate to replace prior to the Dec open enrollment

Q. I am unable to sign in to flying together. I believe too many failed attempts. How do I contact an administrator? Thank you so much!

A. IT Service Desk: 800-255-5801, 847-700-5800

ExCon Social Club

ExCon Social Club organizer Pete Ramsey has asked that we help notify all former Continental employees of their planned activities. The next major events are a reunion in Denver on October 14, 2023 and a cruise out of Galveston, TX on September 23-28, 2024. Details can be found on their website at <https://www.exconsocialclub.com/>. Pete advises that more pilots are attending these functions, so you might want to check it out.

Q.Intl trip charge: My wife and I were returning from an Alaskan cruise and were trying to fly Stby out of YVR to SFO first, then DEN, and we got out to ORD. Question is how long before United reverses charges on legs that we paid for but were unable to get on?? Just curious on the time frame I should wait before contacting United. Thanks.

A. Did you cancel the PNRs for the flights you did not get on? If yes, then the refund should come through automatically in a few days (you can check refund status by ticket number on united.com). If no and you let the PNR just expire, I believe you will have to request a refund as it will not happen automatically.

We had the same situation a couple of month ago post-cruise. Cancelled all PNRs as soon as it was clear they weren't going to work and refunds came in a few days.

Q. Do retirees get bereavement passes?

A. No. Only if the emergency involves the retiree or spouse while traveling.

Q. What is SPA and what recent improvements have been made in the system?

A. Standby Process Automation (SPA) seating logic enhancement

June 14, 2023

Standby Process Automation (SPA) is a tool that automates several tasks at the gate, including clearing of standby travelers so CSRs can focus on critical tasks for an on-time departure. Effective immediately, SPA's seating logic has changed to process standby traveler seats in order of rows within the same section (i.e., Economy Plus or standard Economy) instead of randomizing, which sometimes assigned more senior non-revenue space available (NRSA) travelers into rows further behind less senior NRSA's. So it fills all the good seats first and then moves to the next batch of lesser good seats, so in theory more people will get good seats. People with seniority will be assigned the better seats

Q. My 86 year-old mother-in-law flying to visit my husband and me at the end of the month. She will need assistance once she deplanes. Is there any way I can get a gate pass and meet her at the gate to help her navigate ORD? I know gate passes can be issued to parents of unaccompanied minors but am unsure about the elderly.

A. 1) A gate pass, also known as a gate pass or gate pass authorization, is an official document or authorization that grants permission for someone to enter a restricted area of an airport beyond the security checkpoint, even if they are not traveling on a flight. Typically, it is issued by the airline or airport authority and provides access to departure gates or other secure areas for various purposes.

A common scenario where a gate pass might be issued: Escorting Minors or Passengers Requiring Special Assistance: Airlines may issue gate passes to parents or guardians who need to accompany unaccompanied minors or passengers with special needs, such as elderly or disabled individuals, through security and to the departure gate.

2) Arrangements can be made with the airline to provide wheelchair service to/from the lobby/gate for departures and arrivals. This service can be requested when making the pass travel listing or reservation. The service is usually reliable and efficient. Passengers in wheelchairs are given priority when transiting TSA security procedures.



Q. Does the surviving spouse of a deceased retired employee get two enrolled friends?

A. No. If the retiree had 2 enrolled friends, they can use the benefits for 90 days. The spouse can use any vacation passes in the bank until they expire but will not accumulate any more.

You will continue to have unlimited personal passes for yourself and eligible minor/disabled children. You will no longer receive Vacation Passes.

NEED ASSISTANCE WITH NON-REV AND DISCOUNT TRAVEL ISSUES?

Use **Help Hub** in Travel section of FlyingTogether website, EmployeeRes, Quick Links, Employee Links, Help Hub. Contact ETC using help hub live chat. It is staffed by etc personal on S&S until noon central, and M-F 8-7 pm central. Use the chat bubble on lower right of help hub page. Type etc in chat box, then select retiree travel- then type Live Agent in chat box, then select "I would like to try a live agent" from options displayed.



Q. Do employees and retirees get a discount rate for FedEx? If so, how much is the discount?

A. **Yes** they do. You must go to a major FedEx shipping location and show your employee or retiree badge. You will need to give them your employee number. The discount is up to **75%**, and varies depending on the shipment and weight.

Q. As an enrolled friend, I am unable to list for a flight on the United Mobil app. Why?

A. Enrolled friends can only book through **eRes** on a computer. Only the employee or retiree can book on the app.

Q. I've noticed that we can only see loads for non-rev travel a month out. It used to be 2 months out. Is this new?



A. Use employeeRES and you can check loads further out, but can still only book 30 days out.

Q. I bought a UA discount ticket and now the same fare is \$140 less per ticket. I called Employee Pass Travel to see if they could give me the Travel credit on that, and she says they can do that but they have to charge me a \$50 per ticket processing fee. I have never heard of that at all. can someone tell me anything about this?

A. Totally guessing but cancel the ticket, rebook and use the \$\$\$ as travel credit. That way you don't use a live person. There is a service charge when you do it over the phone. Best way is just do the change in the app and get a Future Flight Credit

This article was provided by Golden Eagles member Captain George "Buck" Wroten.

Beechcraft Twin Quad: A 'Feederliner' That Almost Was

Though the V-tail was the most notable design feature of the aircraft, it paled in comparison to the originality and uniqueness of the engine layout.

Click on the link below to access the complete article

<https://www.flyingmag.com/beechnraft-twin-quad-a-feederliner-that-almost-was/>



This video was provided by Golden Eagles member Captain Mike Lichtenfeld.

After eight years of restoration, **The MacArthur Bataan**

Constellation has her first flight in Chino, CA. That's Steve Hinton in the right seat, President of Planes of Fame and has the Fighter Rebuilders business next to the museum. What a beautiful machine in 2023!

