

# THE GOLDEN EAGLES



## *Golden Contrails*

June



2023



## In this Edition:

**Click on any Table of Contents section below to be taken directly to that section in the document. Any text in blue elsewhere in the publication is a link to more content.**

Editor's Notes	3
Golden Eagles Email Contact:	3
President's Message	4
Vice President/Email Coordinator Report	5
Treasurer / Webmaster Update	6
Password and Rosters	7
Crew Room	8
Pass Travel	12
LAC News	14
Member provided articles	22
Airline News	31
Aviation Articles	33
New Members	35
The Lighter Side	36
Gone West	38

**All past editions of the  
Golden Contrails are  
available at:**

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

**Golden Contrails  
Downloads**

*To return to the Table of  
Contents from any page,  
click on **TOC** at bottom of  
the page...to the right side  
of the page number.*



## Editors' Notes

I have very little to comment on regarding the publication of this Edition of the Golden Contrails.

Dave has taken on an increasingly larger role in producing these issues as a progression from the former Monthly Updates. To that end, the contents herein are about 99% "soup to nuts" a product of his efforts with similarly decreasing "coaching" on my part.

Perhaps in the strictest sense of the word, my role as Editor has become mostly a final review with occasional software support in the technical formatting of these Editions. I have offered (repeatedly) to hand the title over to Dave, but being the wary soul that he is and remaining vigilant against pilot "good deal" scams, he continues to resist, leaving me to fill this page space with random "Deep Thoughts" wishfully, but never reaching the level of Jack Handy.

Gary

Since Gary brought up Jack Handy, I couldn't resist posting my favorite Jack Handy quote:

*"Before you criticize someone, you should walk a mile in their shoes. That way when you criticize them, you are a mile away from them and you have their shoes".*

Dave 😄

**We live in a time where  
intelligent people are  
being silenced so that  
stupid people won't  
be offended.**

### Golden Eagles Email Contact:

*President (Gary Small):*

*smallgd@outlook.com*

*Executive Vice President (Dave Newell):*

*davebnewell@gmail.com*

*Secretary (Dave Rossetter):*

*drossetter@yahoo.com*

*Treasurer (Bruce Sprague):*

*brucesprague@mac.com*

*Travel Chairman (Jim Morehead):*

*moreheadjames@aol.com*

*Membership Chairman (Mark Sheprow)*

*marksheprow@optonline.net*

*Event Chairman (Loyd Robeson)*

*loydgeagle@gmail.com*



## President's Message

In keeping with my present lack of inspiration, I will leave most of this page to be used for some of the more impressive "food for thought" that we occasionally trap as we sift through some of the material on the internet.

I do want to comment however, without delving into a full blown rant about the lack of willingness by some of our former colleagues to join the Golden Eagles. Seldom a week passes that Dave or I do not receive some interrogatory or comment about the material in these "magazines" from a non member. This obviously means that the content of these publications in being "shared" with those who choose to not join. It is vexing to attempt to understand whether this reluctance is the "cheapness" inherent in some of our DNA, going back to scouring the terminals for free newspapers and hoarding hotel bars of soap, or equally likely the manifestation of the **"I refuse to join any club that would have me as a member"**, generally attributed to Grouch Marx in his letter of resignation to the Friar's Club.

In any case, as further referenced in the Password Section, we feel that it is a bit of a breach of trust" to share material, especially member contact information with those who COULD, but have chosen NOT to join and provide their own contact data for the benefit of the membership. Taking a more "high road" (a challenge for me at times), we would renew our urging to each of you to encourage these "lost souls" to join the "faithful" so that we can reconnect with more of our buddies from "back in the day".

Shifting gears slightly, it has recently been announced that the Tropicana Hotel/Casino in Las Vegas will be demolished to make room for a baseball stadium at some not too distant point in the future. Given that has been our venue for the most recent Reunions and former Conventions, having moved from the Sands when it received a similar fate (sans the baseball park), we can only hope that it is not a commentary on our wild behavior at these events.



Gary

**A friend suggested  
putting horse manure  
on my strawberries...  
I'm never doing that  
again, I'm going back  
to whipped cream.**

A farmer drove to a neighbor's farmhouse and knocked at the door.

A boy, about 9, opened the door.

"Is your dad or mom home?" said the farmer.

"No, they went to town."

"How about your brother, Howard Is he here?"

"No, he went with Mom and Dad."

The farmer stood there for a few minutes, shifting from one foot to the other, mumbling to himself, when the young boy says,

"I know where all the tools are, if you want to borrow one, or I can give Dad a message."

"Well," said the farmer uncomfortably. "No, I really want to talk to your Dad, about your brother Howard getting my daughter Suzy pregnant."

The boy thought for a moment, then says, "You'll have to talk to my Dad about that.

I know he charges \$500 for the bulls and \$150 for the pigs, but I have no idea how much he charges for Howard."



## Vice President/Email Coordinator Report

Well folks here it is June already and the old clock on the wall just keeps on tickin`! Sadly, as that clock goes `round, it means that more of our good friends from our cherished times at Continental take their final flight West. As the saying goes, ***“to fly West my friend, is a flight we all must take for a final check”***. Honoring those who have flown West is a big part of what we do here at the “head shed” of the Golden Eagles, and as you know, we depend, in large part, on our members for the information we share about those who have left us.

It might be useful to recap our policy on the Gone West notices:

Originally, when the Golden Eagles was established as a social organization for the retired Continental pilots, the seniority list numbered in the low hundreds, unlike today when the list of former Continental pilots contains several thousand names. Back then, the only Gone West notices published were for Golden Eagles members who had passed. Since then, we have elected to include all former Continental pilots, Golden Eagles members and non-members alike, in our notices. We do try to limit the notices of non-Golden Eagles members who fly West to only include the notice if it is provided by a Golden Eagles member. This service we provide is really for the benefit of our members, and we prefer to only respond to a member`s request that a non-GE member be mentioned in our notices. We all have CAL friends who are not GE members, and as a service to our members we choose to include those folks in our notices when we are advised by a member of their passing.

While we are certainly saddened when a family member of one of our members passes, to limit our workload, we are only providing death notices for the member and do not include the passing of family members in our notification process. We feel these notifications are best left to the family.

When providing a notice of a pilot`s demise to us, we would appreciate it if as much information be included with the notice as possible, to include the pilot`s full name, highest crew position held at Continental, brief details of the cause of death, the date of passing and a photo if available. Any other information about the deceased that seems pertinent or of possible interest to our members is always welcome as well; this might include date of birth, Golden Eagles membership and military service as examples. Please refrain from providing a simple message such as “Steve Canyon died last week”. That doesn`t give us enough initial information to provide an effective notice to the membership. A brief initial notice of a member`s passing is certainly acceptable if only very limited information is available with the understanding that additional information will be provided when available. We can certainly send separate notices....one for the initial notice, and the second when more comprehensive information becomes available.

Obviously all this information may not be available when you notify us of a death, but providing it as soon as possible will make our notice to the membership more complete and meaningful. Of course if an obituary is available, that is very desirable for our notice. Often the family of the deceased has much of the information that we prefer to include in our notices, and if you have a connection with the family, perhaps you could request that they provide us with information they might wish to include in the notice. If you could provide contact information for the family of the deceased if available, that can enable our members to contact the family with condolences if they wish to do so.

We do appreciate any tributes from our members to those who fly West. These tributes are included in the Gone West section of the Golden Contrails magazine. As with all our email messages, our Gone West notices are archived in our website, [www.thegoldeneagles.org](http://www.thegoldeneagles.org), in the Membership section under Archived Blast Emails.

