

THE GOLDEN EAGLES



Golden Contrails

December



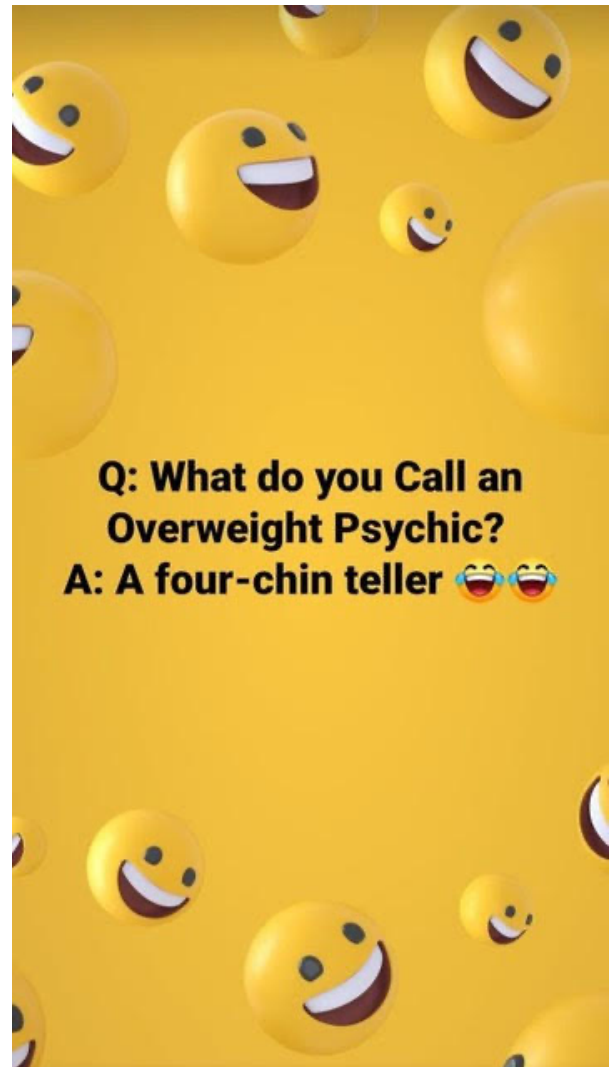
2022



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All past editions of the Golden Contrails are available at:

www.thegoldeneagles.org

Golden Contrails Downloads

Editor's Notes

As a perfect example of our prevarications (*intransitive verb. : to deviate from the truth : equivocate*), regarding how the Golden Contrails should be presented...

We have been double-parked on how to proceed with “publishing” the quarterly editions of the Golden Contrails. As described in our last Update, the Golden Contrails was reformatted from the original hard copy magazine into an online PDF as a way to drastically reduce cost, permitting the end of annual dues.

That process was less well-received than we expected due to some misunderstanding about the process. As a result, we then used what is designed as a “mass marketing” bulk email format for the September Edition in an effort to maximize accessibility. This resulted in an assortment of limitations that substantially altered the end product. Although we have demonstrated an incredible facility for indecisiveness in this matter, we are spinning it as a “value added” measure of suspense for your personal entertainment.

Although Dave has gotten extremely proficient at doing a layout using the Mail Chimp blast email process, and SOME of you have told him that you like that process better,

WE DON'T CARE.

(Captains don't take votes, we just do what we think is right!)

The problem with the “email” format is that it really doesn't have any “shelf life” for archiving on the website for “posterity”.

Having been “entrusted” (dumped on) to be the Editor of the publication, I think there is some responsibility to maintaining its legacy as a “magazine” formatted item. We have assembled a sizable library (although not entirely complete) of past issues. Our earliest edition is from September 1968, and they can all be retrieved at will by the membership. Some of the material is historic and some just nostalgic, but certainly a window into the past of Continental Airlines and the Golden Eagles.

From that perspective, it seems somewhat obligatory to continue the legacy by reverting to downloadable PDF format. As a result, the December 2022 Edition is again produced in “magazine” format.

If you are reading this, then you will have mastered the “difficult” task of downloading, by either using a single click from Dave's email or simple retrieval from the website for this and all saved editions.

Gary

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Event Chairman (Loyd Robeson)	loydgeagle@gmail.com

President's Message

As 2022 touches down and taxis to the gate, several items will be logged for the year.

We opened with a continuation of travel bans, lock-downs, mandatory masks and vaccination cards required for some venues. It was actually a requirement for continued employment at some companies, including United Airlines. A charitable view might credit the “naissance” of these measures to be in the interest of “public safety”, but they eventually faded away, leaving another layer of political polarization on the culture. Travel resumed, the airlines attempted to resurrect schedules (with some difficulty) and life in general found a “new normal”.

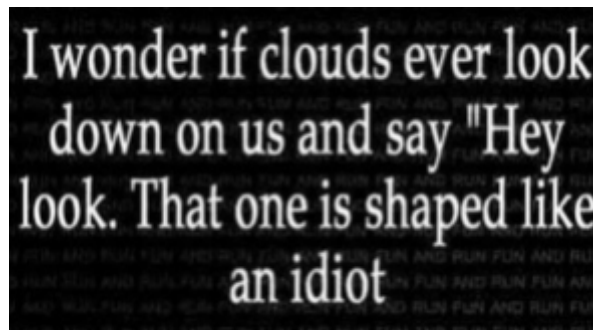
Throughout this turbulence, the Golden Eagles remained a solid anchorage for maintaining a virtual “crew room” where members can “hang out”, catch up on events, occasionally tell “stories” or simply reminisce. We held a well-attended and enjoyable “national” reunion in Las Vegas in May, and there were other local and regional gatherings, including another Hill Country Bar B Que at Ray and Mary’s Pilots’ Pub in Spicewood Texas. Our current policy is to host a “national reunion” in even numbered years (most probably in Las Vegas as no other venue offers the number of options for dining and entertainment within reasonable walking distance of most hotels) and provide modest funding to facilitate local events in odd numbered years. We also had a regrettable number of Gone West members this year. A couple of recent disastrous air mishaps were widely reported, but we also lost a few prematurely due to illness, and others to the sands of time.

As we approach each New Year, “times past” tends to slip out of my memory vault. It seems remarkable how much has changed since I was hired at the “Proud Bird”. Remember when we carried our Samsonite suitcases in one hand and our “brain bags” in the other through the terminals without the need for “wuss wagons” or other wheels? Of course, our manuals were a fraction of the size and weight they became as the airline expanded. We would bypass airport security simply by showing our ID and could walk across the ramp from a jetway to employee parking in places like El Paso. There was no online “check in” for a trip...we just showed up. But, I guess if you want nostalgia, you can watch upcoming continuous loops of “Christmas Story” and “Holiday Inn”, rather than follow my musings.

