

THE GOLDEN EAGLES



Golden Contrails

August



2022





Ed. Actual photo of "free dirt" taken while walking dog.

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Editor's Notes

To quote the opening of Genesis.....*In the beginning*...

According to Shaun Ryan, our former Editor (and a Past President), a group of retired volunteers started the publication sitting around a table with scissors and glue, pasting up pages of a magazine to be called the Golden Contrails. That was the beginning of a process to provide senior pilots and retirees with a means to remain connected and convey news of friends and airline information.

This evolved to take advantage of computer software that replaced the glue and scissors, but maintained the same goal as the only means of communication with colleagues no longer meeting in cockpits and crew rooms.

Along came the almost universal availability of Email, and it provided the near instantaneous ability to communicate urgent or timely bits of information between publication cycles. Dave Newell has shouldered this task for many years, initially with plain text, using his personal email account. As you may know, each internet and email provider places limits on the number of addresses that are allowed in a single batch and within a single day. To accommodate this, Dave had to maintain several "slices" of address blocks to stay within these limits and would have to post the messages separately to each group.

We eventually discovered the Mail Chimp service that we now use, which allowed us a much more efficient process for distribution and also provided Dave the means to expand his Monthly Updates to become essentially a digital "magazine" in it's own right.

During this time frame, the Board reached the decision to abolish the requirement for annual dues and the workload associated with collecting and recording those payments. The trade-off for this omission of "revenue" was the elimination of the expense of printing and mailing the magazine, plus the costs associated with an annual convention.

We recognize that a "paper" Golden Contrails served a different purpose than the digital Monthly Updates, but maintaining two digital products is not only duplication of effort, but has delivered less relevance and value to most of the membership. Accordingly, we have decided on a new direction for Golden Eagles communications.

We will combine the two publications into a new (digital) Quarterly Golden Contrails, which will focus primarily on current material as covered in the Monthly Update, and with less focus on "nostalgic" content that has comprised recent Golden Contrails. We have decided to keep the "Golden Contrails" name due to its legacy value from the former Continental Flight Ops publication. There will no longer be a MONTHLY Update, as It is perceived that most of the content is of a nature that it can be covered on a quarterly basis. Anything that is of any urgency and all Gone West notices will continue to go out in "real time".

The new publication will debut in September with a Mail Chimp notice of availability and a graphic link to the publication. The formatting will remain "magazine style", but restructured to use more "web oriented" (rather than print) graphics and page limitations. This will vastly reduce the file size and access time when opening the edition. There will be no password required and the features can be accessed by scrolling through the pages, or directly by clicking on the corresponding heading in the Table of Contents.

We are optimistic about this new approach to communications, and believe it will provide a more sustainable level of effort to accomplish it.

Gary

*Past editions of the Golden Contrails are available at: www.thegoldeneagles.org
Golden Contrails Downloads*

Reports

President

As mentioned on the previous page with my Editor's Notes, this will be the final edition of the Golden Contrails in its current format. The new publication will retain much of the same look, but is intended to be a much more accessible newsletter, with nearly instantaneous download and direct access to the features via a simple click on the title in the Table of Contents. If you can point your mouse, or simply touch the item in the case of a "tablet", you will be able to choose what and when to read it. It "ain't" paper, but we have to adapt to the realities of 2022. Unlike going from "round dial" to "glass", this takes very little training.

Shifting gears to make a few observations about our reunion in Las Vegas, it was (in simple terms) a smashing success! Actually, it was a bit MORE of a success than we had originally expected in terms of turn out. A bit late in the game, we (primarily Loyd) realized that our Hospitality Suite would be woefully too small to accommodate the number of attendees at certain times of the day. Loyd checked the FMC for "alternates" but nothing short of a full banquet room would be available. Using ingenuity born of his Oklahoma upbringing and Naval Aviator cunning, he arranged for a catered venue for two of the nights. Although these ventures involved a cash bar on hotel premises (unavoidable), we did have catered snacks and like all true airline pilots...nothing went to waste.

Going forward, (which is how we jet pilots operate) we think future reunion strategy will be to hold a national reunion in Las Vegas in even numbered years and assist and partially subsidize REGIONAL (or LAC) reunions in odd numbered years. Some details of this and amounts of subsidy will depend on various factors in addition to maintaining a sustainable glide path for the Treasury to last for at least ten years. Future events will probably require some "cost sharing" for the attendees in terms of "refreshments", but will still be designed to be "an airline good deal".

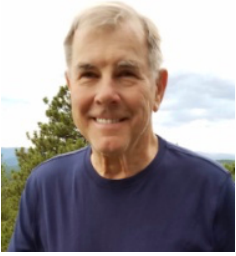
Any or all of these current plans and strategies are subject to revision if future "volunteers" arrive to take the reigns of the organization in a different direction. Your current slate of volunteers have generally "hunkered down" as "PM" (pilots monitoring), but anyone with basic computer skills is encouraged to step onto the flight deck for the next leg of the journey.

Gary



Mother-in-law came for dinner and said, "Why does the dog keep looking at me?" I said, "Because you're using his plate!"

Executive Vice President/Email Coordinator Report



Your Board of Directors (formerly known as the Executive Committee) have made some decisions regarding the future of Golden Eagles communications. We have decided to combine the current Monthly Update and the Golden Contrails into a Quarterly digital publication retaining the Golden Contrails name, owing to the legacy value of the former Continental Flight Operations publication. We anticipate a schedule of March, July, September and December. There will be at least one annual set of Officers' Reports, to include the financial condition of the association.

Most of the content will reflect the more "current" nature of information that has been contained in the Monthly Updates (with less emphasis on historical or nostalgic material as has been the focus of the Golden Contrails). It is generally agreed that LAC news and photos, combined with industry and travel info is not of such an urgent nature that it can't be presented on a quarterly basis. Naturally, any Gone West or news of a more time-critical nature will be "blast mailed" separately via our Mail Chimp process.

Look for more details when we debut the first edition of the combined publication in September. We may have some learning curves, but we have to come to terms with delivering what is "possible" within the constraints of the ongoing amount of effort we are willing and able to expend.

Dave Newell



I hope everyone is having a great summer, although I think this year has been awfully hot!

Our *Golden Eagles* Las Vegas reunion in May was a great success (thanks to Loyd and Debbie Robeson setting it all up, along with much help from Dave Newell). Go to our *Golden Eagles* website, and click on "REUNIONS", then "Las Vegas 2022", then click the link for "information and photos" on our reunion.

With our new upcoming system of "quarterly" *Golden Contrails* starting soon, stay tuned for many Website updates and changes. One new feature effective right now, is the addition of the "Gone West" list under the MEMBERSHIP menu tab. Also, no longer do you need to put in the password to access the Archived Blast Emails or *Golden Contrails* downloads website pages. As always, be sure to refer to the ANNOUNCEMENTS link on the home page, to see what has been updated and added to our website.

On the *Golden Eagles* finances front, our Bank of America checking account (as of July 10, 2022) has \$37,955 on the books, and all our bills are paid up. Our May 2022 Las Vegas reunion expenses totaled \$5500.