Click on the link below to access the video

<https://www.youtube.com/watch?v=IFMGPsbdz6k>



Anonymous: The coolest line a pilot has said to passengers

"Ladies and gentlemen, this is your captain speaking. We have a small problem. All four engines have stopped. We are doing our damndest to get them going again. I trust you are not in too much distress."

It was a routine flight, but British Airways Flight 9 was about to become one of the most dramatic incidents in aviation history. On 24 June 1982, the Boeing 747-200 was cruising at 37,000 feet, en route from Kuala Lumpur to Perth, when it flew into a cloud of volcanic ash.

Suddenly, all four engines flamed out, leaving the pilots with no power and no thrust. The passengers, who had been dozing and watching in-flight movies just moments before, were now jolted awake by the sound of silence. The pilots tried everything to restart the engines, but nothing worked. Meanwhile, the plane was rapidly losing altitude, and the temperature inside the cabin was plummeting. The situation was desperate, and the pilots knew that they had to act fast.

With remarkable calmness and professionalism, they immediately diverted to Jakarta, hoping to glide past the mountains in Indonesia and make a "crash landing" safely. For 23 tense minutes, the plane glided through the volcanic ash cloud, buffeted by turbulence and with no power. It was a nightmare scenario.

But then, miraculously, the pilots managed to restart all four engines, and the plane landed safely in Jakarta. None of the 268 passengers and crew were lost. The incident became known as the Jakarta incident, and it remains one of the most astonishing stories of aviation survival.

After the incident, extensive research was done on the effects of volcanic ash on airplane engines. The incident led to new protocols and procedures for pilots and airlines to follow when encountering volcanic ash, which ultimately improved aviation safety.

The older I get,
the uglier I'm
willing to be out
in public.

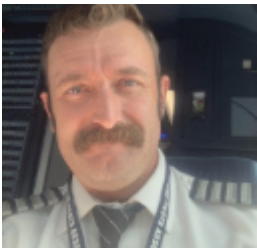
This contribution is from Captain Mike Bronner. It concerns an experience Mike had during his airline career and shows how we can affect the futures of younger generations by our positive and caring actions. Here is his story....

In about 1992 or so I was flying the Boeing 727 out of the Denver base for Continental Airlines. There was a flight attendant, Marla, that I flew with quite a lot and I knew her fairly well. She was also a good friend. I had just returned from a series of flights and was getting ready to walk out of the cockpit and go home for a few days when Marla walked onto the jet with a little boy and a little girl. They were her niece and nephew, both about 5-6 years old. I think Marla had come out to the airport to do something on a day off and she knew I was on that jet. So, I put little John in my seat and showed him all the stuff in the cockpit. The two kids were very excited to be inside the jet and to be up front.



After getting out of the jet I was headed home and so was Marla, so she took her car and I took my little blue pickup. I had John with me and she had the little niece, Kara, with her. John was so excited to go with me in my little pickup and we all met up at some ice cream place near the airport.

Upon leaving the ice cream place I asked John if he would like to have my hat. He was so excited and I gave him my pilot hat. To this day he still has it. That was over 30 years ago.



I had a few phone calls with John about 10 years or so ago and at that time he had become a pilot and was doing odd things like repossessing airplanes in Mexico that had ended up down there. He would go down there and literally steal the airplanes and fly them back to the U. S. at night.

John Deitz Crazy kid, right? Anyway, today I got an Email from John. He wanted to know how I was doing and so forth; there had been no contact with him for the past ten years or so. I haven't seen him since he was about 6 years old. John is now married. His wife is a Captain for Southwest Airlines and he is a Captain for Frontier Airlines. They just bought a farm in PA and are renovating an old farmhouse that was built in 1880. They have twenty some acres of soybeans they will be growing along with both of them being full time Airline Pilots.

John told me I was his hero ever since that day at the airport. I don't think I am anyone's hero but I apparently did have a very positive influence on John starting from his age 6 or so.

I take that as a great accomplishment in my life. His sister has also been very successful and lives, I think, up around Loveland Colorado. She used to call me, "Watermelon Man"; I can't remember why exactly. :)

It is nice to know that I have done some good in my life and that I have had a positive Influence on children who have grown up to be very successful people, including my own daughters and grand kids.

MBB





This story is from Captain Don Coleman. *It is a unique story in that Don and his twin brother Ron Coleman both flew for Continental Airlines at the same time and actually flew many trips together during their time flying at Air Micronesia (Air Mike). We are not aware of any other twins flying for the same airline, and on the same flights, so here is Don's story.*

Hi Dave, some time ago you indicated you might be interested in doing a write-up on my twin brother and myself because we flew together at CO/UA. I'm not much for 'jumping into the spotlight', but



Don and Ron Coleman

Steve was a very competent, pleasant professional pilot who enjoyed life and always made a trip together an enjoyable experience. The attached photo of **Ron and I** on the flight deck of the 727 was taken by **Steve** while operating flight 957 from HNL to GUM (via Johnston Island, Majuro, Kwajalein, Ponape, and Truk).

I (of course) can't recall if it's true, but it was rumored that **CA Pandolfo** had literally given the shirt off of his back' for this photo.



Steve Pandolfo



Arriving Majuro on the 'island hopper' **CA Pandolfo**, along with several of our crew, were met by FO Lee McKay, who transported us a mile or so in the back of their pickup truck on to the residence of Lee's parents. There, Lee (on vacation there with his family), had prepared food fit for a king (and an Air Mike crew) - crab salad, heart of palm salad, and other island delicacies as I recall. They lived right along the beach (where pretty much everyone lives on Majuro!). We enjoyed wonderful food,



and visited for 20 minutes, then right back to the airport for an on-time departure to Kwajalein.