We have removed password requirements for MOST of our web content (including Golden Contrails), but we do leave the rosters “behind the wall” to protect privacy and keep your contact info out of the public domain. The former Monthly Updates and Golden Contrails have been consolidated into a QUARTERLY Golden Contrails, prompting a decision to change the password only once a year with the December edition, which will also migrate Officer and Volunteers’ Reports to an annual basis.

I wish us all a pleasant Christmas / Chanukah season with rich memories of high flight and happy landings.

Gary



Executive Vice President/Email Coordinator Report

Years ago when The Golden Eagles was formed, the early Golden Contrails Magazine was produced for the retirees and older active pilots in an effort to maintain a connection among the friends made "on the line". The issues contained popular posts from members describing their activities and circumstances that might be of interest to their member friends and coworkers. Back then the group was small relative to today's much larger organization, and everybody knew everybody. Today, not so much. That does not mean that we should not share our activities and life events with the other members in today's Golden Eagles. We all know a good number of other members even though we certainly don't know everyone, and those we are not closely associated with as friends would nonetheless likely be interested in seeing a brief posting of the activities and life events of all our members. If you as a member choose to post such information in our "**Crew Room**" section of our magazine, I can assure you that there will be a good number of folks who will enjoy and appreciate reading the post.

Brief descriptions of travel adventures such as cruises, safaris, RV trips, etc. and life events such as family additions and losses, health issues, relocations, career changes, retirements as well as updates on personal activities like hobbies, projects and other notable changes in your life are some examples of things to post in the Crew Room section. How about sharing your experience with natural disasters such as storms, earthquakes, wild fires, floods, etc? Our members would certainly be interested in such information out of concern.

Don't be shy.....It is easy....just go to the Golden Eagles website, www.thegoldeneagles.org, then under the "Contrails" heading select the "**Crew Room**" prompt. Fill out the form with your information and select "submit"....it's that easy. Your entry will automatically be forwarded to the Golden Contrails editorial staff for inclusion in the next or a future issue. You can include a photo or two if you like.

For those who would like to share **a more lengthy description of their activities**, such as a cross country road trip, boating excursion, mountain climbing or other more extensive undertaking, please send your entry, with any photos, to Gary Small at smallgd@outlook.com or Dave Newell at davebnewell@gmail.com. It would also be interesting to receive some "there I was", white knuckle stories of exciting airline experiences from our members.

We would much prefer to post these posts of our members' activities than the airline and aviation news items we otherwise use to fill the space in our magazine. While we feel these other news items can be of interest to our members, we strongly feel that the personal entries of our members provide a much more interesting and informative read. Think of this feature as the Golden Eagles version of "Facebook", absent all the extraneous material!

If we don't have a photo of you in our roster, then we won't be able to include one with your story....! So send one to Gary Small at smallgd@outlook.com if you haven't taken care of this chore yet just in case we need to put your pic in one of our communications. A passport size photo in jpg format like you can take with your phone is preferred.



One more item. Many of you have missed some of our Golden Eagles email notices in the past because the email went to your **SPAM FOLDER**.. Once again, if you feel that you are not receiving all our Golden Eagles communications, check your SPAM folder on a regular basis. For those who may choose to be a bit proactive in preventing our emails from ending up in your SPAM folder, you can **create a contact in your address book** with the following information: In your address book when you select "add a contact", in the block for Last Name, enter "**Email Coordinator**". In the block for email address, enter "davebnewell@gmail.com". This could keep your email client from labelling our emails as SPAM since it should recognize the email as legitimate because it came from a contact in your address book.

Thanks.
Dave

THE GOLDEN EAGLES TREASURER / WEBMASTER UPDATE *Bruce Sprague*

HOME MEMBERSHIP LAC REUNIONS CARE TRAVEL CONTRAILS CART(0)

I hope everyone had a great summer and you are now enjoying the Holidays!

Our Golden Eagles website has a LOT of information for you, and is constantly evolving, getting updates, and new material being added every week. On the HOME page is a link for ANNOUNCEMENTS...check that out for what is new and changed (for instance, there is a new "President's Message").

You DO NOT need any password to login to our website. Go thru each website menu tab (**HOME, MEMBERSHIP, LAC, REUNIONS, CARE, TRAVEL, CONTRAILS, CART**), and pull down that menu to see many additional sections to explore. There are only two sections that require the password ("Roster Downloads" and "Officer Documents"). The password will be updated annually every December (it will be emailed to you in a separate designated email. If you ever lose it, just email any *Golden Eagles* officer to send the password to you.

Remember, under the MEMBERSHIP tab, go to "Archived Blast Emails", and pull up all the past "Gone West" notices, and other "announcements". Another important link under MEMBERSHIP, is the "Roster Update" form....**be sure** to use this for any updates you may have (email, phone, address, etc.).

The "Gone West" listing of all pilot deaths, is also under the MEMBERSHIP menu tab, and covers the years from 2009 thru the year 2021. In January, it will be updated to show all the 2022 deaths (we had a lot of them this year).

I encourage you to check out the LAC in your area, to join up with your fellow pilots.

For example, the Kingwood, TX group meets every week, and has an annual Christmas dinner party, and other events....other LACs around the country also have regular events. Check them out!

Under the TRAVEL tab, you will see "Retiree Info". Click on that and you will find a lot of information, including a section on how to order your United Airlines RETIREE ID badge. Remember, the gospel source for United Airlines travel information is on their *Flying Together* website (ft.ual.com see the "Travel" tab).

On the *Golden Eagles* finances front, our Bank of America checking account has (as of Nov 19, 2022) \$38,586 on the books, and all our bills are paid up. In January, I will submit our IRS tax return, and there will be \$0 due. In the March *Golden Contrails*, I will submit a full 2022 *Golden Eagles* Financial Report.

Elsewhere in this *Golden Contrails* issue you will find the names of all our latest new *Golden Eagles* members...I say to you,

"Welcome Aboard!"

Everyone have a great Holiday season!

Bruce



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

If you see someone
wearing camouflage,
make sure to walk right
into them so they know
it's working

Members` Stories

Kip and JoAnn Wintenburg Genealogy Roadtrip

Kip and I embraced a unique hobby in retirement.. We wanted to see the roads less traveled in the USA. I have been doing Genealogy since 2008 so we began searching the burial spots of our Ancestors during our travel adventures ..We hope to live long enough to complete this "Treasure Hunt" of sorts. 450 ancestors' Memorial stones found and cleaned with just as many to locate in the future. Thus far, we have traveled seventeen states.

I'm giving you a short rendition of this story. We are photographed below at the grave of Tom Mix in Glendale, CA. There are not many left who even remember or know who Tom Mix was but he made over 325 silent films and 25 of the first Talkies..