While we are honored to be able to provide these Gone West notices when one of our comrades passes, and it saddens us when we do so, we would prefer to not have to provide any more.....so stay healthy and be safe out there..... 😊



Dave

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

HOME MEMBERSHIP LAC REUNIONS CARE TRAVEL CONTRAILS CART(0)

---

We are now entering the hot season...I hope everyone will have a great summer!

Not much for me to report in this June Golden Contrails issue.

On the Golden Eagles finances front, our Bank of America checking account now has (as of May 10, 2023) about \$38,921 on the books, and all our bills are paid up. The next major expense will be the national Golden Eagles reunion in Houston, scheduled for November 14.

Speaking about our reunion, on our website ( [www.thegoldeneagles.org](http://www.thegoldeneagles.org) ) be sure to click on REUNIONS and then to "Houston 2023", showing you all the details (free dinner!) of our major national reunion later this year.

It is scheduled for November 14...so be sure to put this on your calendar and plan to attend! With all the Gone West notices that we are getting lately, this might be your last hurrah to see all your buddies!

While you are on the Website, take some time to surf thru all the pull down menus...there is a LOT of stuff up there for you to see! Under the MEMBERSHIP menu you will find ROSTER

DOWNLOADS (so you can look up someone's contact information), and also ROSTER UPDATES (so you can update your information).

Under TRAVEL is some important information to help you with non revving the system. And much, much more.

Everyone stay safe and healthy.

Take care,

*Bruce*



[www.thegoldeneagles.org](http://www.thegoldeneagles.org)  
email: [brucesprague@mac.com](mailto:brucesprague@mac.com)



## Password and Rosters

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

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

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

The "rosters" can be downloaded in PDF format and stored on your computer for easy access. Please use this resource when looking for one of your "buddies" rather than asking one of the volunteers to do it for you.

Rosters can be found on the website ([www.thegoldeneagles.org](http://www.thegoldeneagles.org)) under the Membership tab at the top of the page.



Why Gerry Cans have three handles.....

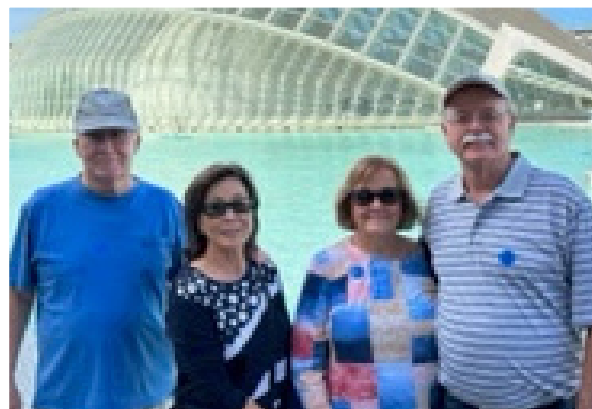


# Crew Room

From Bruce Sprague (and Tom Doherty):



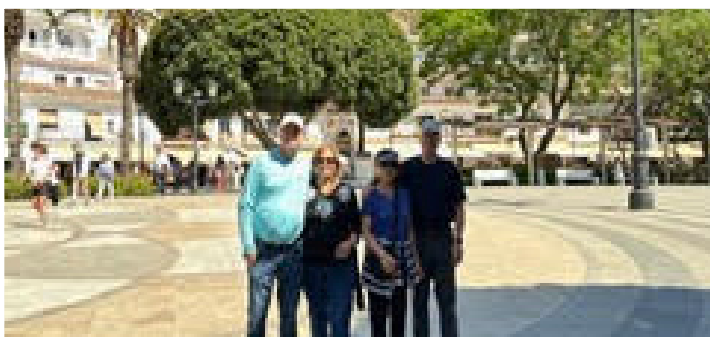
Dave Newell has twisted my arm to send in a Crew Room report, so here it is! With all the Gone Wests coming our way, we have decided it is time to take care of some



bucket list items before it is too late. One of them was our April / May Transatlantic cruise, starting in Florida, with stops in Spain, France, and ending in Rome for a few days. Ok Su and I went with Tom and Jamie Doherty, and we all had a great time (and all added some weight). Later this year we have more cruises scheduled. Here are some photos of our Transatlantic expedition:



*Tom and Bruce outfitted for skydiving (inside) on the ship*





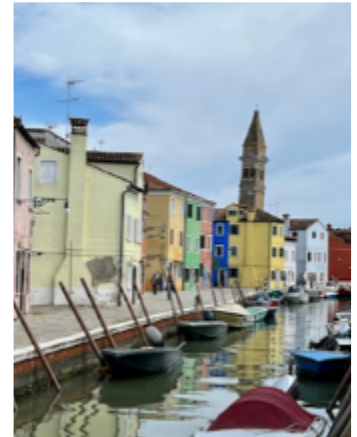
## From Bruce Harris:

Here are some photos and a brief narrative from our trip to Europe In May 2023.

My girlfriend Jan and I just completed a great 10 day trip around the Adriatic Sea and I highly recommend it. First let me say, as a retiree, don't be hesitant to non-rev. With vacation passes you get to use your seniority and we often find ourselves on the



top of the standby list and flying in Polaris Class. We flew EWR-VCE, took a quick bus trip over to Venice and walked 10 minutes from the bus station to our hotel on the Grand Canal. Having been to Venice and seen most of the highlights we decided to strike out and explore some of the other islands in the lagoon. Lido is a nice change of pace, away from the crowds. We had relaxing day walking the beach and strolling the village. We also



visited Murano and Burano, little fishing villages where you can see glass blowing and other handicrafts being made. Evenings we were back in Venice enjoying the street cafes and music.



Day three we took the 2hr train straight out of Venice Station to Trieste which is the cruise port where we boarded the Norwegian Gem for a 5 day cruise to Croatia and Slovenia. Being a sailor I really enjoyed all of the little seaports we visited. There is a very active Charter Sailing industry on the Dalmatian Coast and we plan to go back and do a week or so sailing. Hvar would be



my choice. It's a picture perfect island with ancient buildings and crystal blue waters. Another favorite destination is the old city of Dubrovnik made recently famous as the setting for King's Landing in "The Game of Thrones." A well preserved walled city with marble streets, ancient temples and cathedrals and views of the Adriatic. We used public transport everywhere, restaurant meals were very reasonable and the weather was fine. Rijeka was another stop in Croatia as well as Koper in Slovenia both lovely spots. I'd recommend going in May or September to avoid crowds and enjoy cooler weather.



Bon Voyage,  
Bruce Harris and Jan Adams.



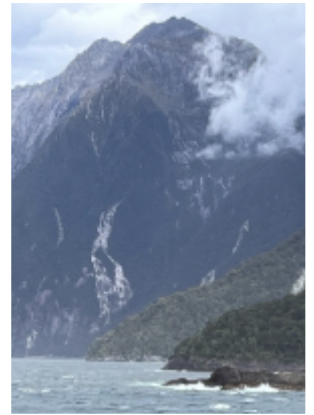
**Breaking news: Bruce and Jan got engaged to be married while in Europe! Congratulations to Bruce and Jan. ♥**



**From Ray and Mary Booth:** During the Pandemic, the ocean cruise lines were giving away cruises at a phenomenally cheap price so we decided to take our son Richard and his wife Teresa on a few cruises. We took three cruises.....Tahiti, Fiji and New Zealand. An additional incentive was that the flights were light so we usually rode in Business Class which was super on the 787 Dreamliner. I will elaborate a bit on our last cruise-**14 days New Zealand & Australia**. Our timing was good for landing in Auckland, N. Z. The next day they had a gigantic storm that flooded the city and closed the airport. The cruise ship (Holland America's NOORDAM) sailed from Auckland and stopped at the following ports: Gisborne, Tauranga, Napier, Wellington, Picton, Timaru, Port Chalmers, and Cruising Fiordland. The captain decided not to cruise Milford Sound, a very beautiful spot, due to 60 Knot winds. We then crossed the Tasman Sea (three days) to Melbourne Australia, down to Burnie, Tasmania, and up to Sydney, Australia for the final port. Most enjoyable and educational.