The other photo is **Ron (left) and myself** in HKG taken before operating a 777 flight back to Newark.

During his CO/UA career Ron flew DC-9 in IAH, 727 in GUM, 777 in EWR and IAH, then 787 out of SFO.

I flew a total of 21 years on GUM (727, 757, and 737) then 777 in EWR and IAH. Ron and I operated many 727 and 777 flights together before retirement in 2017

Respectfully,
Don Coleman CO/UA 1984-2017



Don Coleman

Ron is a certified A&P. We maintain and operate our own '63 Mooney M20C.

Ron also still teaches flying in the community and at Walla Walla University.



Ron Coleman

This story was provided by Captain Dennis McDonald:

My Flight with Ernie Gann [QB #8630]

Beale AFB, CA 20 SEP 1985

By Stephen "FingB" Brown [QB #32929]



The SAC [Strategic Air Command] Surgeon General has denied the request to take **Ernest Gann on the high-altitude portion of his scheduled U-2 orientation flight**. "Mr. Gann is a National Asset; an Internationally acclaimed author, and he is 80 years old...We will not risk the possibility that he could suffer physiological issues on a US Air Force Aircraft".

Ernie reportedly commented something to the effect: "Then F**k your Dining-In, I'm going home."

I got a call from the Wing Commander saying "Steve, keep him happy, we don't want him to leave, and spare me the details."

This was the situation back in September of 1985. At the time I was the Operations Officer of the U-2 Training Squadron at Beale AFB, CA, home of the Dragon Lady, the Lockheed U-2. As an Instructor Pilot, I was certified to take newly assigned, non-qualified pilots, and select dignitaries on flights in the two seat trainer aircraft. We had two such aircraft that were designated as the TR-1B. These were fully capable, high-altitude U-2s, except with a second cockpit replacing the normal equipment bay.

Ernest Kellogg Gann, who many consider the greatest aviation writer of all time, had been invited to be the guest speaker at our formal Wing Dining-In. As an added inducement, he was offered, and had accepted, a ride to the Edge of Space in the legendary Dragon Lady, The U-2 Spy Plane.

He arrived at Beale AFB piloting his own aircraft; a pristine, twin engine Wing Derringer named "The Noon Balloon". [He was vague about the source of the name; I can only guess that there was some relation to the fanciful conveyance chronicled in the children's books of the same name.]

I, through a bit of chicanery, and a small amount of bribery for the scheduler, was selected to be his instructor pilot.

To take a high-altitude ride in the U-2 as a guest, about a week's worth of training is involved. The most intensive areas are the ejection procedures and wearing the high-altitude pressure suit.

The modern U-2 has a great ejection system. It is known as a Zero-Zero system. This means that it is designed to safely allow a pilot to eject at zero altitude, and/or zero airspeed. It also is designed to operate at altitudes above 70,000 feet. It has been successfully used in both regimes and the pilots trust it.

The training for the ejection system is training for a procedure that you hope you don't ever have to use and can be succinctly summarized as:

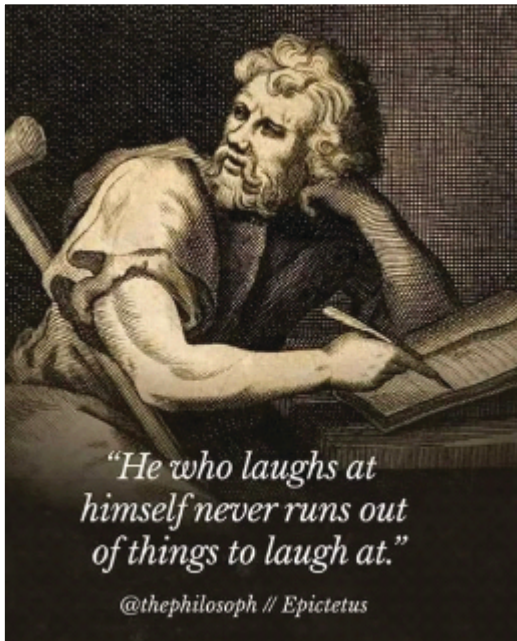
"When you hear your instructor's agitated scream ""BAILOUT-BAILOUT""....Pull the yellow ring, and hang on."

Normal human existence while functioning as a pilot and wearing full-pressure space suit is a bit more complicated.

The suit is essentially the same suit you have seen the shuttle astronauts wear as they board the shuttle for launch. It is designed to protect the crew member from the dangers and extreme environmental stresses of life above 70,000 feet. The training entails how to exist comfortably [i.e., eat, drink, breathe, pee, cool-off, scratch, communicate, view the world] and perform pilot functions while wearing the suit.



"Good morning Mr. Gann." "Call me Ernie." So, our training begins. I spent a glorious week with a raconteur who was the most erudite, fascinating, garrulous, adventuresome, modest, profane, humorous, gentleman the aviation world has been honored to know.



During the training, we filled in all the necessary training squares during the day, and I reveled in the evenings when I had the privilege of sharing time and space [and no small amount of whiskey] with this legend of aviation. He blessed me with his persistent sense of mirth and a recital of epic adventures while we plied each other with strong drink, and he graciously elicited my modest tales of daring-do.

As we completed the training and the day of the flight approached, we received the previously mentioned jarring news from the SAC Surgeon General. Ernie expressed his views, and I was given the advice from my boss.

My solution as I put it to Ernie, and conveyed to Headquarters, was: "Mr. Gann has completed training in the pressure suit, and we are going to allow him to wear the suit

in the traffic pattern as we conduct a low altitude orientation flight. He will don the suit for the flight so he can familiarize himself with and assess, the environment of operations conducted while in the pressure suit, in total compliance with higher headquarters directives."