Tom and I just happen to share the same ancestors. My GGG Grandparents are his GG Grandparents making us very distant cousins.. Amos and father Eldad are our Revolutionary Soldier Patriot connections. Amos's place of rest is unknown in Muskingum, Ohio however we were able to find Eldad's grave in Hartford, Connecticut. We later found out I have yet another Revolutionary Soldier GGGG Grandfather (Beach) in the same Cemetery, so we are determined to return to this spot, pay our respects and clean their stones. We carry and check in a dedicated bag of tools just for cleaning tombstones.



What makes this story more unique was to find out, while doing Kip's Genealogy, that one of his ancestors is married into the Mix clan.. We later discovered he is also related to my Lusk Line of Ancestors.. Does that make us "Kissing Cousins"? I think so...

Non-reving when you're just happy to get on a plane with the bonus of sitting next to each other even though it's in the last row of seats, next to the smelly toilets with that continuous flushing sound.... We barely remember the good old days of traveling in F/C and treated like Royalty however we are just happy to be here "above the grass".....

Cheers from JoAnn & Kip Wintenburg



The Golden Contrails

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December 2022

What I did last week, (June 2021) by Dick Capp

With the opening-up of travel restrictions, I flew up to Alaska and took a MotoQuest motorcycle tour of the Kenai Peninsula. I flew to Phoenix then Anchorage (using wonderful airline credits). We met the next day in Anchorage at the MotoQuest facility for all Alaska tours, and picked up my Suzuki 650.



We had 12-riders from all over the states, with a guide (actually 2-for awhile for OJT) and a support truck called "Jethro," its Alaska license plate. Jethro carried the luggage, lots of snacks, water, some gas and an extra motorcycle; the driver was also a mechanic.

The Anchorage temperature was a very warm 73-degrees the first day, with clear blue skies.



Since things were not quite fully open, we often stopped at supermarkets to pick up lunch at the deli isle, and ate along the way. Dinner was always near our lodging; lots of salmon, halibut, even some reindeer sausage (actually pork with 10% reindeer to give it the "wild animal" flavor).



We started off toward Hope on the Glenn and Seward Highways and stopped to view one of many glaciers. Had to pass through the Whittier Tunnel to get to this spot. There were strong mini-climates (very cold winds descending off the glacier into the valley).

Here is my trusty steed for the tour; we stopped at one of the glacier spots.



We stayed at Moose Pass; the motel-like facilities were very "Alaskan," primitive but clean and adequate with a great food and a well-stocked bar. Park right outside your room; watch for bears and moose. The lodging was on a wide, smooth part of the river where sea-plane pilots could get their

annual proficiency checks. Alaska has many planes with floats. We rode all the way to Seward, with some great views of the peninsula.



Went all the way south-west to Homer; stayed 2-nights.

Visited an original Russian town, established in the 1800's before Seward arranged for US to buy the land from Russia (\$14m I think - what a bargain)



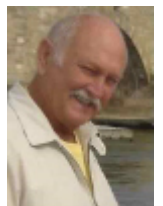
Met with a real community character who had a fascinating curio shop; she dressed us all in the official garb so we could take pictures. She also made good Russian dumplings for lunch. We also stopped at Anchor River SRA, the furthest west point of the American highway system.



The last day we went the last 210-miles back to Anchorage. Unfortunately it was raining most of the time...But the Anchorage hotel was warm and dry, and our farewell dinner was delicious (Tenderloin steak with Key Lime Pie for desert, and a beer or two...).



Back home now with weekly rides to San Pedro for lunches.



The Crew Room

Crew Room Updates December 2022

Carl Domschke

What Have You Been Up To?

I just had a total replacement of my right knee on 7/25. Since I couldn't get an original equipment one, I had to go with an aftermarket knee. The first week was "Hell Week" for me. I was not properly briefed for this journey. at any rate I'm making progress. The summer has been beautiful up here in the Puget Sound area in Washington State. As the weather turns and the rain and gloom sets in Luann and I migrate to our winter home in LaQuinta California, next to Palm Springs, For the winter months. It's almost like I we have two lives, good friends in both locations. Same as when flying. Speaking of flying, I just threw in the towel and am letting my medical expire. Hard to get insurance and Flight schools will not rent without a Class 3 medical. Hell, I just had two rent-a-car companies refuse to rent to me, said I was too old. Crap! So, just wanted everyone to know I'm still alive and kicking.



Here's to the good old bad days at CAL.

Bob Warner

What Have You Been Up To?

Ranching & Farming.
Built a new house and a couple of barns on my ranch.
Ranch was designated as a Colorado Centennial Ranch at the state fair August 2021.

Conservationist of the Year-Rancher Award presented at the National Western Stock Show January 2022

Commercial Cattle Producer of the Year Presented by the Colorado Cattlemen's Association January 18, 2022.



Brad Hueftle (no photo)

What Have You Been Up To?

Restoring a Beechcraft AT-11 Kansan Trainer at the Lobo Wing of the Commemorative Air Force.



Magazine Articles and Misc



The volunteer officers of the Golden Eagles wish our members and their families a very Merry Christmas.
May you enjoy the Holiday Season and may you have a happy and prosperous New Year.

President, Santa and Golden Contrails Editor ... Gary Small



Vice President and Email Coordinator..... Dave Newell



Treasurer, and Webmaster..... Bruce Sprague



Secretary..... David Rossetter



Membership Chairman.....Mark Sheprow



Event Chairman.....Lloyd Robeson



Pass Travel and Social Media Chairman.....Jim Morehead



Past President.....Tom Doherty



Local Area Chapter (LAC) Chairman.....Bill Chambers



Revised rosters

The revised rosters will soon be uploaded to the Golden Eagles website, www.thegoldeneagles.org, under the Roster Download heading of the Membership section. Check your data and advise if any corrections are needed by using the Roster Update form in this section. The rosters will now be updated quarterly along with the publication of the quarterly Golden Contrails magazine which will be published in March, June, September and December around the first of the month in an email format. If you have not sent us a passport size photo of yourself, please send one to smallqd@outlook.com.



Password

The current password for accessing the member rosters will remain in effect until the end of the year and will be changed at the beginning of each new year. The new password will remain in effect for one year, and **the replacement will be announced in a designated email to the membership prior to the changeover.** The password will be required to access the Member Rosters, but not the Golden Contrails Magazine or the Archived Blast Emails.



Why Do Captains Sit On The Left?

Click on the link below to access the complete article

<https://simpleflying.com/why-do-airline-captains-sit-on-the-left-hand-side/>



Assembling the Mighty Eighth

Leslie A. Lennox, Lt Col USAF (Ret)

Of all the stories that have been written, and movies that have been shown, about the 8th Air Force, very little attention has been given to what was involved in assembling 1200 B-17's and B-24's each day, to get them in formation to carry out a strike against Germany. Certainly showing bombers under attack by fighters, or encountering heavy flak, was a reality, and are interesting to watch. Also, stories about some of the rougher missions make interesting reading. But what was going on over England, each morning, could get just as scary to the crews as the time spent over some of the targets.