New and Re-Joined *Golden Eagles* Members: (March 9 thru July 10, 2022)

Raymond Miller, Dennis Lonneman, Darla Comeaux, Dale Hansen, Mark Weatherup, Gene Villanueva, Mike McCue, Sean Heath, Wayne Kliefoth, Dennis Callahan, Paul Stojkov, Tony Courser, Lenue Gilchrist, Gary Lynn, Tony Kohlmann, Carter Boswell, Hugh Maguire, Larry Severson, Alex Strickland, Dan Edwards, Bert Stull, Francis Groff, Nicholas Craig, Catherine Miller

"Welcome Aboard!"

Everyone have a great Fall season,

Bruce



www.thegoldeneagles.org

email: brucesprague@mac.com

- > Our **website password** will be updated twice a year, and will be emailed directly to all current *GE* members.
- > You DO NOT need this password to **login** to our website!
- > The password is **only needed** for the "Roster Download" and "Officer Documents" website pages.
- > Contact any *Golden Eagles* officer if you **lost the password**.

The awesome power of a wife's love

A very old man lay dying in his bed. In death's doorway, he suddenly smelled the aroma of his favorite chocolate chip cookie wafting up the stairs.

He gathered his remaining strength and lifted himself from the bed. Leaning against the wall, he slowly made his way out of the bedroom, and with even greater effort forced himself down the stairs, gripping the railing with both hands.

With labored breath, he leaned against the door frame, gazing into the kitchen. Were it not for death's agony, he would have thought himself already in heaven.

There, spread out on newspapers on the kitchen table were literally hundreds of his favorite chocolate chip cookies.

Was it heaven? Or was it one final act of heroic love from his devoted wife, seeing to it that he left this world a happy man?

Mustering one great final effort, he threw himself toward the table. The aged and withered hand, shaking, made its way to a cookie at the edge of the table, when he was suddenly smacked with a spatula by his wife.

"Stay out of those," she said. "They're for the funeral."

A man and a woman were sitting beside each other in the first-class section of an airplane.

The woman sneezed, took out a tissue, wiped her nose, then visibly shuddered for ten to fifteen seconds. The man went back to his reading.

A few minutes later, the woman sneezed again, took a tissue, wiped her nose, and then shuddered violently once more. Assuming that the woman might have a cold, the man was still curious about the shuddering.

A few more minutes passed when the woman sneezed yet again. As before she took a tissue, wiped her nose, her body shaking even more than before.

Unable to restrain his curiosity, the man turned to the woman and said, 'I couldn't help but notice that you've sneezed three times, wiped your nose, and then shuddered violently. Are you OK?' 'I am sorry if I disturbed you,

I have a very rare medical condition; whenever I sneeze I have an orgasm.' The man, more than a bit embarrassed, was still curious. 'I have never heard of that condition before he said. 'Are you taking anything for it?'

The woman nodded. 'Pepper.'

Anthem Veteran's memorial

I never knew about this before. England's Stonehenge or Egypt's Karnak or Abu Simbel have nothing on us. Our memorial even has a plaque pedestal to explain it all. Archeologists of the future won't have to guess what the site is all about. Why is it so under publicized?

Once a year at 11:11 am the sun shines perfectly on this Memorial. At precisely 11:11 am. each Veterans Day (Nov. 11), the sun's rays pass through the ellipses of the five Armed Services pillars to form a perfect solar spotlight over a mosaic of The Great Seal of the United States.

The Anthem Veterans Memorial, located in Anthem, Arizona, is a monument dedicated to; honoring the service and sacrifice of the United States armed forces. The pillar provides a place of honor and reflection for veterans, their family and friends, and those who want to show their respects to those service men and women who have and continue to courageously serve the United States.



The memorial was designed by Anthem resident Renee Palmer-Jones. The five marble pillars represent the five branches of the United States military.

They are staggered in size (from 17 feet to 6 feet) and ordered in accordance with the Department of Defense prescribed precedence, ranging from the United States Army, the United States Marine Corps, the United States Navy, the United States Air Force and the United States Coast Guard.

Additionally, the brick pavers within the Circle of Honor are inscribed with the names of over 750 U.S. servicemen and women, symbolizing the 'support' for the Armed Forces. The pavers are red, the pillars are white, and the sky is blue to represent America's flag. The circle represents an unbreakable border. Anthem resident and chief engineer, Jim Martin was responsible for aligning the memorial accurately with the sun.

Anthem Veterans Memorial
41703 N. Gavilanes Peak Parkway
Anthem, AZ 85086



What might have been

By Chuck Greene

On February 19th, 1975 Mr. Harding Lawrence and his valet flew to Los Angeles International airport. They were flown by Braniff pilots Chuck Greene and Bobby Elder.

The flight was made in Braniff's executive aircraft BAC 1-11, N1543. Both pilots were sworn to secrecy as to the nature of the flight. Mr. Lawrence stated he would be joined by one other passenger at LAX and desired this luncheon flight to be one and a half hours long.

The route he desired to be flown would be given once we were airborne. ATC was very cooperative and stated they would just clear the flight out over the Pacific till we advised them of our desired flight plan.

Shortly after takeoff the valet came forward to inform the crew that Lawrence desired the flight to go over the Phoenix area and back. After approximately an hour into the flight the crew was again advised to continue the flight an extra hour.

Upon completion of the flight Greene waited at the bottom of the steps, as Lawrence and guest deplaned. Mr. Lawrence introduced Mr. Bob Six and stated that if all would go well you will be flying Mr. Six around in the future.

On the return trip to Dallas, Lawrence joined the crew on the flight deck. He stated he was trying to talk Six into stepping down in the next couple year's and merging the two airlines. However, it was going to be a rather tough task as Mr. Six was not receptive to giving up his command of Continental Airlines.

The desired results of that flight never materialized.



Chuck Greene



Why Boeing Built The 727

BY MARK FINLAY

The US manufacturer produced more than 1,800 examples of the type.



US-based plane making juggernaut Boeing catalyzed the jet age when it launched the four-engine 707 in the late-1950s. However, going forward, it also had to consider what aircraft it might produce for shorter flights to and from smaller airports. Airlines had different demands, with some wanting proven four-engine jets, while others preferred the idea of twin-engine aircraft. Boeing, however, came up with a rather different solution, which effectively met both of these demands halfway. The result of this was the company's three-engined 727 design, but how exactly did this popular narrow body come about?

What inspired Boeing to build the 727?

To meet customer demand, Boeing needed to create an aircraft that could access smaller airports, as short runways were not suitable for the larger 707. The new plane also needed to be able to descend quickly into airports while avoiding obstacles (like buildings) in the runway's vicinity. To achieve this, Boeing developed a large and sophisticated flap system, which provided extra lift at low speeds.

In another first, the 727 also featured a small gas-turbine engine auxiliary power unit (APU). This innovation eliminated the need for a ground power supply to start the engines, and was a selling point for airlines operating in developing countries.

Initially lacking orders

Boeing knew that it needed to sell a minimum of 200 examples of the aircraft to make the 727 a

success. However, by December 1960, it had received orders for just 40 aircraft from Eastern Air Lines and United. Even by the time the aircraft made its first test flight in 1963, orders were still well below the break-even point.