Holland America Noodam



Cruising Fiordland Constituency, N. Z.



Timaru, NZ Gardens



Sydney Harbor Bridge



Mary at Kennedy Memorial, Burnie, Tasmania



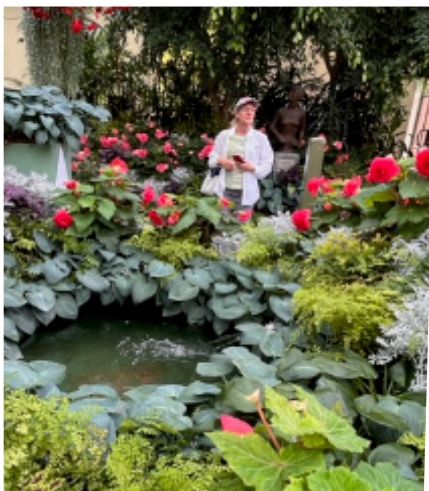
Lone Star Bar, Napier, Australia



Captain Cook's cottage brought from England  
Fitzroy Gardens, Melbourne, Australia



Ray wanted to rent this to tour in N. Z., but Mary said **HELL NO!**



Teresa in Fitzroy Gardens, Melbourne



Mary at University in Burnie, Tasmania



Ray, Teresa and Rich at bar in Melbourne



## From Roger and Carol Bartel

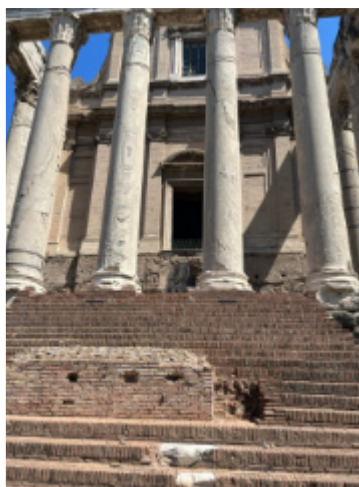
I am enclosing a few of the pictures I took of the Colosseum and Vatican City and also from Ephesus and Sanctorum plus one of us dressed up for a formal dining night on the ship. We spent 3 days in Rome and then cruised down the Mediterranean and back for 13 days. The main reason we selected this cruise was it was supposed to include a tour into the Holy Land. When we were about ready to dock, the decision was made to bypass Israel for security reasons since Israel and the Palestinians were lobbing missiles at each other. That was a major disappointment. So they stopped at a couple other ports on the way back; Crete and Athens.



Caribbean Odyssey of the Sea.

Traveled space available to Rome. Had great seats. Not so good coming home; their (Rome) unions were causing havoc and United canceled one of their flights which of course caused panic as passengers switched to our flight and so no room for standbys. So we had to spend the night at the airport since all hotels were booked. I then bought tickets for the next flight (\$3,000) to get home.

Roger



Colosseum



Ephesus public toilets



Chapel ceiling



Colosseum

## Q AND A:

Q. As a retiree, if I change my enrolled friend in June, can I purchase a discounted ticket for Sep travel at that time? I know they cannot fly til July 1, but what about purchase for flying later?

**A. The discount ticket can be purchased on July 1 since that is when the benefit becomes active.**

Q. Do retirees go after active employees on a vacation pass?

**A. No. When using a Vacation Pass, it goes by seniority.**

Q. How do I change the last name of an enrolled friend? Can't find an edit button!

**A. You can do it on the manage pass-riders screen. To the left of their name select the small purple i. Then select the action you want and then add documents supporting the name change. Make sure their passport matches the new name.**

Q. Is there a rule that state that you cannot book non-rev within an hour of your flight? We are about to board and someone just listed to bump us off.

**A. I think you're referring to can't change from personal to vacation pass within 1 hour on domestic flt. As long as the system lets them book and check-in they are good. No rule against listing at the last minute. The rule says you can't CHANGE to a vacation pass within 1 hour of flight. .**



Q. Booking a 20% on regional out SBP-SFO, if I do not opt for a bundle it looks like I have to pay Baggage fee??? I don't remember having paid a fee, but it has been awhile.... anyone able to clarify. thanks

**A. Ignore the baggage fee when checking in online. Add bags at kiosk when at airport. For some reason, online always wants to charge the baggage fees...**

Q. Question I go to list for a flight and see the uadiscout is \$124 and say to self thats not bad. I go through and it times me out and go back in and now it's \$340 ? Now I try that fare and it will not let me complete and it still says \$124 and I can't find it anywhere? Anyone have any suggestions? Thanks a ton.

**A. Anita Ware: Admin**

**Try Flying Together- travel- top hits- MyUADiscount, or the MyUADiscount on the United APP. I have always had difficulty using the EmployeeRes link for the MyUADiscount tickets.**

**A. Always clear your cache.**

**A. Yep I have had that happen - have to jump on good fares when you see them**

Q. How do I find where to pay my tax for passes used by my pass riders?

**A. It is found on YBR. Go to flying together- employee services- health and insurance(YBR). On the home page scroll to Quick Links. Click view all. Scroll down to tax liability payment. To view invoice: on YBR home page top right click notifications ( bell symbol) then where it says alerts, use dropdown for secure mailbox. The invoice can be found there. It has been reported that you can not open attachment with the safari browser, so try a different browser such as chrome.**



Q. My wife now needs a cane for walking. We are traveling next month and I have no idea what the rules are for canes. TSA clearing? Boarding? Storing when aboard? Any advice would be greatly appreciated.

**A. Canes are medical equipment and as such are allowed on board. As a retired flight attendant, I would advise that you place it on the floor alongside the fuselage or in the overhead bin. Canes are brought on board all the time. It'll just need to be placed in the overhead bin.**

Q. What happened to IAH SYD flight?

**A. IAH-SYD is a seasonal flight. It resumes October 29, 2023.**

Q. Tried to navigate the DMS for enrolled friends as my daughter was on profile but since then got married and need to add her married name to the existing name. Very Unfriendly site. Tried to call 877-UAL-ESC9 number not active due to COVID ???

Is there another number active to help retiree with these problems.

**A. Anita Ware**

You can reach ETC through the help hub chat feature. They staff the line M-F 8-7pm central, and on Sat & Sun till noon. To get to help hub: flying together- employee services- tools- help hub. Then bottom right click the chat bubble and type ETC in chat box. Select retiree pass travel, then type LIVE AGENT in chat box. Select the option for "I would like to try a live agent. You will need a copy of their marriage certificate showing name change I think, and the new name must match the passport exactly.



She says I keep pushing her buttons. If that were true, I would have found 'mute' by now.



## HILL COUNTRY LAC (SAN ANTONIO/AUSTIN)

Dave Newell

The Hill Country LAC held its **quarterly luncheon** at the [Pecan Street Brewing restaurant](#) in Johnson City, Texas on Thursday, April 20, 2023. We had nine guys and two wives in attendance. As usual the food was great and the conversation lively and entertaining. The wives, **Kay Newell and Mary Booth** enjoyed a nice quiet lunch in the front of the restaurant away from all the rowdy guys in the back room. They don't appear to enjoy our exaggerated aviation stories and guy talk (wonder why?)