My confidential aside to Ernie was: "Ernie, once we takeoff, we are going to blast-ass off to the edge of space. If at any point you croak, I will swear that you, unfortunately, croaked in the traffic pattern, and please don't write about what we really did until after I retire." With a radiant, beaming smile, he said, "Let's go fly."

The day of the flight was a glorious California, picture-perfect day. Takeoff in a U-2 is an exhilarating experience even for experienced pilots. After a less than 400' ground run, you pull up to an almost vertical climb angle and as you make your first turn, at about 20,000 feet, you are still vertically, right over the runway. Ernie was whooping with joy.

Many U-2 pilots are notably lazy [prone to conserving energy] and allow the autopilot to assist with the mundane tasks of flying. Ernie wanted to hand-fly the aircraft to the edge of space, and doggedly manned the controls all the way up 'til the altimeter clicked over at 70,000 feet.

The U-2 is notoriously difficult to land, and flying the Lady in the upper atmospheric regions demands a conscientious crosscheck to stay within her aerodynamic requirements. So, his hand-flying the aircraft was a remarkable feat, considering he had never even been in a U-2 before. And his demonstrated skill speaks to his remarkable airmanship.



The flight was to be a two-hour excursion going over Yosemite National Park, San Francisco Bay, Crater Lake and back to Beale. At 70,000+ feet the entire San Francisco Bay area is about the size of your fist.

Ernie regaled me with reminiscences of the days he spent with the San Francisco police department while researching material for his book The Magistrate, and the time he spent as owner of a commercial fishing boat, which became part of Song of the Sirens. He talked of his old MG TC British sports car, his adventures during WW II and the time he almost destroyed the Taj Mahal because his ground crew had covertly overloaded his B-24 with clandestine gold bullion, sailing with an old Spanish fisherman in the South Atlantic waters off Uruguay and as a pioneer airline Captain.... His words would underscore the amazing scenic vista that was presented to us. He would marvel at the curvature of the planet Earth; the silent majesty afforded us from our perch at the threshold of space and the deep blackness of the dome of the midday sky.

As his words washed over my ears, he conducted a real-time narrative that could have spilled straight from the pages of his books. As a Hostage to Fortune, with the Gentlemen of Adventure, I was indeed on a flight with the High and the Mighty. He once responded with bemused interest when I told him I had read many of his books while flying lonely 8-to-10+ hour flights as I fought the Cold War in the hostile skies over the Red Menace.

After an uneventful descent and approach to Beale AFB, we flew a few touch and go landings. We were met by a raucous group of my U-2 crew-dog brethren, whereupon Ernie demonstrated what a great sport he is by chugging a yard of beer and he was presented with the coveted U-2 lapel pin.

After Ernie's visit to the Dragon Lady world, he went on to write what turned out to be his last book titled The Black Watch. It chronicled global U-2 operations and many of the characters inhabiting that world.

The time I spent with Ernie was truly a career highlight...I am honored to have briefly touched the spirit and substance of such a Gentleman of Adventure.

Stephen Brown

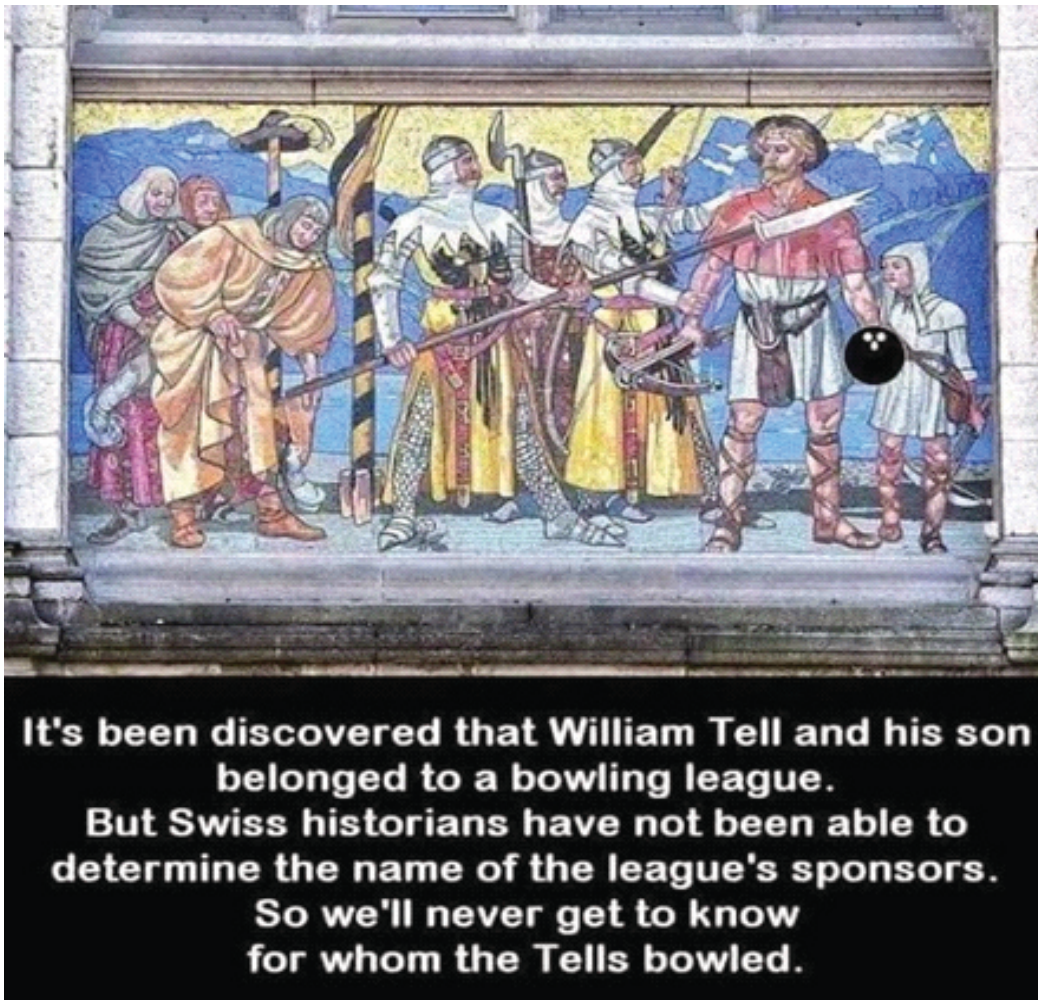
April 2023



New Members

Peter Kaminsky
Eric Pedersen
William Zaun
Stephen Sharpe
Lynn Nelson

WELCOME ABOARD!