As such, in an attempt to drum up business, Boeing sent the 727 on a worldwide sales tour, during which the aircraft visited 26 countries. By the time it returned home, the jet had clocked up an impressive 76,000 miles (122,310 km). Ultimately, the gamble paid off, and, as we shall see, Boeing far surpassed its original target.



Boeing first unveiled the 727 in 1962, and it made its first flight the following year. Photo: Getty Images

As Boeing began to recognize the aircraft's potential in the late-1950s, its rival, [Douglas](#), was working on the rear-engined DC-9. Meanwhile, over in Europe, the British Aircraft Corporation was also designing the BAC 1-11 around this time.



The 727 was the first jetliner to feature an Auxiliary Power Unit (APU). Photo: Getty Images

1965 - a dark year for the 727

The 727 first flew commercially with Eastern in 1964. However, the following year, tragedy plagued the new aircraft, with Boeing witnessing three of its 727-100 aircraft crash within three months. These accidents resulted in 131 fatalities.

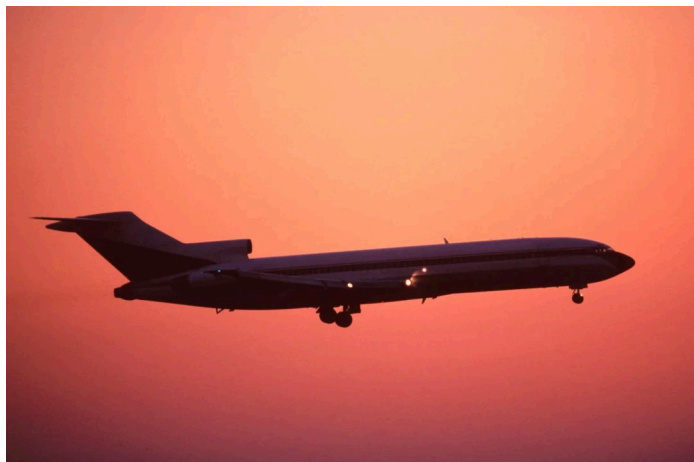
Investigators looking into the crashes discovered that some pilots did not fully understand the flap system. As such, they were reportedly allowing the planes to descend at too great a speed. Some politicians called for the type's grounding.

However, Boeing and safety regulators were adamant that nothing was wrong with the plane. Even so, the authorities did declare that 727 pilots needed more training, and that Boeing should modify the flight manual procedures regarding the final approach. Despite reassurances that it was a safe aircraft to fly in, the aircraft fell out of favor among passengers for around six months.

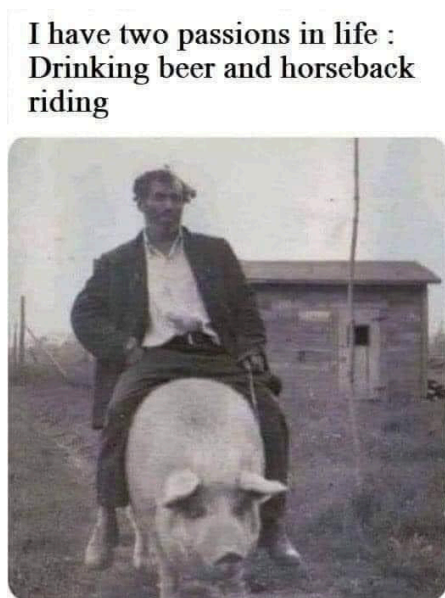
The end of the line in 1984

Boeing's original production run was for 250 aircraft, but the larger 189-seat 727-200 proved vastly more popular than expected. In total, across all 727 varieties, Boeing built and delivered 1,832 of the trijets, far surpassing its original target. After 22 years in production, FedEx received the final Boeing 727, a 727-200F, in 1984.

By 2003, most airlines had retired the loud, thirsty planes in favor of quieter, more fuel-efficient aircraft like the 737 and larger 757. Its last commercial flight took place in January 2019. Despite its accident-plagued early years, the 727 ended up being one of Boeing's (and the world's) best-selling airliner families.



Today, data from ch-aviation.com shows that 41 Boeing 727s are still active at 26 operators around the world. However, as just alluded to, regular commercial passengers can no longer fly on the type. Instead, they primarily serve cargo and military duties, with one even serving a specialized role as an oil spill response jet.



A Key United Airlines Hub: The Story Of Houston Intercontinental Airport

Houston Intercontinental Airport was opened as a new, larger airport for the city in 1969.



Houston Intercontinental Airport, today known as George Bush Intercontinental Airport, is one of the busiest in the United States (twelfth in 2020 according to passenger numbers). It only opened in the late 1960s to offer more capacity for the city than the existing airport. It has since developed as a major hub for United Airlines, propelling it to its current usage level.

A brief history of the airport

Houston Intercontinental Airport opened in 1969 after several delays in design and construction. It was a municipal-funded project to offer a larger and higher capacity replacement for the existing smaller airport (now William P Hobby Airport).

In this respect, it was a huge success, attracting new airlines to the city during the growth years of US aviation. It has since grown from two to five terminals, with more development planned in the coming years, and now acts as one of the major hubs for United Airlines.

Improving on Houston's original airport

Houston got its first commercial airport in 1927. A small private airfield, known as Carter Field, opened then to serve regional airlines, including Eastern Air Lines and Braniff. It was acquired by the City of Houston in 1938 and became Houston Municipal Airport.

Services at this first airport expanded significantly after the Second World War, with Braniff launching several international connections from 1948 and

Pan Am in 1950. In 1954, it became Houston International Airport (its current name of William P Hobby Airport, followed in 1967). Despite expansions, including a major new terminal that same year, it was soon becoming overcrowded as the jet age took hold.

Houston Hobby Airport opened in 1927 and is still



going strong. Photo: Houston Airport System

Plans for a new airport began to take shape in the early 1960s. The CAA recommended a new airport, and a group of businessmen purchased land for this as early as 1957. This land was sold to the city in 1961, but more ended up being needed. This delayed the start of airport construction until 1965.

There were further delays with increasing costs, design changes to the original terminals, and construction problems, including tunneling difficulties.

The new airport finally opened in 1969. Initially, all traffic transferred there from Houston's William P Hobby airport, but this returned in 1971 when Southwest Airlines moved flights back to Hobby.



*Houston Intercontinental Airport opened in 1969.
Photo: Houston Airport System*

Expanding terminals and airlines

The next decade or so saw significant expansion in services from the new airport. Aviation was growing quickly at this time, and Houston was now well placed to take advantage.

The main airlines initially included Braniff, Continental Airlines, American Airlines, Delta Air Lines, and Eastern Air Lines. Pan Am was the main international carrier. By the early 1980s, they had been joined by United Airlines, Piedmont Airlines, USAir, and Western Airlines. Major international operators included British Caledonian, KLM, and Air Canada.

Interestingly, British Caledonian (and later British Airways) operated flights to London Gatwick, not Heathrow (British Caledonian started direct flights with the Boeing 707 in 1977). Under regulations that did not change until 2008 with the EU-US Open Skies Agreement, direct flights were not permitted into London Heathrow.