Kay



Mary

*A few photos for your viewing pleasure!*



Dave Newell, Ray Booth, Dave Judson



Bruce Harris, Allan Newsom



Don Gentry, Wayman Curry (Don with that look..."what...are you taking a picture...? Wayman having a laugh about it!)



Jerry Greenamyre, Hans Vogelpohl

Found an extra pair of boots at the worksite so I decided to give my boss a heart attack



Dave



davebnewell@gmail.com



**DEN LAC (Denver)**  
**Dennis McDonald**

Another DEN breakfast at Perfect Landing with 14 attendees and fantastic weather! Prior to meal David Senn (a senior B787 Captain still working) gave a great update on the state of the industry and United's new hire programs. 👍 Photos of the event are posted below.



**Dennis Lonneman**



**Larry Oaks**



**" Stable Stan" Peterson and Paul Sciera**



**Jim Moore, Chip Barnes and Jim Hinkle**

***Time is the only truly scarce commodity. When you come to that realization, it is really important to spend it wisely.***





**Ryan Heideman, Spike Christensen and Lonnie Blilie**



**Corey Haven, David Senn, Dennis Lonneman and John Taylor**

***Once again the upcoming breakfast dates -***

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

**2023 - 14 June, 9 Aug, 11 Oct, 13 Dec**

**The Perfect Landing Restaurant.**

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

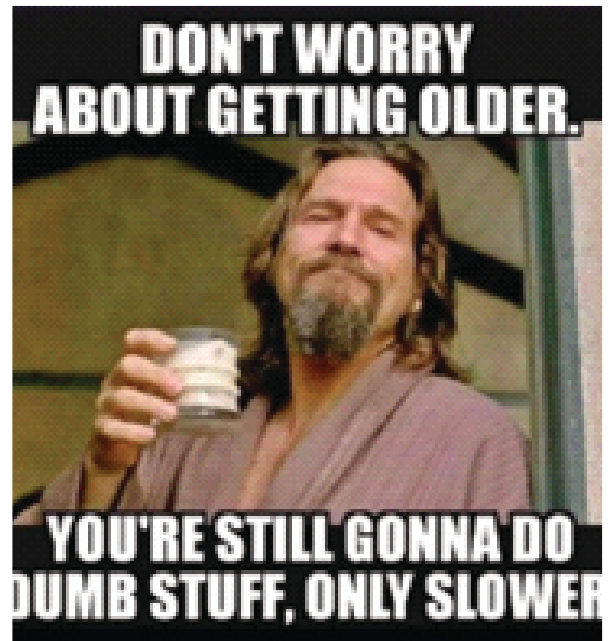
If any of you GE`rs do not get my emails and want to be on the info list, drop me a note.

**Dennis**



**lcdrDennis@gmailcom**

I may be getting old, but I can still spot safety violations. This man has no hard hat, no safety glasses, no hearing protection and no gloves!





## KINGWOOD and HOUSTON LACs

Bill Chambers and Bruce Sprague

### Kingwood LAC

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

### Houston LAC

Two times a year, the Kingwood and Woodlands / Conroe LAC pilots meet for our semi-annual Houston area lunch. Typically 30 to 50 pilots show up. We have our excellent lunch venue....the Sawyer Park Icehouse near The Woodlands. We meet about 11:30 am Find more information and photos of our Houston area lunch on our Golden Eagles website ([www.thegoldeneagles.org](http://www.thegoldeneagles.org)): go to "LAC" menu tab, then select "HOUSTON AREA". Put these DATES on your calendar: **Monday, April 1 and Monday, October 7, 2024. There will be NO lunch in October 2023, due to the Reunion scheduled for Tuesday, November 14, 2023 (be sure to put that date on your calendar)!"**

**April 3, 2023:** We had the Houston Pilot Lunch at Sawyer Park Icehouse today, and about 42 pilots and companions showed up!



Bill Beno, Larry Thomson, Bruce Sprague



Lynn Rippelmeyer, Cheryl and Mark Kelly, Mary Trusler



Chris Mabry and Angie Cote



Mitch and Anne Inman



John Zimmerman



Rick Bulger and Rick McDonald





Rick Bixby and Ken Robertson



Tom Kosh and Steve Souders



Greg Chapman and Tom Kosh



Steve Souders, Steve Poppe, Mike Machemehl



Bob Poland and Greg Chapman



Gary Sachs



Di Johnson and Joe Hearn



Larry Thomson and Bill Vaughn

I'M TAKING CARE OF MY  
PROCRASTINATION ISSUES;  
JUST YOU WAIT AND SEE.





Vicki and Rick Neu



Tony Kohlmann



Ken Robertson, Jane Schuring, Di Johnson



Jim Tucker, John Zimmerman, Mike Machemehl



Lynn Rippelmeyer, Mary Trusler, Jane Schuring



Pete Ramsey, Larry Thomson, Bill Vaughn



Jim Northington, Name....?, John Downey

Bill



***Bbob7045@gmail.com***

Bruce



***brucesprague@mac.com***



Don't forget to put this on your calendar:

**GOLDEN EAGLES**  
**NATIONAL REUNION IN HOUSTON**  
**NOVEMBER 14, 2023**

**Complete details** are on the Golden Eagles website, [www.thegoldeneagles.org](http://www.thegoldeneagles.org).

Click on the link below to read all about it!

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

This gathering of Eagles looks to be a great event with lots of old friends and many new ones in attendance. Start planning now to join us in The Woodlands, TX north of Houston for this exciting reunion. Food and soft drinks will be complementary, courtesy of the Golden Eagles. Members' family and guests are always welcome at our gatherings.

**Wait, wait... you're telling me...**



**If I pee in the yard, I get a TREAT?**







Golden Eagles member Captain Jerry Hunsinger provided this **article about the demonstration flight of the prototype 707.**

**11 March 1957:** The **Boeing jet airliner prototype**, the Model 367-80, N70700, made a **transcontinental demonstration flight** from Seattle's Boeing Field (BFI) to Friendship National Airport (BWI), Baltimore, Maryland. The aircraft commander was Boeing's Chief of Flight Test, Alvin Melvin ("Tex") Johnston. Test pilots James Russell ("Jim") Gannett and Samuel Lewis ("Lew") Wallick, Jr., completed the flight crew. The

flight covered 2,350 miles (3,782 kilometers) and took 3 hours, 48 minutes.

Click on the link below to access the article

<https://www.thisdayinaviation.com/11-march-1957/>

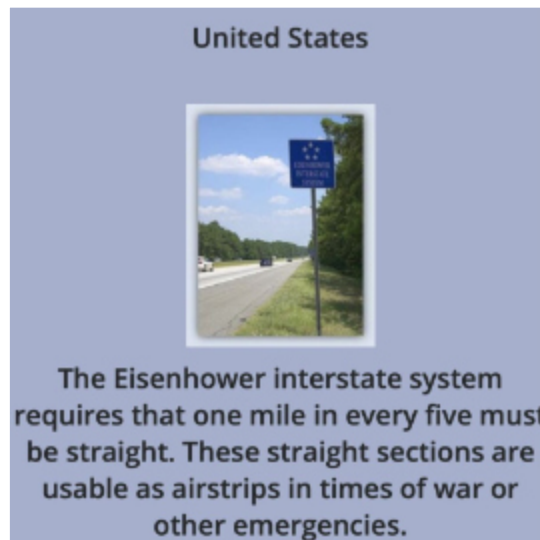
### Then and Now

Below is a link to a **video about Continental Airlines titled "Then and Now"**. It is about 45 minutes long and contains a video history of the airline. For those who have not seen it, it is worth your time.