“.....Trouble knocked at the door, but, hearing laughter, hurried away.”



Sports Names

I think all sports fans and most everybody else will get a kick out of this letter written to the Chicago Tribune. No matter which side you are on in the matter of renaming the Washington Redskins, this is funny. This guy is hilarious...

This is an e-mail sent to Clarence Page of the Chicago Tribune after an article he published concerning a name change for the Washington Redskins.

Dear Mr. Page: I agree with our Native American population. I am highly jilted by the racially charged name of the Washington Redskins. One might argue that to name a professional football team after Native Americans would exalt them as fine warriors, but nay, nay. We must be careful not to offend, and in the spirit of political correctness and courtesy, we must move forward.

Let's ditch the Kansas City Chiefs, the Atlanta Braves and the Cleveland Indians. If your shorts are in a wad because of the reference the name Redskins makes to skin color, then we need to get rid of the Cleveland Browns.

The Carolina Panthers obviously were named to keep the memory of militant Blacks from the 60's alive. Gone. It's offensive to us white folk.

The New York Yankees offend the Southern population. Do you see a team named for the Confederacy? No! There is no room for any reference to that tragic war that cost this country so many young men's lives.

I am also offended by the blatant references to the Catholic religion among our sports team names. Totally inappropriate to have the New Orleans Saints, the Los Angeles Angels or the San Diego Padres.

My teacher said "Don't worry about spelling. In the future there will always be autocorrect." For that I'm eternally grapefruit!

Then there are the team names that glorify criminals who raped and pillaged. We are talking about the horrible Oakland Raiders, the Minnesota Vikings, the Tampa Bay Buccaneers and the Pittsburgh Pirates!

Now, let us address those teams that clearly send the wrong message to our children. The San Diego Chargers promote irresponsible fighting or even spending habits. Wrong message to our children.

The New York Giants and the San Francisco Giants promote obesity, a growing childhood epidemic. Wrong message to our children.

The Cincinnati Reds promote downers/barbiturates. Wrong message to our children.

The Milwaukee Brewers. Well that goes without saying. Wrong message to our children.

So, there you go. We need to support any legislation that comes out to rectify this travesty, because the government will likely become involved with this issue, as they should. Just the kind of thing the do-nothing Congress loves.

As a die-hard Oregon State fan, my wife and I, with all of this in mind, suggest it might also make some sense to change the name of the Oregon State women's athletic teams to something other than "the Beavers (especially when they play Southern California).

Do we really want the Trojans sticking it to the Beavers???

A man and a woman were having a quiet, romantic dinner in a fine restaurant.

They were gazing lovingly at each other and holding hands. The waiter, taking another order at a table a few steps away, suddenly noticed the woman slowly sliding down her chair and under the table, but the man stared straight ahead.

The waiter watched as the woman slid all the way down her chair and out of sight under the table. Still, the man stared straight ahead.

The waiter, thinking this behavior a bit risqué and worried that it might offend other diners, went over to the table and tactfully said to the man, "Pardon me sir, but I think your wife just slid under the table."

The man calmly looked up at the waiter and said, "No, she didn't. She just walked in."



There is also the story about the hunters who paid a lot of money to go hunting in the mountains of New Mexico. As they were leaving the lodge on their first day to go hunting, an old Indian wrapped in his blanket was sitting on the porch. He said to enjoy the day hunting. The weather was going to be good. On the second day, he said the same thing. But on the third day, he said to stay inside because of heavy rain. They went anyway and got soaked. On the next day, they apologized for not trusting him, gave him a lot of money, and asked about the weather. He said good in the morning, but rain in the afternoon. So they came back early, and sure enough it rained. So they paid him some more money. The next morning, they asked about the weather. He said "Don't know." But they said he had been

so good about the weather, so why did he not know today. He replied, "Radio broke."

It is a fair, even-handed, noble adjustment of things, that while there is infection in disease and sorrow, there is nothing in the world so irresistibly contagious as laughter and good humor.

Charles Dickens, "A Christmas Carol"

*I'm responsible for what I say, not what you understand.

*Common sense is like deodorant. The people who need it the most never use it.

*My tolerance for idiots is extremely low these days. I used to have some immunity built up, but obviously there's a new strain out there

*It's not my age that bothers me; it's the side effects.

*I'm not saying I'm old and worn out, but I make sure I'm nowhere near the curb on trash day.

*As I watch this generation try and rewrite our history, I'm sure of one thing: It will be misspelled and have no punctuation.

* As I've gotten older, people think I've become lazy. The truth is I'm just being more energy efficient.

*I haven't gotten anything done today. I've been in the Produce Department trying to open this stupid plastic bag.

*If you find yourself feeling useless, remember it took 20 years, trillions of dollars, and four presidents to replace the Taliban with the Taliban.

*Turns out that being a "senior" is mostly just googling how to do stuff.

*I want to be 18 again and ruin my life differently. I have new ideas.

*I'm on two diets. I wasn't getting enough food on one.

*I put my scale in the bathroom corner and that's where the little liar will stay until it apologizes.