Terminals expanded quickly to match growth too. A new Terminal C was added to the airport's original two terminals in 1981. A dedicated international Terminal D followed in 1990, and a new Terminal E opened in phases between 2003 and 2004. Looking forward, there are plans underway through the IAH Terminal Redevelopment Program to increase capacity further, with a new Mickey Leland International Terminal and updates to existing terminals planned.

The airport was renamed George Bush Intercontinental Airport in honor of George H. W. Bush, the 41st President of the United States, in May 1997.

Houston Airport today has five terminals and acts as a major hub for United Airlines. Photo: Houston Airport System



Growth as a hub for United Airlines

Most of the busiest airports in the US owe this at least partly to airline hub traffic. Atlanta Hartsfield-Jackson airport, for example, has been the busiest airport in the world since 1998 due to its role as Delta Air Line's main hub.

Houston is no exception here. United Airlines may not have been a major airline when the airport was growing in the 1970s, but it has risen since then as a main hub. The airline maintains several hubs, with Denver and Chicago O'Hare airports also main hubs. Looking at all available seats in 2021, though, showed Houston as the leading hub (with Denver just behind). Overall, United Airlines took 72% of Houston's total seats.

A Lawyer's story

A lawyer, who had 12 children needed to move because the rental agreement on their house was terminated by the owner, who wanted to reoccupy the home.

When he said he had 12 children, no one would rent a home to him because they felt that the children would destroy the place. He couldn't say he had no children because he couldn't lie (as we all know, lawyers cannot, and do not lie) so he sent his wife for a walk to the cemetery with 11 of their kids.

He took the remaining one with him to see rental homes with the real estate agent.

He loved one of the homes and the price was right.

The agent asked: "How many children do you have?"

He answered: "Twelve."

The agent asked, "Where are the others?"

The lawyer, with his best courtroom sad look, answered, "They're in the cemetery with their mother."

Moral of this story:

It's not necessary to lie; one has only to choose the right words.

Don't forget, many politicians are lawyers...

How to never get your things stolen at the beach again



**It's like my mom
always told me...**

**"You might not be the
dumbest guy in the
world, but you better
hope he doesn't die."**

A brunette goes into a doctor's office and says that her body hurts wherever she touches it. "Impossible," says the doctor. "Show me." She takes her finger, presses on her elbow, and screams in agony. She pushes her knee and screams, pushes her ankle and screams, and so it goes on; everywhere she touches makes her scream with pain. The doctor says, "You're not really a brunette are you?" She says, "No, I dyed my hair. I'm naturally blonde." "I thought so," he says. "Your finger is broken."

Understanding Engineers

Two engineering students were riding bicycles across a university campus when one said, "Where did you get the great bike? The second engineer replied, "Well, I was walking yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes, and said, "Take what you want." The first engineer nodded approvingly and said, "Good choice: The clothes probably wouldn't have fit you anyway."

Understanding Engineers 2

To the optimist, the glass is half-full. To the pessimist, the glass is half-empty.
To the engineer, the glass is twice as big as it needs to be.

Understanding Engineers 3

A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers. The engineer fumed, "What's with those guys? We've been waiting for fifteen minutes!" The doctor chimed in, "I don't think I've ever seen such inept golf!" The priest said, "Here comes the green-keeper. Let's have a word with him."

He said, "Hello George, What's wrong with that group ahead of us? They're rather slow, aren't they?" The green-keeper replied, "Oh, yes. That's a group of blind firemen. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime!"

The group fell silent for a moment.
The priest said, "That's so sad. I'll say a special prayer for them tonight."
The doctor said, "Good idea. I'll contact my ophthalmologist colleague and see if there's anything she can do for them."
The engineer said, "Why can't they play at night?"

Understanding Engineers 4

What is the difference between mechanical engineers and civil engineers?
Mechanical engineers build weapons. Civil engineers build targets.

Understanding Engineers 5

The graduate with a Science degree asks, "Why does it work?"
The graduate with an Engineering degree asks, "How does it work?"
The graduate with a Commerce degree asks, "How much will it cost?"
The graduate with an Arts degree asks, "Do you want fries with that?"

Understanding Engineers 6

Normal people believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it isn't sufficiently complex yet.

And Finally

Two engineers were standing at the base of a flagpole, looking at its top. A woman walked by and asked what they were doing. "We're supposed to find the height of this flagpole," said Steve, "but we don't have a ladder." The woman took pliers from her purse, loosened a couple of bolts, and laid the pole down on the ground. Then she took a tape measure from her purse, took a measurement, announced, "21 feet," and walked away. One engineer shook his head and laughed, "A lot of good that does us. We ask for the height and she gives us the length!"

Both engineers have since quit their engineering jobs and have been elected to Congress.

The biggest jet engine in the world



Have you ever wondered how big the engines are while boarding an aircraft? Ever imagined yourself standing inside the engine as if it was a miniature room or car? Well, jet engines are quite the hefty big beasts as they should be able to generate enough thrust in order to lift up those huge aircraft into the air. Today we'll be talking about the biggest commercial jet engine in the world the GE9X!

The GE9X is a turbofan jet engine developed by General Electric Aviation for the upcoming Boeing 777X aircraft. It's regarded as the world's biggest and most powerful jet engine having a massive diameter of almost 3.5 meters, which is bigger than the width of the 737 fuselage!

It also sports a massive amount of thrust totaling over 100,000 pounds of thrust, which is over 30,000 pounds of thrust more than the red-stone rocket that put America's first astronaut into space!

The GE9X is the successor of the current GE90 being used on the 777-300ER and 777-200LR. The new "X" variant will power the new 777X series of aircraft and had a successful first test flight on the type on the 25th of January of this year, and is currently undergoing its certification process with the 777X.



A blend of evolutionary and revolutionary designs will enable the GE9X to be the most fuel-efficient jet engine GE has ever produced on a per-pounds-of-thrust basis. It's designed to deliver a 10% improved aircraft fuel burn versus the GE90-115B-powered 777-300ER and a 5% improved specific fuel consumption versus any twin-aisle engine available and achieve an approximate 10:1 bypass ratio, a 60:1 overall pressure ratio and margin to Stage 5 noise limits.

All of the above specifications basically puts the GE9X as the absolute most efficient and powerful engine in its class, and as av-geeks ourselves we can't wait to see it go into service on the 777X and experience its amazing features first hand.



Ed.... Photo from my B777 class in 1999

(L-R)

Gary Small, Mike Lichtenfeld,

Tom Peck, Bill Ashton

One day a man decided to retire. He booked himself on a Caribbean cruise and proceeded to have the time of his life, that is, until the ship sank... He soon found himself on an island with no other people, no supplies, nothing, only bananas and coconuts.

After about four months, he is lying on the beach one day when the most gorgeous woman he has ever seen rows up to the shore.

In disbelief, he asks, "Where did you come from? How did you get here?"

She replies, "I rowed over from the other side of the island where I landed when my cruise ship sank."

"Amazing," he notes. "You were really lucky to have a row boat wash up with you."

"Oh, this thing?" explains the woman. "I made the boat out of some raw material I found on the island. The oars were whittled from gum tree branches. I wove the bottom from palm tree branches, and the sides and stern came from an Eucalyptus tree."

"But, where did you get the tools?"