The planning, and coordination, that had to be accomplished during the night, by the operations planners of each Group, so that the crews could be briefed, was unbelievable. If the planners had failed to do their jobs properly, there would have been a free for all among Bomb Groups, in the skies over England. The rendezvous points, altitude, and times had to be precise, and known by all of the crews, before the Eighth Air Force could get in formation. The success of the planners, in accomplishing their mission, enabled the Eighth Air Force to become the most powerful air armada ever assembled. In my view, how this was accomplished is one of the major untold stories of the war.

I was a pilot in the 95th Bomb Group, in late 1944 and early 1945, and what follows is a typical mission, as I remember it, from a crew

member's perspective.

Early in the evening, our Squadron Operations would post the names of the crews that were scheduled to fly the following day. There were two ways we could be notified if the Group had been alerted to fly. One was by means of lights on the front of the orderly room, and the other with raising of colored flags. If a green light was on, the Group was alerted, if a red light was on we would fly, and if a white light was on, the Group would stand down. The light was monitored frequently throughout the evening to learn our status and, normally, we would know before going to bed if we would be flying the next day.

On the morning of a mission, the CQ (charge of quarters) would awaken the crews about four or five o'clock, depending on takeoff time. The questions we always asked were, "What is the fuel load?" and, "What is the bomb load?"

If his answer was, "full Tokyo tanks," we knew we would be going deep into Germany. Shortly after being awakened, "6-by" trucks would start shuttling us to the mess hall. We always had all the fresh eggs we could eat, when flying a mission. After breakfast, the trucks carried us to the briefing room. All of the crew members attended the main briefing, and then the Navigators, Bombardiers and Radio operators went to a specialized briefing.

At the main briefing, in addition to the target information--anti-aircraft guns, fighter escort and route in--we received a sheet showing our location in the formation, the call signs for the day and all the information we would need to assemble our Group and get into the bomber stream.



After briefing, we got into our flight gear, drew our parachutes and loaded onto the trucks for a ride to our plane. We were now guided by the time on our daily briefing sheet. We started engines at a given time and watched for the airplane we would be flying in formation with to taxi past, then we would taxi behind him. We were following strict radio silence.

We were now parked, nose to tail around the perimeter, on both sides of the active runway, and extremely vulnerable to a fighter strafing attack. At the designated takeoff time, a green flare would be fired and takeoff would begin. Every thirty seconds an airplane started takeoff roll. We were lined up on the perimeter so that the 12 airplanes of the high squadron would take off first, followed by the lead and then the low squadron.

Each Group had a pattern for the airplanes to fly during climb to assembly altitude. Some would fly a triangle, some a rectangle and our Group flew a circle, using a "Buncher" (a low frequency radio station) which was located on our station. The patterns for each Group fit together like a jig saw puzzle. Unfortunately, strong winds aloft would destroy the integrity of the patterns and there would be considerable over running of each other's patterns.

Many of our takeoffs were made before daylight, during the winter of '44 and '45, when I was there, so it was not uncommon to climb through several thousand feet of cloud overcast. Also it was not uncommon to experience one or two near misses while climbing through the clouds, although you would never see the other airplane. You knew you had just had a near miss, when suddenly the airplane would shake violently as it hit the prop wash of another plane. It was a wonderful feeling to break out on top, so you could watch for other planes, to keep from running into each other. To add to the congestion we were creating, the Royal Air Force Lancasters, Halifaxes, and Wimpys would be returning from their night missions, and flying through our formations. Needless to say, pilots had to keep their heads on a swivel and their eyes out of the cockpit.

After take off, the squadron lead would fire a flare every 30 seconds, so that we could keep him located and enable us to get into formation quicker. The color of our Group flare was red-green. The first thing you would see, when breaking out of the clouds, was a sky filled with pyrotechnics, so you had to search the sky for the Group flare, which would identify the lead airplane of your Squadron. Once you had it located, you could adjust your pattern to climb more quickly into formation with him. As each airplane pulled into formation, they would also fire a flare, with the lead plane, making it much easier for the following aircraft to keep him in sight. I think most crew members would probably agree that the pyrotechnic show, in the skies over England, in the morning when the Eighth was assembling, was a rare sight to behold.

The order of progression for assembling the Eighth Air Force was to first assemble the Flight elements, the Squadrons, the Groups, the Combat wings, the Divisions and, finally, the Air Force.

As soon as the four Squadron elements were formed, the high, low and second elements would take up their positions on the lead element, to form a Squadron. When the three Squadrons had completed assembly, it was necessary to get into Group formation. This was accomplished by having the three Squadrons arrive over a pre-selected fix at a precise time and heading. The high and low Squadrons were separated from the lead Squadron by 1000 feet and, after getting into Group formation, they would maintain their positions by following the lead Squadron.

Then it was necessary to get into the Combat Wing formation. We were in the 13th Combat Wing, which consisted of three Bomb Groups: the 95th, the 100th and the 390th. Whichever Group was leading the Wing that day, would arrive over a pre-selected point, at a precise time and heading. Thirty seconds later, the second Group would pass that fix, followed by the third Group, thirty seconds later. We were then in Combat Wing formation. The navigators in the lead airplanes had a tremendous responsibility, to ensure that the rendezvous times were strictly adhered to.

There were three Divisions in the Eighth, the 1st, 2nd and 3rd. The 1st and 3rd Divisions consisted of B-17s only, and the 2nd Division was B-24s. The B-24s were faster than the B-17s, but the B-17s could fly higher, therefore, the two were not compatible in formation. As a result the 1st and 3rd Divisions would fly together and the 2nd Division would fly separately.

Now that the Groups were flying in Combat Wing formation, it was necessary to assemble the Divisions. This was usually accomplished at the "coast out"--a city on the coast, selected as the departure point "fix." The Group leader in each Combat Wing knew his assigned position in the Division, and the precise time that he should arrive at the coast out departure point, to assume that position in the Division formation. The lead Group in the Division, which had been selected to lead the Eighth on the mission, would be first over the departure fix. Thirty seconds after the last Group in the first Wing passed that point, the second Wing would fall in trail, and so on, until all Combat Wings were flying in trail and the Division would be formed. One minute later, the lead Group in the other Division would fly over that point, and the Combat Wings in that Division would follow the same procedure to get into formation. When all of its Combat Wings were in trail, the Eighth Air Force B-17 strike force was formed and on its way to the target. At the same time the 2nd Division B-24s were assembling in a similar manner and also departing to their target.