*My mind is like an internet browser. At least 19 open tabs, 3 of them are frozen, and I have no clue where the music is coming from.

Hi everyone,
Just letting you know that I'm
going through a lot right now.



*Hard to believe I once had a phone attached to a wall, and when it rang, I picked it up without knowing who was calling.

*Apparently RSVPing to a wedding invitation "Maybe next time" isn't the correct response.

*So you've been eating hot dogs and McChickens all your life, but you won't take the vaccine because you don't know what's in it. Are you kidding me?

*There is no such thing as a grouchy old person. The truth is that once you get old, you stop being polite and start being honest.

*Sometimes God puts you in the same situation again to see if you're still a dumb ass.

Ed. For those members who have expressed an interest in our inclusion of “current airline/aviation news”, we provide the following pages of news clippings alphabetically.

We believe these to be reliable sources...BUT...some content may contain opinion that the Golden Eagles does not evaluate or endorse. ALSO, readers should employ best efforts of internet security when opening external links. Click on the links listed below in blue to access the complete article.

777X - 5 Very Cool Things About The Boeing 777X

The Boeing 777X is chock full of new features and improvements over its predecessor, and these are the five best and most functional.

<https://simpleflying.com/boeing-777x-cool-things/>

777X & 737 MAX Certification Delays - Boeing Says 777X & 737 MAX Certification Delays Could Lead To "Significant Order Cancellations"

The plane maker is already dealing with \$1 billion of abnormal production costs concerning the 777X program.

<https://simpleflying.com/boeing-737-max-777x-delays-could-lead-cancellations/>



OLD AGE COMES AT A
BAD TIME!
WHEN YOU FINALLY
KNOW EVERYTHING,
YOU START TO FORGET
EVERYTHING YOU KNOW.

777-300ER Delayed Purchase - The Ingenious Strategy Behind United Airlines' Delayed Purchase Of The Boeing 777-300ER

<https://www.msn.com/en-us/money/companies/explained-the-ingenious-strategy-behind-united-airlines-delayed-purchase-of-the-boeing-777-300er/ar-AA1cG5ue>

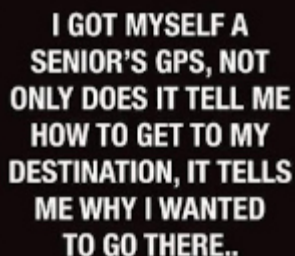
1500 Hour Pilot Rule - No, The 1500 Hour Pilot Rule Does Not Compromise Safety

<https://liveandletsfly.com/pilot-1500-hour-rule/>

Airbus A321neo - Photos Of The First United Airlines Airbus A321neo Shared On Twitter

Although the aircraft is in development, it will be several months before it will join the carrier's fleet.

<https://simpleflying.com/photos-first-united-airlines-airbus-a321-neo/>



I GOT MYSELF A
SENIOR'S GPS, NOT
ONLY DOES IT TELL ME
HOW TO GET TO MY
DESTINATION, IT TELLS
ME WHY I WANTED
TO GO THERE..

American Contract - American Airlines Pilots To Vote On New Contract With 41.5% In Pay Raises

The airline reportedly supports the new contract, saying their pilots deserve it.
<https://simpleflying.com/american-airlines-pilots-vote-new-contract-july-2023/>

Asia Expansion, United - United Airlines Announces A Major Network Expansion In Asia

This expansion will see United launch two new routes, reinstate one, and increase frequencies on another.

<https://simpleflying.com/united-airlines-announces-major-asia-network-expansion>United

Academy, Aviate - United Aviate Academy Faces Concerning Accusations

The comments provided by the author of this article have not been vetted and are presented here as informational only

<https://liveandletsfly.com/united-aviate-academy-allegations/>

Best Airports - Stats: The 10 Best Airports in the World

<https://www.travelagentcentral.com/transportation/stats-10-best-airports-world>

Boeing Certification Steps - Boeing Certification Steps Outshine Paris Announcements

<https://aviationweek.com/airtransport/aircraft-propulsion/>

[bum=email&utm_medium=email&utm_campaign=AWNewsAirTransport_20230629&utm_term=.eh=dfbf163d4176a09ec3f01a0312faa8c3f52dc4be0eed51c7f6fedac4e1e4fb81](https://aviationweek.com/airtransport/aircraft-propulsion/?utm_source=email&utm_medium=email&utm_campaign=AWNewsAirTransport_20230629&utm_term=.eh=dfbf163d4176a09ec3f01a0312faa8c3f52dc4be0eed51c7f6fedac4e1e4fb81)

Captain's Chair - United Airlines Grapples With Pilots Avoiding the Captain's Chair

<https://www.msn.com/en-us/money/companies/united-airlines-grapples-with-pilots-avoiding-the-captain-s-chair/>

[arAA1e2yCkocid=msedgdhp&pc=U531&cvid=52bbf3f9a2fd49af9d532b01f65c8621&ei=25](https://www.msn.com/en-us/money/companies/united-airlines-grapples-with-pilots-avoiding-the-captain-s-chair/?arAA1e2yCkocid=msedgdhp&pc=U531&cvid=52bbf3f9a2fd49af9d532b01f65c8621&ei=25)

Climate Change, Delays - United Airlines CEO Blames Climate Change for Flight Delays

<https://liveandletsfly.com/united-ceo-kirby-climate-change/>

Cockpit Barrier, Second Required - FAA To Require A Second Barrier For Flight Deck Protection

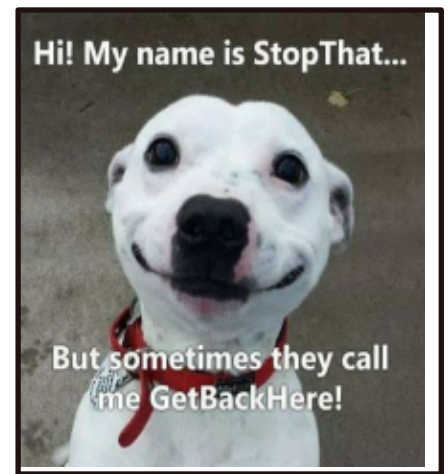
The second barrier will ensure that the flight deck is protected from intrusion.