"Oh, that was no problem," replied the woman. "On the south side of the island, a very unusual stratum of alluvial rock is exposed. I found that if I fired it to a certain temperature in my kiln, it melted into ductile iron and I used that to make tools and used the tools to make the hardware."

The guy is stunned.

"Let's row over to my place," she says "and I'll give you a tour." So, after a short time of rowing, she soon docks the boat at a small wharf. As the man looks to shore, he nearly falls off the boat.

Before him is a long stone walk leading to a cabin and tree house.

While the woman ties up the rowboat with an expertly woven hemp rope, the man can only stare ahead, dumb struck.

As they walk into the house, she says casually, "It's not much, but I call it home. Please sit down." "Would you like a drink?"

"No! No thank you," the man blurts out, still dazed. "I can't take another drop of coconut juice."

"Oh, it's not coconut juice," winks the woman. "I have a still. How would you like a Tropical Spritz?"

Trying to hide his continued amazement, the man accepts, and they sit down on her couch to talk. After they exchange their individual survival stories, the woman announces,

"I'm going to slip into something more comfortable. Would you like to take a shower and shave? There's a razor in the bathroom cabinet upstairs."

No longer questioning anything, the man goes upstairs into the bathroom. There, in the cabinet is a razor made from a piece of tortoise bone. Two shells honed to a hollow ground edge are fastened on to its end inside a swivel mechanism. "This woman is amazing," he muses. "What's next?"

When he returns, she greets him wearing nothing but some small flowers on tiny vines, each strategically positioned, she smelled faintly of gardenias. She then beckons for him to sit down next to her.

"Tell me," she begins suggestively, slithering closer to him, "We've both been out here for many months. You must have been lonely. When was the last time you played around? She stares into his eyes.

He can't believe what he's hearing. "You mean..." he swallows excitedly as tears start to form in his eyes,

"You've built a Golf Course too?"

Boeing 727 Converted Into a Home for Just \$30,000

For more than two decades, the tiny house movement has been picking up steam. The 2020 international health crisis and the housing crisis really helped push this alternative lifestyle into the spotlight, which, in turn, has led to more varied products. Downsizing or tiny house living includes now anything from mobile homes to RVs and all manners of conversions.

Jo Ann Ussery did it long before it was the “cool” thing to do. She also did it big.

That’s not to say that the Boeing 727 house, aka the “Little Trump,” is the first airplane conversion home, but it remains one of the most spectacular to this day. Part of the reason why it’s impressive is the fact that the entire conversion cost a mere \$30,000 (with a very important caveat in that Jo Ann owned the land on which she placed it) and that she did it all on her own. The latter earned her the nickname of “gutsy little grandma.”



Jo Ann’s (quite motivational) story started in 1993, when her home in Benoit, Mississippi, was completely destroyed in a storm. Left with little money, no home, and two children to care for, and following the recent passing of her husband, Jo Ann began looking into options for mobile living. However, for the \$5,000 she was willing to spend in the first stage, she could only get small campers that wouldn’t have been suitable for two young kids.

Jo Ann’s brother-in-law Bob worked as an air traffic controller at the nearby airport and asked her whether she’d ever considered the option of living in a plane fuselage. As it so happened, a Boeing 727 had just been brought in for parting. That plane, Continental Airlines’ first Boeing 727-224 (serial number 19510, registration number N88701), had flown between 1968 and 1993 and was retired in early 1994 and shipped to Mississippi to be taken apart.

When Jo Ann visited the airport, she fell in love with it on her first tour on board. She paid \$2,000 for it, which was the total for its weight in metal, and another \$4,000 to a company that moved it to her land nearby, by the lake. For the next several months, Jo Ann would spend an additional \$24,000 on the conversion, which included a thick layer of concrete to anchor its tail so that its nose would be suspended over the lake to create the impression of flying, stripping it bare, and turning it into a home.

And a home it was! Named “Little Trump” after Donald Trump’s \$16 million corporate Boeing 727 jet, it featured three bedrooms, one master bathroom with a tub and a jacuzzi (and views to die for, as it was located in the former cockpit), a smaller restroom, a laundry room, a full kitchen, a lounge, and exactly zero noisy neighbors. Access was done through the original airstair, now activated by a garage door opening mechanism.



Jo Ann’s home measured 138 feet (42 meters) in length, offered 1,582 square feet (147 square meters) of living space, and had 76 side windows and 10 windows in the cockpit. None of them opened, but she had air-conditioning. The home was also insulated, with new floors and carpeting, but still retained one of the original airplane bathrooms and the original storage compartments overhead.

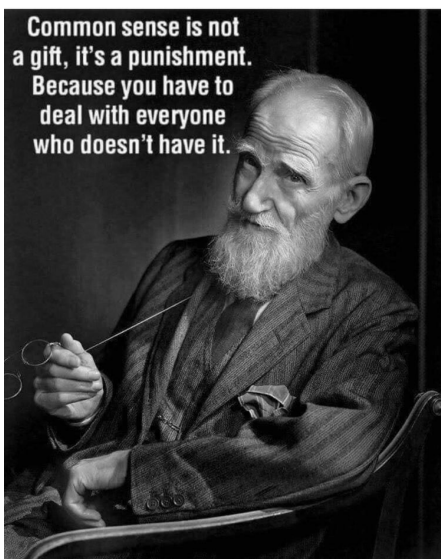
One of the most spectacular features was the master bathroom, which featured a tub right under the windshield, with the original controls in place, and the jacuzzi nearby. Since the nose of the aircraft hung over the lake, looking out the windows gave the impression of being in flight.

The former beautician did most of the conversion herself, and that was obvious from the styling of the interior. It featured plenty of flowery fabrics and furniture decorations, but it was also comfortable and, as Jo Ann, herself said in an interview with NBC Today Show, lacked absolutely nothing you could find in a regular home.

In that same interview (see below), Jo Ann said she planned to live in the Boeing 727 home "forever," but she only did so between 1995 and 1999. In 1998, she hired another firm to move the home to another location just one mile (1.6 km) off, where it would have been put on display for the public. It fell off the carrier and was permanently damaged. It was never heard of again.



Two men were out playing golf. When on the 2nd tee box, they saw a hearse pass by with a contingency of following cars. One of the golfers stopped, took off his cap and held it to his chest and watched the hearse pass by silent. His pal noticed this and said "I didn't realize you were so respectful of the dead. Replied the first golfer "Well we were married for 30 years"



"Bless me Father, for I have sinned. I have been with a loose girl."
The priest asks, "Is that you, little Joey Pagano?"
"Yes, Father, it is."
"And who was the girl you were with?"
"I can't tell you, Father. I don't want to ruin her reputation."
"Well, Joey, I'm sure to find out her name sooner or later so you may as well tell me now. Was it Tina Minetti?"
"I cannot say."
"Was it Teresa Mazzarelli?"
"I'll never tell."
"Was it Nina Capelli?"
"I'm sorry, but I cannot name her."
"Was it Cathy Piriano?"
"My lips are sealed."
"Was it Rosa DiAngelo, then?"
"Please, Father! I cannot tell you."
The priest sighs in frustration. "You're very tight lipped, and I admire that. But you've sinned and have to atone. You cannot be an altar boy now for 4 months. Now you go and behave yourself."
Joey walks back to his pew, and his friend Franco slides over and whispers, "What'd you get?"
"Four months vacation and five good leads..."