Meanwhile, as the bombers were assembling for their mission, pilots from the Fighter Groups were being briefed on their day's mission. Normally, 600 to 800 P-38's, P-47's, and P-51's would accompany the bombers to provide protection against enemy fighter attacks. Fighter cover was not needed by the bombers until they were penetrating enemy territory, therefore to help conserve fuel. fighter takeoffs were planned to give them enough time to quickly assemble after takeoff, and climb on course up the bomber stream to the groups they would be covering. The combined strength of the fighters and bombers brought the total number of aircraft participating in a mission to approximately two thousand.

A major problem that presented itself, on each mission, was that the bomber stream was getting too stretched out. It was not uncommon for the headlines in stateside newspapers--in trying to show the strength of our Air Force--to state that the first Group of bombers was bombing Berlin, while the last Group was still over the English Channel. It made great headlines but was a very undesirable situation. It meant that the Groups were out of position, and not keeping the proper separation. Furthermore, it was almost impossible for them to catch up and get back into the desired formation. This made the entire bomber stream more vulnerable to fighter attacks.

Finally, our planners figured out what we were doing wrong. When the first Group departed the coast out fix, it started its climb to what would be the bombing altitude. Then, as each succeeding Group departed that fix, it, too, would start climbing. The problem with this procedure was that, as soon as the first Group started its climb, its true airspeed would start to increase, and it would encounter different wind velocities. Now it would start to pull away from the Group in back of it, and the "stretchout" of the bomber stream would begin. By the time the last Group had reached the coast out, to start its climb, the first Group would be leveled off, with a true airspeed approaching 250 miles per hour, and the bomber stream would be really stretching out.

The solution to this problem that had been frustrating the Bomber crews for so long was pretty simple.

We would no longer start climbing at the coast out, but instead, at a designated time, all Groups would start climbing, irrespective of position. This meant that we all would have similar true airspeeds and would be influenced by the same winds aloft. That took care of the problem. It was still possible for a Group to be out of position, because of poor timing, but the entire bomber stream wouldn't get all stretched out.

When you consider the way our Air Traffic Control system operates today, and all the facilities at their disposal to guide each individual airplane through the sky to ensure its safety, it's almost unbelievable that we were able to do what we did.

To think of launching hundreds of airplanes, in a small airspace, many times in total darkness, loaded with bombs, with complete radio silence, and no control from the ground, and do it successfully day after day, with young air crews, with minimum experience, is absolutely mind boggling.

The accomplishments of the Eighth Air Force have been and will be reviewed by historians from World War II on. There never will be another air armada to compare to it. I feel confident that they will never cease to be amazed by our ability to assemble hundreds of heavy Bombers, under the conditions we were confronting, into the devastating strike force we now fondly refer to as, "The Mighty Eighth." 👍

"A terrific story and a new take on the 8th that I had not read before. Just imagine, 1200 heavy bombers trying to miss each other in the climb out in the early morning WX conditions typical of England. Those young guys were really gutsy. As I recall about 100,00 young men were killed during daylight strategic bombing missions, more than any other single effort during the war."

In Memoriam.....Captain Craig Hutain was one of our own.



Airline News

United Airlines' 1st Boeing 737 MAX 10 Is Spotted In Seattle

Click on the link below to access complete article

<https://simpleflying.com/united-airlines-1st-boeing-737-max-10-is-spotted-in-seattle/>

First Boeing 737 Max 10 for United Takes Flight

Click on the link below to access the complete article

<https://simpleflying.com/united-airlines-first-boeing-737-max-10-flight/>

United to suspend New York JFK service at end of Oct

Click on the link below to access complete article

<https://simpleflying.com/united-airlines-suspend-new-york-jfk-october/>

Why United Airlines' Unions Aren't Sure About The New Emirates Partnership

Click on the link below to access complete article

<https://simpleflying.com/united-airlines-union-response-emirates-deal/>

FAA Denies Airline Request to Ease Pilot Hiring Regulations

Click on the link below to access complete article

<https://www.newsmax.com/newsfront/airlines-travel-flight/2022/09/19/id/1088180/>

OFFICIAL: FREE IN-FLIGHT WI-FI ON UNITED AIRLINES
FOR T-MOBILE CUSTOMERS

Click on the link below to access complete article

<https://liveandletsfly.com/united-airlines-free-wi-fi/>

United CEO Previews Large Widebody Aircraft Order

Click on the link below to access the complete article

<https://liveandletsfly.com/united-airlines-widebody-order/>

United Airlines San Francisco - Brisbane Non-stop Makes History

Click on the link below to access the complete article

<https://simpleflying.com/united-san-francisco-brisbane-nonstop-makes-history/>

Slot Waivers end at JFK - A Way for United To Return?

Click on the link below to access the complete article

<https://liveandletsfly.com/jfk-slot-waivers/>

United Airlines Offers Pilots 5% Pay Raise Amid Contract Strife

United Airlines plans to institute a 5% pay hike for its pilots in December, while talks toward a new multi-year contract continue to drag on. The mid-contract pay hikes were previously agreed to during the pandemic in exchange for early pilot retirements and other cost-cutting measures.

United Gets Hero's Welcome On First Flight From Washington To Cape Town

Click on the link below to access to the complete article

<https://simpleflying.com/united-airlines-washington-cape-town-inaugural/>

Aviation Articles of Interest

How This Component Creates An Air Barrier Between Each Passenger Seat

Click on the link below to access the complete article

<https://simpleflying.com/protective-air-barrier-between-each-passenger-seat/>

Boeing 757 vs the 737, which is best?

Click on the link below to access the complete article

<https://simpleflying.com/boeing-757-vs-737/>

Continental Airlines Flight 1883: The Boeing 757 That Mistakenly Landed On A Taxiway

Click on the link below to access the complete article

<https://simpleflying.com/continental-airlines-flight-1883-taxiway-landing-story/>

Tragic accident at Dallas Air Show: 6 Pilots killed

Click on the link below to access the complete article

<https://liveandletsfly.com/dallas-crash-american-united/>

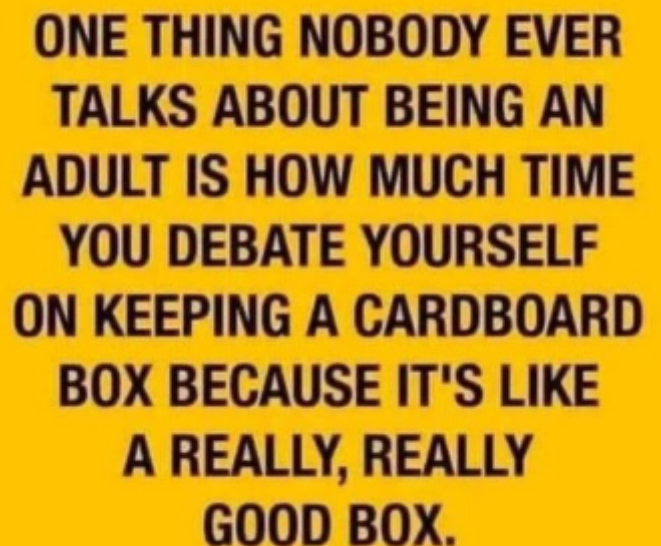
Tail Strikes: A Pilot's Perspective

Click on the link below to access the complete article

<https://simpleflying.com/tail-strikes-pilot-perspective/>



My favorite part of attending a marathon is watching the reaction of runners who grab my plastic cup of vodka.