<https://simpleflying.com/faa-require-second-barrier-flight-deck-protection/>

Contract, United vs American - New United Airlines Pilot Contract Puts American Airlines In Jeopardy

United Airlines' new contract has raised the bar.

<https://simpleflying.com/united-airlines-pilot-contract-american-airlines-contract-jeopardy/>



Ditched Transair 737 - Why pilots of ditched Transair 737 identified, then misidentified, failed engine

https://www.flightglobal.com/safety/why-pilots-of-ditched-transair-737-identified-then-misidentified-failed-engine/153886.article?utm_source=rss&utm_medium=Sendible&utm_campaign=RSS&fbclid=IwAR3gYPkjjjs8HeVkwfEf4EK5eeKvG8G6MAs8DQmvjh6D9-Lqkpzbn4lh2p0

My friend told me
she would'nt eat
beef tongue cause
it came out of a
cows mouth

So i gave her an egg

European Routes - United Airlines Launches Six New European Routes

The Chicago-based carrier now has the largest transatlantic network of any airline.

https://simpleflying.com/united-airlines-launches-six-new-european-routes/?utm_source=SF-DL&utm_medium=newsletter

eVTOL Launch City - United Choosesm San Francisco As Its eVTOL Launch City

Starting in 2026, United Airlines passengers will be able to take an eVTOL air taxi from the city to SFO.

<https://simpleflying.com/united-airlines-evtol-launch-city-san-francisco/>

Hard Landing Buckles United 767 Fuselage In Houston

<https://www.avweb.com/aviation-news/hard-landing-buckles-767-fuselage/>

Honolulu - Tokyo Narita - United Airlines Cuts Honolulu - Tokyo Narita Route Before Relaunching

<https://simpleflying.com/united-airlines-cuts-honolulu-tokyo-narita-flights/>

Intoxicated In Paris - United Airlines Pilot Gets Flight-Ban After Turning Up To Fly Intoxicated In Paris

The pilot was given a six-month suspended sentence and fined \$5,000 after a breathalyzer test revealed he was six times the legal blood-alcohol limit.

<https://simpleflying.com/united-airlines-pilot-ban-intoxication-par>

JSX's Business Model Ban - Air Line Pilots Union Asks The Government To Ban JSX's Business Model

The Air Line Pilots Association, the largest pilot union in the U.S., has filed with the Department of Transportation asking them to outlaw the business model of JSX, which operates 30 seat planes from private terminals.

<https://viewfromthewing.com/air-line-pilots-union-asks-the-government-to-ban-jsxs-business-model/>

Land in Denver, United - United Airlines Is Spending \$33 Million On Land In Denver

The airline is looking to gain more runway in the city for continued local growth.

<https://simpleflying.com/united-airlines-denver-land-purchase/>

I discovered that answering the door naked helps deter trick-or-treaters. Oh, here we go again, here's two dressed as policemen...



WOMAN:
Shampoo for dry and damaged hair.

MAN:
6 in 1 shampoo for hair, face, body, carpet, car and dishes.

Larger Aircraft, Domestic - United Airlines plans to rebuild domestic route network with larger aircraft

<https://liveandletsfly.com/united-airlines-domestic-growth/>

Max Training - Boeing Max Crashes-Focus Moves To Training

With the latest French and US statements into the loss of the Ethiopian 737 MAX 8 focus has moved to the pilot training as a significant contributing cause to the tragic crashes.

<https://www.airlinerratings.com/news/boeing-max-crashes-focus-moves-to-training/>

Newark Schedule - In Wake Of Delays, United Airlines To Upgrade Crew Tech, Revise Newark Schedule

United Airlines is prioritizing improvements to crew technology, following a week its CEO described as "one of the most operationally challenging ... in my entire career."

The airline also plans further changes or reductions to its schedule at Newark Liberty (EWR) International airport to provide better buffer.

<https://aviationweek.com/air-transport/safety-ops-regulation/wake-delays-united-airlines-upgrade-crew-tech-revise-newark>

Passengers re Covid - US Is Now Seeing More Air Passengers Than Before COVID-19

Almost 12.4 million US travelers took to the skies over the Memorial Day weekend, according to the Transport Security Administration

<https://simpleflying.com/the-us-is-now-seeing-more-air-passengers-than-before-covid-19/>

Pilot Contract - United Airlines Reaches Preliminary 4-Year Labor Deal With Pilots Worth \$10 Billion

The tentative agreement will see pilots' salaries increase up to 40.2% over the next four years, ending the months-long negotiations.

https://simpleflying.com/united-airlines-preliminary-4-year-labor-deal/?utm_source=SF-SD&utm_medium=newsletter

Retirement Age - Pilots' Unions Reiterate Issues With Training, Retirement Age Proposals

https://aviationweek.com/air-transport/safety-ops-regulation/pilots-unions-reiterate-issues-training-retirement-age?utm_rid=CPEN1000003240214&utm

Revenue - United Airlines Records Operating Revenue Of \$14.2 Billion In Q2

The airline benefited significantly from a rise in demand for international travel.