Thanks to Golden Eagles members Captain Ron Watson and BJ Bellerue for sending it to us.

Click on the link below to view the video

<https://www.youtube.com/watch?v=sIMVnyIJQ58>



### The MiG Hunters

Golden Eagles member Captain Jerry Dixon (no photo) provided this article from the Smithsonian Air and Space Magazine written by Bob Bernier. Bob Bernier was a Navy Pilot and retired airline pilot. Has written many articles for various sources. Jerry met him through an article he did on F3D-2 Douglas Skynight a couple of years ago.

Click on the link below to access the complete article.

<https://airandspace.si.edu/air-and-space-quarterly/spring-2023/mig-hunters>

Golden Eagles member Captain Larry Coy (no photo) provided the following article from Boeing regarding their **newly developed training philosophy, Competency Based Training and Assessment (CBTA)**. This training concept is being furnished to and supported for many airline and commercial companies.

Click on the link below to access the article

[https://www.boeing.com/resources/boeingdotcom/features/innovation-quarterly/2023/03/IQ\\_2023\\_Q2\\_pilot\\_training.pdf](https://www.boeing.com/resources/boeingdotcom/features/innovation-quarterly/2023/03/IQ_2023_Q2_pilot_training.pdf)

**DC-10 flight 232 crash in Sioux City and Concord 4590 crash in France. New take on the circumstances of the accidents and very interesting, even if you have read about these events previously; worth the time to read this perspective and information.**

Click on the link below to access both articles

<https://www.rebellionresearch.com/what-happened-on-united-flight-232>



Golden Eagles member Captain Jerry Hunsinger provided this article on the **A-4** that many of our members flew in the Navy and Marines.....Jim Hughbanks, Dick Floriani, Ben McKenzie and Jerry Greenamyre to name just a few. It is an interesting read.

### **You Needed Grit to Dive On a Target in an A-4 Skyhawk**

The rugged attack jet defined simplicity with a big bomb load

Click on the link below to access the complete article

<https://nationalinterest.org/blog/the-buzz/how-the-4-skyhawk-ruled-the-skies-21967?page=0%2C1>



The “X” and the end of “PHX” makes sense for Phoenix Sky Harbor International Airport — but what about “LAX” for Los Angeles and “PDX” for Portland?

Turns out, the “X” is left over from the days when airports used two-letter codes from the National Weather Service. With the rapid growth of air travel, it soon became apparent that two letters wouldn’t be enough. When International Air Transport Association (IATA) three-letter codes became the norm in the 1930s, some airports gained an “X” at the end.



*JoAnn*



*Kip*

Golden Eagles members **Kip and JoAnn Wintenburg** have provided this article about **The Crash of Continental Flight 11** in 1962 near Unionville, MO.

A Missouri town recalls a tragedy that fell from the skies sixty years ago.

Click on the link below to access the magazine article **Or** read the story below the link,

<https://missourilife.com/the-crash-of-flight-11/>

### ***Full Text of Article:***

## **The Crash of Flight 11**

A Missouri town recalls a tragedy that fell from the skies sixty years ago.

A thunderstorm swept through the town of Unionville just before dark. That was hardly unusual for a springtime evening in Missouri. The storm passed, the rumble of thunder grew more distant, then all was silent except for the nighttime sounds of a small town on a rain-washed Tuesday night.

At around 9:20 PM, the peace in the Missouri/Iowa border town was shattered by a loud, explosive boom. It wasn’t thunder.

On May 22, 1962, Continental Flight 11, a Boeing 707, left Chicago, heading to Los Angeles with a scheduled stop in Kansas City. It never arrived.

The unassuming north central Missouri town of Unionville, with fewer than two thousand residents, became the site of Missouri’s worst air disaster and an early domestic air terrorism event. The jet plummeted from an altitude of thirty-five thousand feet. When it came to rest on the ground, the tail section was in Iowa. The fuselage that held forty-five passengers and crew fell into Missouri farm fields.

Two couples from the neighboring town of Centerville, Iowa, were returning from an evening out in Unionville. Leo Craver, Jack Morris, and their wives came upon plane debris in the highway several miles south of Centerville and contacted law enforcement. Back in Unionville, Putnam County Hospital Director Charles Judd, who also served as county coroner, answered a phone call he never imagined getting. He and Sheriff David Fowler were among the local emergency personnel alerted about the crash.



Lester Cook and his family were roused from sleep about 2:30 AM by a call from Sheriff Fowler's office. Lester and his then seventeen-year old son Ronnie set out in the inky darkness to search property they rented seven miles north of Unionville. Thanks to now-obsolete technology, the



Cooks had a good idea of where to start their search.

"We had a party-line phone," Ronnie says. "and it was ringing off the wall." They listened to what others were saying about what they had heard and used the information to narrow down the area for their search.

"We walked through the brush and tall weeds," says Ronnie, now seventy-seven. "It took a good hour to

find the wreck. The flashlight batteries went out soon. It was muddy from the storm, and hardly anyone had four wheel drive vehicles. If you didn't have a tractor or a horse, you had to walk. "We walked up a hill. It was about four in the morning. There was a tree across the ditch I was going to walk across. Dad said 'No, let's go this way.' Later we found a guy (from the plane) who hit a stump. I would have stepped right on what was left of him, but I listened to Dad for once. It was quite a mess. Some people fell out of the plane."

### ***There's dead people in there'***

The last of the clouds had cleared and the moonlight revealed a horrifying scene. "It was a scary thing," Ronnie says. "I can still see that plane shining in the moonlight." He got on a wing, and his father ordered him off, saying, "There's dead people in there."

It was logical to assume that Flight 11 was downed by lightning from the storm that rolled through just before the crash, but the ensuing investigation uncovered a much more sinister scenario.

The condition of some of the deceased passengers belied the violence of their death. "One guy in a suit was in his seat," Ronnie says. "The coroner said the guy's suit wasn't ruffled a bit."

Terry Bunnell, now eighty-four, farmed some of the crash site fields and was also part of the early search for the wreckage. He recalls that neither the pilot nor the co-pilot's clothes were dirty. Other victims suffered a more gruesome fate and morning light brought the grim scene into focus. The tragedy didn't mean that Unionville's students got a day off from school, so Ronnie went home, got cleaned up, and caught the bus.

From his vantage point on the school bus, he could see bodies that had fallen into the trees a few hundred yards from Route UU. One of the dead passengers suspended in the trees was a man named Thomas Doty.

## A suicide bomber?...

It was logical to assume that Flight 11 was downed by lightning from the storm that rolled through just before the crash, but the ensuing investigation uncovered a much more sinister scenario. A Kansas City salesman named Thomas Doty brought six sticks of dynamite on board the flight and detonated them in the lavatory towel bin. Doty had been arrested a month earlier for the armed robbery of a Kansas City woman. His hearing was set for later in May, and he reportedly told friends he would commit suicide before facing trial. Doty was married with a young daughter, and he purchased \$300,000 worth of life insurance prior to his death. The insurance money for his family might have been his motive for mass murder, but when his wife tried to collect on the policies, she was denied because his death was ruled a suicide.

The suicide bomber was traveling with a woman named Geneva Fraley, of Kansas City, Kansas, with whom he was planning a business venture. They almost missed the Chicago flight, but the ticket agent called for the stairway to be moved back so the couple could board, which was a common practice in the days before strict airport security.