ONE THING NOBODY EVER TALKS ABOUT BEING AN ADULT IS HOW MUCH TIME YOU DEBATE YOURSELF ON KEEPING A CARDBOARD BOX BECAUSE IT'S LIKE A REALLY, REALLY GOOD BOX.

Pass Travel Info

In order to avoid incorrect or conflicting information, it is suggested that you refer to the Flying Together website for official, company provided answers to your Pass/Travel questions. It is strongly suggested that you become familiar with the new and improved Travel Section of the Flying Together website if you have not already done so.

Your pass travel volunteer officers will continue to respond to your questions in their limited capacity in the event you are not able to resolve your pass travel issues by using the United resources available.

Useful phone numbers for contacting the pass travel department to resolve pass and sign on issues are available on the Golden Eagles website, www.thegoldeneagles.org, in the Travel, Retiree Info section.

Information on using the new **Help Hub** is available in the **Employee Services/Tools and Resources** section on the **Flying Together website** and on the **Home Page of the Travel Section** located as the first item under the **Top Hits** section in the **Travel Section of the United Flying Together website**. This resource works well and can provide answers to pass travel and other questions in a timely manner via email.

Here is a link that will take you to the Help Hub page on the Flying Together website:

https://united.service-now.com/hrportal?id=hrj_sc_category&catalog=7b0370019f22120047a2d126c42e7075&sys_id=138a5c0adbe8d300051eff971d9619e0

Q & A

Q. My husband used miles to get a confirmed seat for tomorrow. Of course, the flight has plenty of seats open and I'm wanting to CANCEL his confirmed seat and list him for stand-by instead. If his reservation with miles is totally cancelled before any listing, is this still a conflict of interest?. I assume yes, but just want to confirm because it hurts my heart to waste these miles .

A. "Once you've bought a ticket, you're not allowed to cancel the confirmed reservation and change back to a space available listing (even a ZED or reciprocal agreement listing) for the same day and the same destination or a nearby destination."

From "Pass travel guidelines" in flying together.

Q. If a retiree passes away and the funeral will be in a different city, will United transfer the body free of charge?

A. Please see <https://ft.ual.com/.../typesoftravell.../emergencypasstravel> for information on contacting TrustUA.

Anita Ware

Yes- the retiree only.

Q. I am a spouse of a retiree and will be travelling with an enrolled friend. If I list in first and seats are available, will we both get first? I have been told that enrolled friends will not be seated in first. True? Thank you!

A. Yes you will both get first if available. Whoever told you enrolled friends won't be seated in first was badly mistaken.

Q. How do you remove Inactive Enrolled Friends from your pass list?

A. Go to manage pass riders, and to the left of their name click on the purple i and select remove. *Can I leave them inactive for later use?* Yes, but can only have 4 names listed on the enrolled friend manage profile screen. If more than that, even if they show inactive, the system will not allow you to add anymore enrolled friends.

Q. 20 year retiree. I will be traveling shortly with my "enrolled friend" same day, same flight and same destination. Might be one stop to connect.

Is there any advantage or disadvantage to travel using separate PNR's? Or should I use one PNR?

A. If you are on the same travel plan (PNR) your enrolled friend will travel with your priority when on same flights as you. If your EF lists separately, they will have unaccompanied status.

Enrolled partner same priority as myself? Saov32.

Only If you travel on same PNR for enrolled friend.

- If you are on the active travel program and have a Primary Enrolled Friend, then yes, they always travel at same priority as you.
Keep in mind that you use 1 vacation pass for all those traveling on the same PNR. If you are on separate PNRs, each PNR will use an individual vacation pass.
- so if only one can be accommodated..., then they can fly on your status? ?? And you can catch a later flight??? Then you must use another vacation pass??? So confusing and many gate agents are clueless.
- in that case, they will move down to unaccompanied status (unless it is spouse, domestic partner or primary enrolled friend). You can request that the extra VP be restored.
- if you are separated, you write ETC after the trip and they give you back one VP.

Pass Suspension Avoidance Review

Recently we published an article that was issued by the Retired United Pilots` Association (RUPA) regarding the suspension of a number of retirees` pass privileges due to non-payment of taxes on passes used by pass riders other than immediate family members. The gist of the article was that if you do not have an up to date email or postal address, you may not get the notice from United that you have taxes due on pass travel taken by enrolled friends and other non family member pass riders; you will then likely not pay it and will have your pass privileges suspended.

Normally United notifies retirees of taxes due by one of two ways; an email notice advising you to check your Secure Mailbox in YBR (Your Benefits Resources) where you will find the tax owed and how to pay it, and the other way is via US Mail with the tax amount and how to pay it on the face of the letter. **Instructions** on how to access your Secure Mailbox on YBR are included in the Pass Suspension notice, a copy of which we sent to all Golden Eagles members on November 1. If you don't have ready access to that email notice, you can access it by going to the Golden Eagles website, www.thegoldeneagles.org, Membership, Archived Blast Emails, and then scroll down to the email you want to access to read the content.

For those using email for the notice (paperless notification), be sure to check your spam folder regularly. Some members missed their notice because it went to their spam folder and they failed to see it. It is important that retirees confirm their current method on file for receiving pass tax due notices. The instructions for doing this are also in the email notice that was sent out. You can also change the method you want to use for receiving these notices by following the instructions mentioned. The article is admittedly quite lengthy and a bit confusing to read through, ***but a careful read of the content should provide you with the ability to manage your pass travel tax payments without fear of having your pass privileges suspended.***



LAC News

Hill Country LAC (San Antonio/Austin)

Dave Newell



The Hill Country LAC meets for lunch quarterly at **the Pecan Street Brewing** in Johnson City, TX, normally on the third Thursday of the month in Jan, April, July and Oct at 1130. The next luncheon will be on Thursday, January 19, 2023 at 1130 at the Pecan St. Brewing Co.

BBQ Dinner:

The Hill Country (San Antonio/Austin area) LAC quarterly luncheon/dinner was a BBQ dinner hosted once again by Ray and Mary Booth at their beautiful property, Pilot's Landing, on Lake Travis on October 13, 2022. The venue was their party barn, aptly called Pilot's Pub, which is decorated in lots of aviation memorabilia.