The Differences Between Boeing's 737 MAX 7, 8 & 9 Variants

The Boeing 737 MAX is now a common sight in the world's skies once again, following a 20-month grounding and recertification period that came to an end in late 2020. With the series becoming increasingly widespread as deliveries continue, let's take a look at the differences between the MAX 7, 8, and 9 variants of the type.

Size matters

The most obvious difference between the three aircraft is their physical dimensions. As you may have guessed from the name, the MAX 7 is the smallest of the three aircraft, with a length of 35.56 meters.

Despite its shorter fuselage, it shares the same 35.92-meter-wide wingspan as its larger MAX 8, 9, and 10 counterparts.



The next largest variant of the Boeing 737 MAX series is the popular MAX 8, which clocks in at 39.47 meters long. Meanwhile, the 737 MAX 9 is the second-largest MAX jet, at 42.1 meters long. This version features an auxiliary fuel tank, giving it the same range, a topic we'll now explore, as the MAX 8, despite being larger.

What about range?

The primary reason to build the 737 MAX was to offer airlines more range and better efficiency, taking on the Airbus A320 neo. Boeing achieved this by equipping all models with the new LEAP-1B engines from CFM International. The new engines and design changes made

the 737 MAX over 14% more fuel-efficient than the 737NG family, an important factor in today's cost-driven industry.

In terms of range, the smallest MAX can travel the furthest of the three. The MAX 7 has a range of 3,850 NM (7,130 km), while the MAX 8 and 9 have a slightly lower range of 3,550 NM (6,570 km). This allows the aircraft to narrowly beat the 3,500 NM mark set by the A320 neo but still comes in below the A321 neo's 4,000 NM.

The MAX 9 offers the same range as the MAX 8 due to the addition of an auxiliary fuel tank. The MAX 10 also uses an additional fuel tank to increase its range to 3,300 NM (6,100 km). The use of such tanks has become common at both Airbus and Boeing, as they try to make their narrow bodies travel as far as possible.

Seating capacity

The critical factor for most airlines is how many passengers they can fit in the aircraft. Airlines have a lot of liberty to decide the cabins, seat size, and layout, with seating capacity varying across airlines. For instance, Ryanair has squeezed almost 200 seats in its 737 MAX 8 (which it now calls the MAX-200). Meanwhile, American Airlines' MAX 8 seats 172 passengers in a two-class configuration. Boeing estimates that the average MAX 7 would seat anywhere between 138 to 153 passengers. The MAX 8 would seat between 162 to 178 passengers, while the MAX 9 would seat 178 to 193

passengers, depending on the configuration. The seating capacity of the MAX you're flying solely depends on the airline you're flying with and whether they are low-cost or full service.

Commercial success

But how exactly do the three models compare when it comes to their sales figures? Starting with the smallest variant, the MAX 7, has also generated 286 orders.

Southwest is responsible for most of these, although WestJet and Allegiant have also purchased examples of the type. But what about the larger variants?

By far the most popular version is the MAX 8, whose orders long since breached the four-figure mark. They presently stand at nearly 2,300, representing nearly half of the MAX orders altogether.

Meanwhile, the MAX 9 hasn't been quite such a hit, with its orders presently at just under 300 units (281 examples, to be precise). It will interesting to see if and how these trends change and develop.

They weren't in my pockets. Suddenly I realized I must have left them in the car. Frantically, I headed for the parking lot. My husband has scolded me many times for leaving my keys in the car's ignition. He's afraid that the car could be stolen. As I looked around the parking lot, I realized he was right. The parking lot was empty. I immediately called the police. I gave them my location, confessed that I had left my keys in the car, and that it had been stolen. Then, I made the most difficult call of all to my husband: "I left my keys in the car and it's been stolen." There was a moment of silence. I thought the call had been disconnected, but then I heard his voice. "Are you kidding me?" he barked, "I dropped you off!" Now it was my turn to be silent. Embarrassed, I said, "Well, come and get me." He retorted, "I will; just as soon as I convince this cop that I didn't steal your damn car!" **Welcome to the GOLDEN YEARS**

HERE'S HOW BAD INFLATION IS:

My neighbor got a pre-declined credit card in the mail.

CEOs are now playing miniature golf.

Exxon-Mobil laid off 25 Congressmen.

McDonald's is selling the 1/4 ounce.

Angelina Jolie adopted a child from America.

Parents in Beverly Hills fired their nannies and learned their children's names.

A truckload of Americans was caught sneaking into Mexico.

A picture is now only worth 200 words.

The Treasure Island casino in Las Vegas is now managed by Somali pirates.

Called to get Blue Book Value on my car. They asked if gas tank was full or empty.

And, finally... I was so depressed last night thinking about the economy, wars, jobs, my savings, Social Security, retirement funds, etc., I called the Suicide Hotline. I got a call center in Afghanistan, and when I told them I was suicidal, they got all excited, and asked if I could drive a truck.

Hello, I got tired of waiting for the Pink Moon so I got drunk and put a slice of Bologna on the window.



French Fighter Jet Joy Ride Goes Très, Très Wrong

A French defense contractor riding in a Dassault fighter learned the hard way that the grab bar next to his seat was actually the ejection handle.



- *A French defense-industry employee about to retire was gifted something he was extremely reluctant to accept: a ride in a Dassault fighter jet.*
- *The 64-year-old was not correctly instructed, to say the least, in passenger etiquette, and to make a long story short, he self-ejected mid-flight.*
- *He's okay, according to the government's incident report, but the chance of this gentleman ever repeating the stunt is definitely zero.*

Imagine: You work hard your whole life in the French defense industry, and when it's time to retire, your co-workers want to give you something more memorable than a gold watch or a set of golf clubs. So they set up a coveted back-seat ride in a Dassault Rafale B fighter jet, the kind of perk that requires serious connections.

Just one problem: nobody asked one particular 64-year-old civilian whether he ever wanted such a ride, or showed him much about what to expect. Next thing you know, the French Investigation Bureau for State Aviation Safety (BEA-E) is issuing a report explaining how Monsieur Newbie came to experience not only the Dassault, but also its [Martin-Baker MK16](#)

Well, mistakes were made. Lots of them. Since this treat was to be a surprise, the recipient didn't get much of a briefing on what to expect. His g-suit pants weren't on correctly, his seat harness wasn't tight, and his helmet—and oxygen mask—were unbuckled as the plane taxied to the runway at Saint-Dizier 113 air base. He was so nervous that his heartbeat was around 140 beats per minute just from climbing into the plane. Our reluctant Goose did get medical clearance from a doctor, but only four hours before the flight, and with an important stipulation: no negative g's. The way the rest of this was unfolding, do you want to guess whether there were negative g's? Mais oui.

The fighter pilot, being a fighter pilot, probably thought he was taking it easy as he pulled into a 47-degree climb and generated a 3.7-g load. (Which, incidentally, was also beyond the doctor-ordered limit of 3 g's.) On the climb, both pilot and passenger were crushed down into the seat. But when the plane started to level off, things got real panicky in the rear seat, as a negative 0.67-g load caused the ill-buckled passenger to feel like he was about to fly out of the cockpit. Which, shortly thereafter, he did.