The passenger manifest read like a Who's Who of business executives: US Medal of Freedom recipient and Chrysler Dodge manager Fred P. Herman and two of his colleagues, six managers of the Michigan Wisconsin Pipeline, and executives with Vanilla Laboratories, Lenora Lingerie, Futursonic Production, and Aeroquip Corporation. Arthur Hailey's novel *Airport* and eventual movie of the same name were partially inspired by the crash of Continental Flight 11 near Unionville.

Robert L. Miller was a uniformed soldier returning to Fort Riley, Kansas, after a furlough in Chicago. The lone female passenger was Doty's traveling companion, Fraley. Passenger Takehiko Nakano, twenty-seven, an engineer from Illinois, initially survived, but died in a Centerville, Iowa, hospital ninety minutes after being transported from the crash site.

Prior to the crash, Continental Airlines had flown several billion miles in twenty-eight years without a fatality accident. Pilot Fred Gray had logged more than twenty-five thousand hours of flight experience.

## A previous brush with peril...

This particular plane had already achieved notoriety. It was hijacked in August 1961 by two Fidel Castro sympathizers. That flight crew convinced the hijackers that the plane needed refueling in El Paso, Texas, where the hijackers were arrested after a brief hostage standoff.

On May 22, 1962, Flight 11 departed Chicago at 8:35 PM. Captain Gray had permission to move over and around a thunderstorm that stretched across northern Missouri and southern Iowa. At 9:17 PM the plane disappeared during a routine radar transfer from Waverly, Iowa, to Kansas City and was not picked up on radar again. "We heard it go down, but we didn't know it then," says Terry Bunnell. "It rattled the windows, but so did the storm before that." Soon there was a line of traffic passing by on the dirt road near his home. Terry followed the smell of jet fuel to the crash site. He was disappointed to discover that some people were macabre souvenir hunters, seeking wreckage pieces or even victims' items. Souvenir hunters continued to show up for weeks after the incident. "One souvenir hunter brought a woman to fix me up for a date in exchange for being able to hunt souvenirs, Terry says, "I was married and had a child. I just looked at him and didn't answer him."



## A town in mourning...

Wreckage was strewn from north of Unionville, Missouri, to, coincidentally, Unionville, Iowa, some thirty air miles away. During the jet's uncontrolled nosedive, all four engines tore away from the wings and eventually embedded themselves deep into the soft earth. Crash debris, including the jet's engines (below), was scattered across thirty miles of rural Missouri and Iowa farmland and remained in place during the subsequent investigation. Longtime resident Judy Pauley remembers the heartbreaking days following the crash. "Early in the morning, Merle Husted of Husted Funeral Home called my husband, Bill, and told him there was a terrible plane crash north of town. Bill got up but wasn't gone long. They would have to wait until the authorities got there before the bodies could be removed. Merle called back later in the morning, and I didn't see Bill again until the next day." Bill Pauley described the scene to his wife. "He said it was like the plane was set down and opened with a can opener," Judy says. "He had nightmares after that. He kept seeing all those people. After that, Bill had a phobia of flying. When we had to fly, he asked the doctor for medication to help him."



Among the authorities who descended on Unionville following the crash were representatives from The Civil Aeronautics Board, the Federal Bureau of Investigation, and the US Weather Service. The FBI team was led by Mark Felt, who later went to Washington and was eventually identified as the "Deep Throat" informant in the Watergate scandal. "Iowa wanted to run the show," Ronnie says. "Some authorities wanted to take the bodies over to Iowa. Dr. Judd, the coroner, said, 'The heck you are!' and called the Missouri Attorney General Thomas Eagleton. There was no horseplay with him."

Thirty-seven bodies were found within twelve hours of the crash and taken to a makeshift morgue in the basement of a vacant Ford garage in Unionville, Missouri. The street to the morgue was closed. Terry remembers that bodies were placed on ice there.



Another seven bodies were found on May 23, but one was still missing. "One stewardess wasn't immediately found," Ronnie says. "Someone asked the junior and senior (Unionville High School) boys to help look for her on Thursday morning.

We walked so far apart. We found silverware and pieces of the seats. One boy, Johnny Mack Buckalew, found her a mile west of the crash. I'm glad I didn't see her."



Terry thinks the victims and their families were always kept at the forefront of the community's response. "It was respectful the way the bodies were treated," he says. "One family called and wanted me to sow poppy seeds at the site where their son was killed. I did, but I never went back to see if they grew."

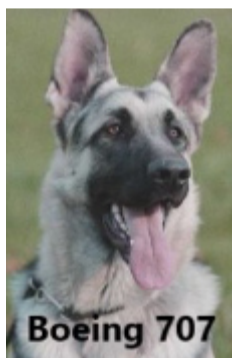
Even now, the crash still bothers me. People have asked me about it. Sometimes, I don't tell them how bad things were."

**Did a lone German shepherd survive this horrific crash? Read the story below or click on the link.**

[did%20a%20lone%20german%20shepherd%20survive%20this%20horrific%20crash.](#)

## **INJURED GERMAN SHEPHERD APPARENTLY SURVIVED CRASH**

**But there was one: The story of a dog named Boeing 707**



Powerful thunderstorms moved through our area on the night of May 22, 1962. As threatening weather passed, my father went outside, came back in later, and said, "I heard something, and I don't think it was thunder." Within hours we heard via my Uncle David, who was county sheriff, that a big plane had crashed north of town. I tagged along with my dad, and we headed that way in the pre-dawn hours. I could never be prepared for what I was about to see and would never forget. Off Highway 5, north of Unionville, we turned onto a gravel road leading to a clover field, and there, strewn on this rural northern Missouri hillside, lay pieces of a giant broken airplane: a Boeing 707 commercial jetliner.

With the moon shining brightly on a partially intact right wing, I climbed onto the wingtip. Walking the length of the wing toward the blown hole in the fuselage, I could see hundreds of dangling wires and a reddish pink dust covering the exterior and interior cabin. At eight years of age, I was not fully cognizant of the tragedy surrounding me. Quickly realizing this was no place for a little kid, my father whisked me away back home.

The next day, onlookers spotted a German shepherd dog with a sizable gash on his chin wandering around the crash site. They noted he was quite distressed and wondered if his best friend had just died in the crash. None of the law enforcement or National Guard at the site reported having any canine with them, and no one locally knew this German shepherd.

My dad told my uncle, the sheriff, that I loved dogs and would take good care of him until his rightful owner claimed him. And so, this black and silver dog entered into my life. The local veterinarian, Doc Owings, treated and bandaged the gash on the dog's chin and found him to be otherwise in excellent shape. Doc believed him to be two or three years old.



Days and weeks followed, and no one ever claimed ownership. Continental Airlines would neither confirm nor deny that a dog was aboard Flight 11.

In honor of the thirty-seven passengers and eight crew members who lost their lives that night, I named this affectionate dog Boeing 707. One of the first things our family and friends noticed about Boeing was how closely he would walk by your side, mirroring every step. Then I came to discover he would obey numerous commands: “Down,” “Stay,” “Wait Here,” “Drop It,” “Shake and Spin,” and “Shake and Twist.” No matter who did the tossing, Boeing would fetch whatever you threw and bring it back and place it at your feet. Boeing was a large dog and stayed in our unattached garage. On the inside back wall of that garage—to this day—written by me in black shoe polish, is his name.