We had 20 folks in attendance, and while the turnout was less than normal, it allowed for more quality socializing among those present. As usual, the food and drink were excellent and the camaraderie was enjoyed by all. The attendees were Ray and Mary Booth, Dave and Kay Newell, Don and Francia Gentry, Lee and Pam Meyners, Cass and Judy Zabinski, Jerry and Sandra Greenamyre, Gene and Cindy Villanueva, Bruce Harris, Wayman Curry, PJ Markovits and Ray's son Rich and his wife Teresa. A few photos are posted below.



Ray Booth, Wayman Curry, PJ Markovits, Dave Newell, Bruce Harris, Gene Villanueva, Jerry Greenamyre, Cass Zabinski, Don Gentry and Lee Meyners in front of the pub having a cool one. The ladies were inside having a gabfest of their own.

Dave



Dave and Kay Newell

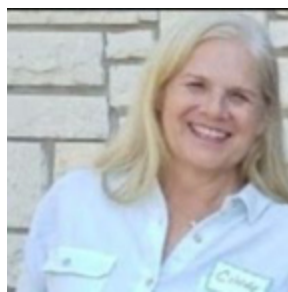


Cass and Judy Zabinski



Jerry and Sandra

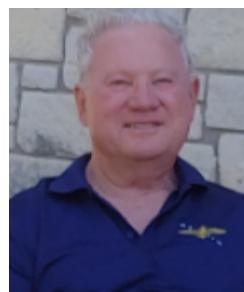
Greenamyre w Ray Booth



Cindy Villanueva



Gene Villanueva



Bruce Harris



PJ Markovits



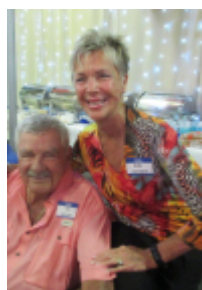
Francia and Don Gentry



Ray and Mary Booth



Wayman Curry



Lee and Pam Meyners



Teresa and Rich Booth

DEN LAC (Denver)
Dennis McDonald

After Action Report for Oct 12, 2022

21 and a half folks turned out today! The half was Bob Booze who was flying in, but had to turn back due to an alternator failure - as we used to say in the Navy - *"Go VFR, there's always a hole"!!!*

Thanks as always to Brent Domeny for taking the photos - to keep Dave Newell and Golden Eagles happy. Two new members today Debra and John Glen (2 of our senior Intl F/A's) Also had a visitor from Utah - Dana Floyd!

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 -

2022 - 14 DEC

2023 - 8 Feb, 12 Apr, 14 June, 9 Aug, 11 Oct, 13 Dec

*On a sad note - I learned of the death of **Jon Morse** - one of our regulars who used to fly in for breakfast - no details*



Dennis McDonald, Don Riebe, Ed Stapleton and Frank Freeman



Tad Riley, David Senn, Paul Sciera, Bill Brock and back of Jim Moore's head!



Debra and John Glen, Chris Dyer and a frontal view of Jim Moore



Left-Dana Floyd, Sam Chipps, Bill Autrey Right- Dennis McDonald, Fred Buhl, Don Riebe and Norm Edson

NOT READILY photographed but in attendance - Brent Domeny, Lonnie Blilie, Spike Christensen, Loy Oakes

Our breakfast date for the rest of 2022 is **14 December at The Perfect Landing Restaurant**. A reminder email will be sent prior to the event. As always dates, wives or friends are invited. If any of you GE'rs do not get my emails and want to be on the info list, drop me a note.

Dennis



B777man@comcast.net

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](#)....click to see map). Find more information and photos of all our members on our Golden Eagles website, 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 a NEW lunch venue....the Sawyer Park Icehouse near The Woodlands (see below). We meet about 11:30 am Find more information and photos of our Houston area lunch on our Golden Eagles website, go to "LAC" menu tab, then select "HOUSTON AREA". Put this DATE on your calendar: Monday, April 3, 2023 for the next Houston area lunch.

Sawyer Park Icehouse (<https://sawyerpark.com>)

314 Pruitt Road, Spring TX 77380

Just south of The Woodlands off of I-45

put the address in your phone GPS!

Oct 17, 2022: We had our Houston area semi annual lunch, at our new venue the Sawyer Park Icehouse. It worked out great, with a great new venue, great food choices, veteran discounts, and an overall great event. The only problem is that MANY of our Houston area pilots were not able to make it! Hopefully everyone can join the event next year (Monday, April 3, 2023.....stick it on your calendar)!

We had 39 pilots plus one spouse show up, including:

Tom Doherty, Bruce Sprague, Tom Kosh, Ken Duncan, Steve Brown, Mark and Cheryl Kelly, Jim Northington, John Downey, Mike Machemehl, Rick Bixby, Tom Howard, Bill Cooper, Mike Barksdale, Bob Steider, Fred Vernon, Steve Poppe, Jim Tucker, Charlie Barrera, Rich Bulger, Steve Sauders, Tip Fuller, Pat Willcox, Kent Muhlberger, Rick McDonald, Mike Snowden, Steve Cady, Bob Gonzales, Clint McNabb, Bruce Roloff, Bob Poland, Steve Allen, Don Bishop, Jack Roth, Mario Sojo, Tony Kohlmann, Jackson Seltzer, Andy Wilson (no photo), Len Reinsmith (no photo), Pat Utley (no photo)



Tom Doherty and Bruce Sprague



Tom Kosh, Ken Duncan, Steve Brown



Mark and Cheryl Kelly



Jim Northington and John Downey



Mike Machemehl and Rick Bixby



Bill Cooper and Mike Barksdale



Tony Kohlmann



Tom Howard and Bill Cooper



Fred Vernon, Steve Poppe and Jim Tucker



Bob Steider and Tom Howard



Charlie Barrera and Rich Bulger



Steve Sauders and Tip Fuller



Pat Wilcox and Kent Muhlberger



Rick McDonald and Mike Snowden



Steve Cady and Pat Wilcox



Bob Gonzales and Clint McNabb



Bruce Roloff and Bob Poland



Steve Allen and Don Bishop



Jack Roth and Mario Sojo



Rich Bulger and Jackson Seltzer

Bill



bbob7045@gmail.com

Bruce



brucesprague@mac.com

I woke up this morning
determined to drink less,
eat right and exercise...
But that was 4 hours
ago...when I was younger
and full of hope.



New Members

Jon Ecker (First name correction from `John` last issue)
Burt Ewing
Mike Snow
Kenneth Sund
Dwight Albers
Mark Rypien
Eric Haynes
John Regan
Joseph McGrath
John Glenn
Debra Glenn
Jim Hinkle
Michael Zadrowski
Byron Evans

Welcome aboard.....👍

THE LIGHTER SIDE

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



My Next Life by George Carlin

I want to life my next life backwards: You start out dead and get that out of the way.