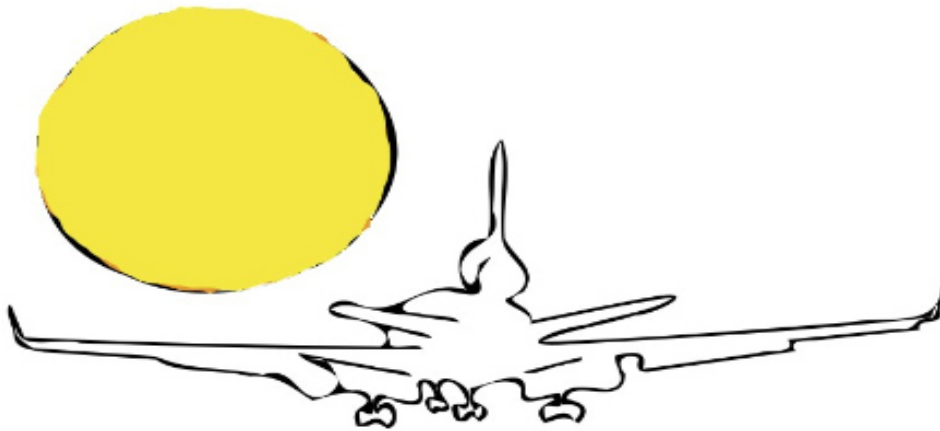
<https://simpleflying.com/united-airlines-14-billion-operating-revenue-q2-2023/>

Tailstrike - Tailstrike On United Airlines A-320 Causes severe Damage

<https://liveandletsfly.com/united-airlines-a320-tailstrike/>



Earlier today, I saw a bumper sticker that said "I'm a veterinarian, therefore I can drive like an animal." Suddenly I realized how many proctologists are on the roads...



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 un-trespassed
sanctity of space, put out my
hand and touched the face of
God."***

Gone West In 2023

Names in red denote gone West announced since last update



Denotes Golden Eagles Member

James R. Davis	2022 Notice received in May, 2023
Larry Goldman	Jan 22, 2023
Pete Krueger*	Jan 24, 2023
Mike Burke	Jan 27, 2023
Steve Cady *	Feb 7, 2023
Greg Garber	Feb 7, 2023
Louis Bigos	Feb 7, 2023
James Manfredi	Feb 8, 2023
Curtis Landry	Feb 11, 2023
Lou DeFazio	Mar 9, 2023
Roy "Bubba" Segars	Mar 28, 2023
Jerry Batchelder	Mar 30, 2023
Jim Sullivan *	Apr 7, 2023
Robert Salmen	Apr 22, 2023
Armand Baughman	Apr 26, 2023
Ralph Rina *	Apr 26, 2023
Jim Moore *	May 2, 2023
Eric Hodges	May 6, 2023
Carey McWilliams *	May 19, 2023
Chuck Croll	July 13, 2023
Don Keown *	June 18, 2023
Lynn Thomas Berringer	June 30, 2023
Steve Grimes *	July 7, 2023
Steve Pandolfo	July 12, 2023
Jack Stice	March 29, 2023

Below is the list of Gone West pilots for 2022:

Tom Russell	2021 Notice received August, 2022
Bob Roney *	Jan•6, 2022
Tom Root	Feb 3, 2022
David Klaue	Feb, 2022
Jack Sherer	Feb 9, 2022
Ed "Bud" Cox	Feb 16, 2022
Harry Cameron*	Mar 7, 2022
Larry Nelson *	Apr, 2022
William Saefke	April 2022
Martin Black	May 9, 2022 delayed notification
Steve Sewell	May 25, 2022 delayed notification
Joe Second	June, 2022 delayed notification
Marty Shupp	July, 2022
Kenneth Ashby	July 5, 2022
Robert "Bobby" Glau	July 29, 2022 delayed notification
John Winter*	Aug, 2022
Bill Fuqua*	Aug25, 2022 delayed notification
James Killen *	Aug 26,2022
Ed Nash	Aug 26, 2022
Pete Dennis	Sept 1, 2022
Sherman Smoot	Sept 2, 2022
James Lewis	Sept 7, 2022
Bill Nixon *	Sept 10, 2022
Ned Fortuna	Sept 10, 2022
Paul Prestera	Sept 21, 2022
Bob Campbell*	Oct 24, 2022
Will Shaw	Nov 3, 2022
Rick Masterson *	Nov 4, 2022
Craig Hutain	Nov 12, 2022
George Hemminger *	Nov 12, 2022
Dale Lutz	Nov 17, 2022
Bill Lykins	Nov 25, 2022
Bill Steele	Dec 11, 2022
Terry Warner	Dec 13, 2022
James Randall Davis	2022 notice received May 2023



Tributes

For Don Keown:



Sad to hear.
I enjoyed flying
with him during my Air
Mike days.

Bruce Harris



Great guy, he'll be
sorely missed!

Mike Stach



Played a lot of tennis with
Don on layovers. Really a
great guy.
Had some good times
with him.

Jim Farrow



For Lynn Thomas Berringer:



I just saw the obituary you forwarded to all of Lynn Berringer. It is always so impressive how superlative so many of our pilots are and the backgrounds and experiences they have been through and the outstanding legacies they developed and left behind! It is a special pleasure to have been associated with such exemplary individuals !!!! Thanks for keeping us informed and up to date.

Harold Burton



For Steve Pandolfo:



Steve was a very competent, pleasant
professional pilot who
enjoyed life and always
made a trip together an
enjoyable experience.

Don Coleman



***"Don't die without embracing the daring adventure your life
was meant to be."—***

Steve Paulina, Personal Development for Smart People



***That's it for this issue folks.
heart-stopping review of everything Golden Eagles plus other stuff in December, 2023.***



Gary Small
President
Smallgd@outlook.com



Dave Newell
Vice President
Email Coordinator
Golden Contrails Editor
Davebnewell@gmail.com



I am quite sure now that often, very often, in matters concerning religion and politics a man's reasoning powers are not above the monkey's.

Mark Twain

Golden Contrails

www.thegoldeneagles.org