We became more convinced Boeing had been aboard that Continental Flight 11 crash, which was caused by a loud explosion, when at the loud clap of thunder on two separate occasions he jumped through a window into our basement. Over the years, I would hear or read something about Flight 11, and they would say all forty-five souls aboard perished. I would always say to myself, “But there was one ...,” and I believe that one was a German shepherd I named Boeing 707.

Our local newspaper, The Unionville Republican, inquired about doing a story on this intelligent dog, but my father wouldn’t consent out of concern that if too many people learned about this amazingly well-trained dog, someone would steal him. Aaron Stuckey and George Choate, co-publishers of the paper, respected my father’s wishes and no photo or story ever appeared.

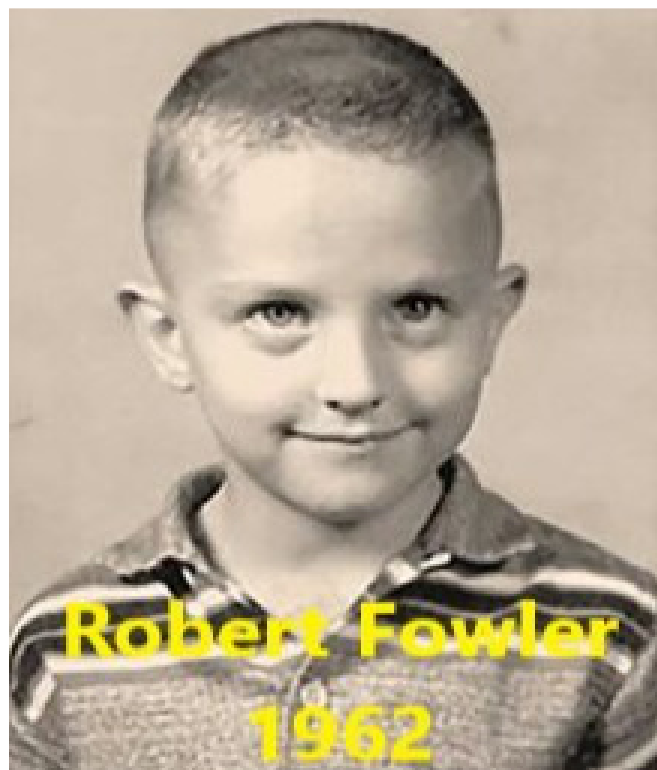
My father’s concern was a foreshadowing of what was to come. Word got around about this fully trained German shepherd—“that dog they found at the airplane crash.” Indeed, many people knew of this extraordinary dog, including relatives, friends, and grade school buddies. People would ask me, “How’s Boeing?”

For a summer and fall, I was best friends with a handsome German shepherd. One day in the late fall when I got home from school, I didn’t immediately see Boeing, so I began to search all over our thirty-acre farm. I searched on my bike, riding two miles into town, where everybody knew everybody, asking everyone I met if he or she had seen Boeing. Back then there was little connection or communication between local law enforcement agencies, and without any local animal care and control, there was no way to file a report on a missing dog.

There was no formal search, but for weeks and months afterward, my mom, dad, and I would drive around northern Missouri and southern Iowa in search of a dog named Boeing 707. We always believed this very special dog had been stolen.

Someone told us they read about an Iowa dog breeder who sold a young, fully trained German shepherd to an Ohio county sheriff. We never knew if that was really true. Back then, we couldn’t “Google it.” There weren’t such things as cell phones, and long-distance phone calls were quite costly.

Even though a joyous reunion with this courageous dog never came, I couldn’t help but think he had been saved on that May night in 1962 so that he could later save others.



## A useful note about Heart Health

Golden Eagles member Captain Dennis McDonald submitted this note he received from retired CAL Captain Fred Buhl regarding some heart health advice. Fred's email and the text of his note are posted below. Fred regularly attends the Denver LAC lunches and breakfasts.

*"With Jim Moore's death I thought it may be helpful to send this to our friends. It's a recap of what I have done to be proactive. Feel free to send it if you think it is helpful.*

*Cheers,*

*Fred"*

With the death of a seemingly healthy Jim Moore many of us are rightfully concerned about a surprise heart attack. To prevent that surprise there are things you can do for heart health and several non-invasive tests to allow you to rest more easily.

Obviously a low fat, balanced diet, exercise, and regular check ups are essential to our health. Here are a few other steps you can take. Some years ago, a Physician's Assistant put me on Statins for my cholesterol, and a blood pressure medication. I did not think my numbers were unreasonably high, but she said I had a fifteen percent chance of a heart attack in the next ten years. My thought was – who does not have that chance between age seventy and eighty? My cholesterol was about two hundred and now is in the low 100's. My blood pressure was about 135 and now is down to my historical 110/70. These changes are simple and hopefully will have a long-term benefit. Also, many years ago I requested, and received, a Stress EKG. I jogged on a treadmill with EKG leads to monitor the heart under mild stress from exercise. That test was normal, and I did nothing more until a year ago.

At that time, I asked for a Calcium CT scan. My doctor wrote a prescription, and I went to Envision Sally Jobe in Parker. The test uses EKG leads and does a scan between the beats of the heart and reveals the amount of calcium in the heart's blood vessels. To my total amazement, I scored a zero. Meaning no traceable calcium. This test took about 15 minutes and cost me about \$110. Not bad to have peace of mind.

Below is the Mayo Clinic explanation of the procedure:

A heart scan, also known as a coronary calcium scan, is a specialized X-ray test that provides pictures of your heart that can help your doctor detect and measure calcium-containing plaque in your arteries.

Plaque inside the arteries of your heart can grow and restrict blood flow to the muscles of your heart. Measuring calcified plaque with a heart scan may allow your doctor to identify possible coronary artery disease before you have signs and symptoms.

Your doctor will use your test results to determine what you need — medication or lifestyle changes — to reduce your risk of a heart attack or other heart problems.

### **Why it's done.**

Your doctor may order a heart scan to get a better understanding of your risk of heart disease or if your treatment plan is uncertain. A heart scan uses an X-ray technology called multidetector row or multislice computerized tomography (CT). The scan creates multiple images that can show any plaque deposits in the blood vessels. A heart scan provides an early look at levels of plaque.

Plaque is made up of fats, cholesterol, calcium, and other substances in the blood. It develops gradually over time, long before there are any signs or symptoms of disease. These deposits can restrict the flow of oxygen-rich blood to the muscles of the heart. Plaque may also burst, triggering a blood clot that can cause a heart attack.

I hope this is helpful,

Fred Buhl



Thanks to Golden Eagles members Captain Jerry Dixon and Captain Jerry Hunsinger for this memorable video.

Born in Ireland. Hurricane fighter Pilot **John Paddy Hemingway. Battle of Britain fighter pilot. The Last of The Few.** This video is a tribute by his son to him on his 103rd birthday. Hymn for a Humble Hero. Take time to watch this excellent video.

Click on the link below to access the video

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

---

### **Understanding Engineers 1**

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 lady surveyor 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' 6", 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.**

### **Airlines seeks to launch commercial flying taxi service in Chicago within 2 years**

Electric vertical takeoff and landing (eVTOL) aircraft taxi service projected to cost about as much as an Uber Black trip from Vertiport Chicago to O'Hare International Airport

Click on the link below to access the complete article

<https://www.foxbusiness.com/economy/united-airlines-seeks-launch-commercial-flying-taxi-service-chicago-2-years>

### **Emirates & United Airlines Begin Codeshare Partnership For Greater US Connectivity**

The world just got bigger for passengers traveling with both airlines.