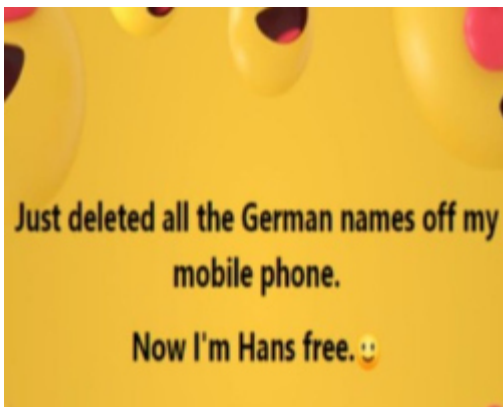
Then you wake up in a nursing home feeling better every day.

Then you get kicked out for being too healthy.

You enjoy your retirement and collect your pension.

Then when you start work, you get a gold watch on your first day. You work 40 years until you're too young to work. You get ready for High School: drink alcohol, party, and you're generally promiscuous. Then you go to primary school, you become a kid, you play and you have no responsibilities. Then you become a baby, and then you spend your last 9 months floating peacefully in Spa-like conditions - Central heating, room service on tap, and then.. You finish off as an orgasm.

(Blame Lee Meyners for this one!)





Gone West

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."***

Names in red denote gone west announced since last update

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
Paul Prestera	Sept 21, 2022
Bob Campbell*	Oct 24, 2022
Will Shaw	Nov 3, 2022
Rick Masterson *	Nov 4, 2022
Craig Htain	Nov 12, 2022
George Hemminger *	Nov 12, 2022

Tributes:

For Pete Dennis:

I remember Pete well, he was a nice guy who always had a smile for all of us. A true Texas gentleman. We used to have pickin' and grinnin' sessions at the old DAL pilot base and Pete would always try to attend - it was a real hoot. God bless him, he will be missed.

Jerry Hunsinger

For Sherman Smoot:

Very sad day!!!

Ralph Rina

Sad to hear of Sherm's passing. I flew with him quite a bit out in the Pacific with Continental Micronesia. I remember how he talked about racing at Reno. One of the best Captains I ever flew with. Godspeed, Sherman!

Jack Sosebee

Very sad to hear. Apparently when the airplane was modified it had some rough stall characteristics for racing and going fast.

Jim Morehead

Sad news. I didn't know him, but had heard lots of good things about him.

Diane Myers

Sherman was a very interesting & accomplished person. Hired at CAL in the 77-79 wave. We flew 727's together. Came from USN(I believe F4's-maybe A7's). Had a deep background in civilian aircraft(crop dust, gliders, etc). He had a good sense of humor. I have no idea what brought the plane down. Sorry to lose another good pilot/good guy.

George Lycan

Damn shame. Sherm and I went through F-9 training together at NAS Beeville, served in the same air wing in Westpac and were close in seniority at Continental. He was a great stick and one of the good guys.

Bruce Harris

Sherm Smoot gave me a bottle of his "Fighter Pilot Red" bottled in his Bella Luna Winery in Paso Robles. It is a fine Zinfandel. I've been saving it for a long time for a special occasion. None more special than saluting my friend and fellow B727 pilot.

Di Johnson

For Bill Nixon:

Sad news for sure.

Dana Floyd

For Bobby Glau:

I flew with Bobby for years and always had fun and competitive flying. The month they changed the speed below 10,000 to 250 we were sailing along below 10 coming into KC at 350. I mentioned to Bobby that we need to slow down to 250 below 10, he just smiled and nodded.

Two seconds later approach asked out airspeed, I looked at Bobby and said what should we tell them? Aah 250 I said sure, you tell them and held the mic over to Bobby and he said "250' The controller said you guys have on heck of a tail wind. I told him we should be out of it in the next 100 feet or so. I really loved flying with the guy and playing golf with him and his son Robert as well. Great memories, sent a note to Joyce

Bob Pearse

Just saw the news on Bobby and was deeply saddened. I had the good fortune to fly with him in 1985 for 4 months in a row. What a great opportunity for me learning from such a respected and decent human being.

Tom Howard

I flew many trips with Bobby on the DC—10. One time at O'Hare we turned down a taxiway that was blocked off. Bobby simply put the airplane in reverse and backed out. There was a lot of flying dirt but we made it.

Jim Caldwell

A little something about Bobby Glau, who was hired at 19 and had his picture on the cover of Life Magazine, as the youngest airline pilot. When Glau, Frank Mills and myself had to get airplane landings on the 747 to finish our ratings. We were in EWR and going up to Stewart AFB, north of EWR. We were in the cockpit waiting for our CP Butch Meier to show up. So Glau says to us "I am #1" so I will fly first", ok. Butch was running a little late, so Glau says I will get us a clearance to speed things up. Naturally, he thinks its going to be radar vectors direct to Stewart, doesn't even have a pencil out. Well, the clearance man reads him a 2 minute clearance with victor airways, crossing altitudes and the works. Glau just sits there and Frank Mills says to Glau, your #1 go ahead and read it back. Finally, Glau picks up the mike and says we seem to have a little problem and will have to call you back. He was always doing something and going ninety to nothing.

RIP my friend and tail winds on your flight West! Pleggie

Cliff Pleggenkuhle

For James Lewis:

Jim and I worked in training as Airbus Flight Engineer instructors for a few years. It was a formative new program as the Airbus was new to Continental. He helped me write the Second Officer's Flight Manual and we designed the tabletop charts that the engineer needed to quickly compute takeoff data and other documents necessary for safe flight. It was a fun program since we had some license to steal as nobody knew anything about the Airbus and management left us alone as long as we got the work done.

I always enjoyed his company and just the other day I wondered where he had relocated too. Now I know.

Bob Macaluso

For Bob Campbell:

Sorry to hear that. I flew CRAF missions to Kuwait during the first Gulf war with Bob on the 74. He will be missed.

John Benson

For Steve Sewell:

Steve was a great guy. We were flight instructors in Pensacola-same squadron. He was from a small town in Nevada. Had a great reputation in USMC and the Airline.

He was the tallest guy(6'3") I ever knew that flew A4's.

A good heart-made a positive influence wherever he went.

George Lycan

For Rick Masterson:

Rick really did touch many in his life, and I remember very clearly how he stepped up to support family members when another colleague of ours unexpectedly and shockingly passed on a Florida vacation several years ago.

Rick Kolker

For Craig Hutain:

Too bad. I knew Craig well, he was my copilot on many MD-80 trips. Good stick and a great guy. RIP.

Bruce Harris

For George Hemminger:

One of the good guys A pleasure to fly with. Walter Olsen
He always had a ready smile. One of the good guys, for certain.

Jerry Hunsinger

A list of previous Gone West pilots from 2009 through 2021 can be accessed on the Golden Eagles website, www.thegoldeneagles.org, in the Membership section under the Gone West heading.



Golden Contrails

www.thegoldeneagles.org