Apparently the quick and dirty safety briefing failed to properly emphasize the fact that the black-and-yellow striped loop in the middle of the seat, between his legs, was not a grab handle but the trigger for the ejection seat. The good doctor's g-load recommendations were surely exceeded as pyrotechnics blasted a hole in the canopy and rocket motors fired the seat and its terrified denizen out into the slipstream high above the French countryside.

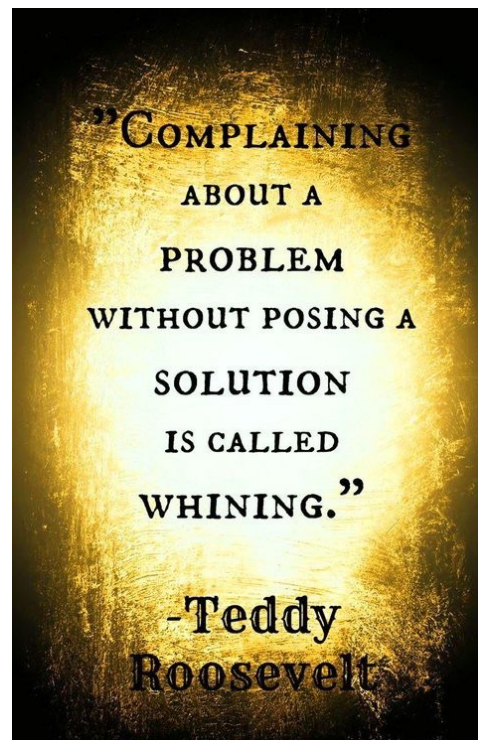
Around about the time our hero took to the skies in his very own chair plane, the unbuckled helmet parted ways with the miserable noggin it was pledged to protect.

In a growing cascade of colossal fails, the next one was actually fortuitous: the pilot's own ejection seat malfunctioned. When either the fore or aft seat in a Rafale is triggered, the second one is supposed to follow automatically, on the theory that if one crew member makes an unscheduled departure, there's probably a good reason for the other to promptly join the exodus. And indeed, after the world's unhappiest retiree bid adieu, pyrotechnics blew a hole in the pilot's canopy. But the first

ejection damaged the front seat, such that it didn't eject, and the pilot was actually able to land his now al fresco fighter jet. At which point the pilot beat feet away from the aircraft, for fear that the dud seat would, like so many flights, take off late. In fact, nobody was allowed near the plane for 24 hours after it landed, just in case the pilot's seat decided to go all Colonel Stapp and fire the rockets.

As for our unfortunate co-pilot, he made it to the ground with minor injuries and likely a keen desire to never hang out with his old co-workers ever again. Because, as the report notes, he didn't want to ride in a fighter jet in the first place. According to the BEA-E, the passenger "never expressed a desire to carry out this type of flight, and in particular on Rafale," but his cohorts offered him no chance to bail. Ultimately, he did anyway.

**DONT BLAME
A CLOWN FOR
ACTING LIKE A
CLOWN, BLAME
YOURSELF FOR
GOING TO THE
CIRCUS.**

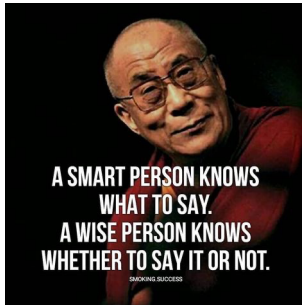


The Crew Room

Kyle Reiser-What Have You Been Up To?

Living on the water here in Omega Bay. Just sold my 21' Boston Whaler and looking for a used flats boat. Play golf several times a week with 12 golf buddies at Moody Gardens/Galveston. My wife Ann is still flying and loves it? She is 57 and wants to fly 8 more years. Just had rt. knee replacement in Jan. Left knee is scheduled for replacement on 19 April. No more medical issues I hope.

My wife didn't order anything from Amazon yesterday so the UPS guy knocked on our door to see if we're okay.



The economy is in a shambles but you gotta admit, one dollar for a 10-lb bag of mice is a good deal.



Who would've thought one day we'd be smoking weed at a family gathering, but the illegal part would be the family gathering. 🚬

Mike Lichtenfeld-What Have You Been Up To?

"Along with extensive psychotherapy to curb my habit of prevarication - enjoying the international intrigue while working as a double agent for the C. I.A. & K.G.B. - some time doubling as a hit man for the Mafia - buying & selling precious stones (mostly hot) & making millions - finally giving up on psychotherapy and have recently joined the circus to create a flying trapeze act so I can keep my hand in aviation." Come see me in Las Vegas!!!

Clyde Domengeaux-What Have You Been Up To?

FLEW CORPORATE 2003-2005' FLEW FOR PRIVATE HOU family 2005-2016; COLON CANCER ; Moved to N.C. Sept 2021 . quite A CHANGE FROM TEXAS, BUT, VERY COMFORTABLE WEATHER. NO HUMIDITY !! HAD STROKE IN JAN 2022, AND DOING PT WITH SUCCESS. HAVING DIFFICULTY WITH OLD AGE AND PRESENT CONDITION. I MISS MY CONVERSATIONS WITH FRIENDS AND THE VISITS WITH THE SAME. HAVEN'T MET MANY AVIATORS YET TO CONTINUE "HANGER TALK". MUCH NEEDED HELP. FOR THOSE OF YOU THAT HAVEN'T HEEDED TO YOUR wife's, OR DR WARNINGS, PAY ATTENTION AND DO WHAT IS NECESSARY TO RETAIN YOUR STRENGTH AND SANITY. LIFE IS TOUGH ON THIS SIDE OF THE RETIREMENT AGE. I'M FORTUNATE TO HAVE A LOVING FAMILY FOR SUPPORT, ESPECIALLY MY WIFE WHO IS MY "CARETAKER".



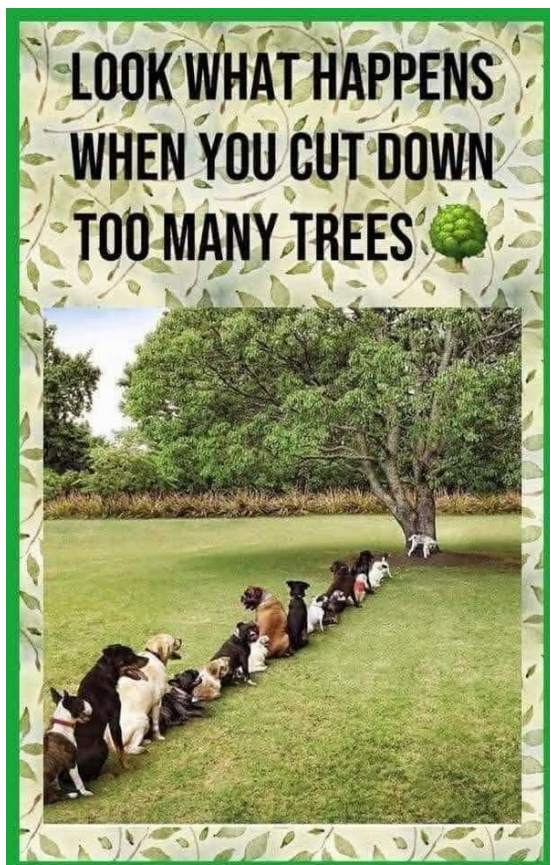
Shenanigans
@Shenanigans_Juv

Just saw a piece of jewelry made in 1982 described as "vintage" so I'll be laying down the rest of the day

Romain Nelson-What Have You Been Up To?

Not much of late. I still miss the flying and the Continental friends, but sad to say, in 1983 I diverted to my occupational alternate, just before the clusterduck, with 5 bright kids and a divorce to support, I practiced law in LA for a living until 2000, when we escaped to Davis, where I took classes and worked as volunteer in a senior learning program there. I'd got into woodworking, sawdust mostly, but under tutelage of a luthier friend, got far enough along to make a playable guitar. Since 2015, I've rotated through bladder cancer and its kin, then heart disease, but through it, remaining the luckiest guy I know, enjoying the benefits of home hospice while I'm here. Thanks and best to you all, Ro

Photo of Romain



Teacher: How old is your father?
Kid: He is 6 years.
Teacher: What? How is this possible?
Kid: He became father only when I was born.
(Logic!! Children are quick and always speak their minds.)

TEACHER: Maria, go to the map and find North America.
MARIA: Here it is.
TEACHER: Correct. Now, Class, who discovered America?
CLASS: Maria.

TEACHER: Glenn, how do you spell 'crocodile?'
GLENN: K-R-O-K-O-D-I-A-L'
TEACHER: No, that's wrong
GLENN: Maybe it is wrong, but you asked me how I spell it.
(I love this child.)

TEACHER: Donald, what is the chemical formula for water?
DONALD: H I J K L M N O.
TEACHER: What are you talking about?
DONALD: Yesterday you said it's H to O.

TEACHER: Clyde, your composition on 'My Dog' is exactly the same as your brother's. Did you copy his?
CLYDE: No, sir; It's the same dog.
(I want to adopt this kid!!!)

TEACHER: Harold, what do you call a person who keeps on talking when people are no longer interested?
HAROLD: A teacher.

If you yelled for 8 years, 7 months and 6 days you would have produced enough sound energy to heat one cup of coffee. (Hardly seems worth it.)

If you farted consistently for 6 years and 9 months, enough gas is produced to create the energy of an atomic bomb. (Now that's more like it!) (I already have 2 bombs)

The human heart creates enough pressure when it pumps out to the body to squirt blood 30 feet. (O.M.G.!!)

A pig's orgasm lasts 30 minutes. (O.M.G.!!!)

A cockroach will live nine days without its head before it starves to death. (Creepy) (I'm still not over the pig.)

Banging your head against a wall uses 150 calories an hour. (Don't try this at home; maybe at work.)

The male praying mantis cannot copulate while its head is attached to its body. The female initiates sex by ripping the male's head off. (Honey, I'm home. What the...?)

The flea can jump 350 times its body length. It's like a human jumping the length of a football field. (30 minutes. Lucky pig! Can you imagine?)

The catfish has over 27,000 taste buds. (What could be so tasty on the bottom of a pond?)

Some lions mate over 50 times a day. (I still can't believe that pig ...quality over quantity.)

Butterflies taste with their feet. (Something I always wanted to know.)

The strongest muscle in the body is the tongue. (Hmmmmmm.....)

Right-handed people live, on average, nine years longer than left-handed people. (If you're ambidextrous, do you split the difference?)

Elephants are the only animals that cannot jump. (Okay, so that would be a good thing.)

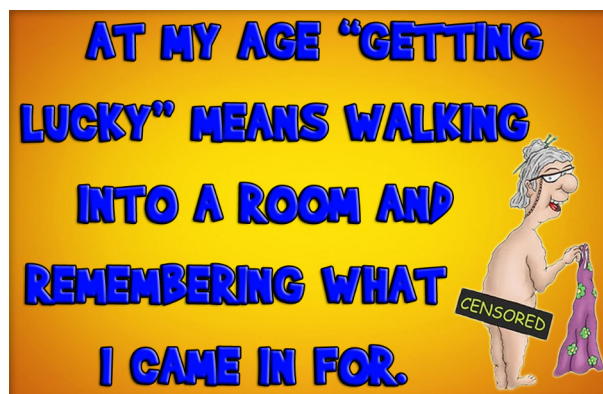
A cat's urine glows under a black light. (I wonder how much the government paid to figure that out.)

An ostrich's eye is bigger than its brain. (I know some people like that.)

Starfish have no brains. (I know some people like that, too.)

Polar bears are left-handed. (If they switch, they'll live a lot longer.)

Humans and dolphins are the only species that have sex for pleasure. (What about that pig? Do the dolphins know about the pig?)



How to give a cat a pill:

1. Pick cat up and cradle it in the crook of your left arm as if holding a baby. Position right forefinger and thumb on either side of cat's mouth and gently apply pressure to cheeks while holding pill in right hand. As cat opens mouth, pop pill into mouth. Allow cat to close mouth and swallow.
2. Retrieve pill from floor and cat from behind sofa. Cradle cat in left arm and repeat process.
3. Retrieve cat from bedroom, throw away soggy pill. Take new pill from foil wrap, cradle cat in left arm holding rear paws tightly with left hand. Force jaws open and push pill into back of mouth with right forefinger. Hold mouth shut for a count of ten.
4. Retrieve pill from goldfish bowl, and cat from top of wardrobe. Call spouse from garden. Kneel on floor with cat wedged firmly between knees, hold front and rear paws. Ignore low growls emitted by cat. Get spouse to hold head firmly with one hand while forcing wooden ruler into mouth. Drop pill down ruler and rub cat's throat vigorously.
5. Retrieve cat from curtain rail, get another pill from foil wrap. Make note to buy new ruler and repair curtains. Carefully sweep shattered figurines and vases from hearth and set to one side for gluing later. Wrap cat in large towel and get spouse to lie on cat with head just visible from below armpit. Put pill in end of drinking straw. Force mouth open with pencil and blow down drinking straw.
6. Check label to make sure pill not harmful to humans. Drink glass of water to take taste away. Apply band-aid to spouse's forearm and remove blood from carpet with cold water and soap. Retrieve cat from neighbor's shed. Get another pill.
7. Place cat in cupboard and close door onto neck to leave head showing. Force mouth open with dessert spoon. Flick pill down throat with elastic band. Fetch screwdriver from garage and put cupboard door back on hinges. Apply cold compress to cheek and check records for date of last tetanus jab. Throw away T-shirt and fetch new one from bedroom.
8. Ring fire brigade to retrieve cat from tree across the road. Apologize to neighbor who crashed into fence while swerving to avoid cat. Arrange for SPCA to collect cat, and ring local pet shop to see if they have any goldfish.

How to give a dog a pill:

1. Wrap it in bacon.

**I don't know
how many
cookies it
takes to be
happy, but so
far, it's not 27.**



Gone West

During 2022

- **Denotes Golden Eagles Member**

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 07, 2022
Larry Nelson*	April 2022
William Saefke	April 2022
Marty Shupp	July 2022

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."