Click on the link below to access the complete article

<https://simpleflying.com/emirates-united-airlines-begin-codeshare-partnership/>

### **United Airlines "Aviate Program" Pilot Training Information/Video**

Click on the link below to access the United Aviate Program information

<https://unitedaviate.com/>

### **United Airlines Reduces Summer Schedule From Newark Liberty International Airport**

Air traffic control staffing shortages have contributed to the cut.

Click on the link below to access the complete article

<https://simpleflying.com/united-airlines-reduces-summer-schedule-newark-liberty-international-airport/>

### **United Airlines To Launch Three New South Pacific Routes**

Click on the link below to access the complete article

[https://aviationweek.com/air-transport/airports-networks/united-airlines-launch-three-new-south-pacific-routes?elq2=9b4dbfe4fa4c421297661bd669d32034&sp\\_eh=dfbf163d4176a09ec3f01a0312faa8c3f52dc4be0eed51c7f6fedac4e1e4fb81](https://aviationweek.com/air-transport/airports-networks/united-airlines-launch-three-new-south-pacific-routes?elq2=9b4dbfe4fa4c421297661bd669d32034&sp_eh=dfbf163d4176a09ec3f01a0312faa8c3f52dc4be0eed51c7f6fedac4e1e4fb81)

### **Record Breaking: United Airlines Now Has 10 Australian & New Zealand Routes**

United has more US-Australia/New Zealand routes than any other carrier.

Click on the link below to access the complete article

<https://simpleflying.com/united-airlines-10-australian-new-zealand-routes-record/>

### **United Sees Fundamental Shift in International Traffic**

Click on the link below to access the complete article

<https://liveandletsfly.com/united-airlines-international-traffic-shift/>

### **Earnings Reports Suggest Airline Pilot Salary Unsustainable**

Click on the link below to access the complete article

<https://liveandletsfly.com/earnings-reports-suggest-airline-pilot-salary-unsustainable/>

### **United Airlines: We are officially the largest airline in the world**

Click on the link below to access the complete article

<https://liveandletsfly.com/united-airlines-largest-airline-world/>





Police have confirmed that the man who fell from the roof of a nightclub and died was not a bouncer

### **United Airlines Narrowbody Aircraft Retrofit Plan Met With Supply Chain Delays**

Since announcing the cabin revamp two years ago, the airline has upgraded only one aircraft.

Click on the link below to access the complete article

[https://simpleflying.com/united-airlines-narrowbody-retrofit-plan-supply-chain-delays/?utm\\_source=SF-DL&utm\\_medium=newsletter](https://simpleflying.com/united-airlines-narrowbody-retrofit-plan-supply-chain-delays/?utm_source=SF-DL&utm_medium=newsletter)

### **United wants to hire 50,000 more workers**

The legacy carrier aims to hire a further 15,000 employees in 2023, including up to 6,300 new flight attendants and pilots.

Click on the link below to access the complete article

<https://simpleflying.com/united-airlines-hire-50000-more-workers/>

### **Pilots' Unions Ramp Up Opposition To Reduced-Crew Studies**

Click on link below to access the complete article

<https://aviationweek.com/air-transport/safety-ops-regulation/pilots-unions-ramp-opposition-reduced-crew-studies>

### **UNITED AIRLINES PLANS TO CONFIGURE NEW 787 DREAMLINERS WITH MORE BUSINESS CLASS SEATS**

Click on the link below to access the complete article

<https://liveandletsfly.com/united-airlines-787-high-j/>

### **United Airlines Pilots Picketing In 10 Cities, 5/14/23**

Contract negotiations have stalled once again.

Click on the link below to access the complete article

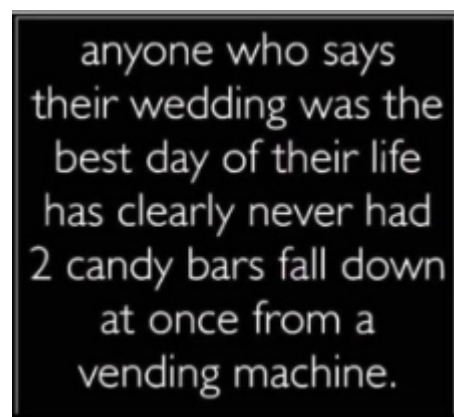
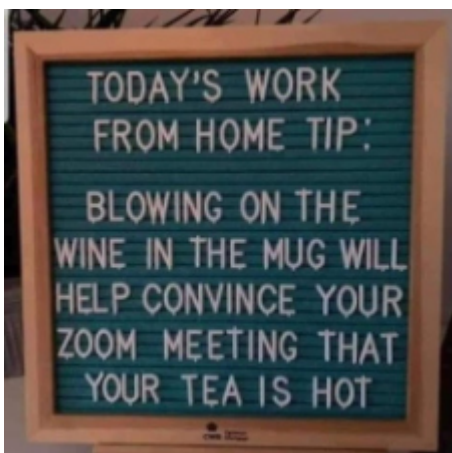
<https://simpleflying.com/united-airlines-pilots-picketing-ten-cities/>

### **United Airlines Reveals Huge Denver International Airport Expansion**

New flights, routes, airport gates and clubs are coming to Denver

Click on the link below to access the complete article

<https://simpleflying.com/united-airlines-huge-denver-international-airport-expansion/>



### FAA issues safety alert to airlines and pilots after 'concerning' near-miss incidents

Click on the link below to access the complete article

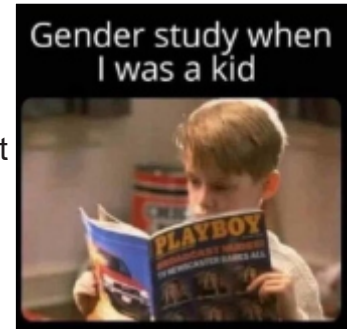
<https://www.foxbusiness.com/economy/faa-issues-safety-alert-airlines-pilots-concerning-near-miss-incidents?test=991b7ebbac7218b6b065306d0096ff3d>

### ALPA Shares Safety Alert After FAA Call To Action Summit

An Air Line Pilots Association e-mail safety alert to its members about recent runway incursions and more concerns a pilot turned whistleblower.

Click on the link below to access the complete article:

[https://simpleflying.com/alpa-safety-alert-faa-summit/?utm\\_source=SF-DL&utm\\_medium=newsletter](https://simpleflying.com/alpa-safety-alert-faa-summit/?utm_source=SF-DL&utm_medium=newsletter)



### American Airlines Flight Attendants Endorse Protection From Abusive Passengers Act

If passed, the legislation would see passengers previously convicted or fined for air rage barred from commercial air travel in the United States.

Click on the link below to access the complete article

[https://simpleflying.com/american-airlines-flight-attendants-protection-abusive-passengers/?utm\\_source=SF-DL&utm\\_medium=newsletter](https://simpleflying.com/american-airlines-flight-attendants-protection-abusive-passengers/?utm_source=SF-DL&utm_medium=newsletter)

### Boeing 737-10 certificatrion timelines continue to grow

Click on the link below to access the complete article

[https://aviationweek.com/air-transport/safety-ops-regulation/boeing-737-7-10-certification-timelines-continue-grow?utm\\_rid=CPEN1000003240214&utm\\_campaign=37542&utm\\_medium=email&elq2=7d786449993642d985e4318c1df87c3c&utm\\_emailname=AW\\_News\\_AirTransport\\_20230410&sp\\_eh=dfbf163d4176a09ec3f01a0312faa8c3f52dc4be0eed51c7f6fedac4e1e4fb81](https://aviationweek.com/air-transport/safety-ops-regulation/boeing-737-7-10-certification-timelines-continue-grow?utm_rid=CPEN1000003240214&utm_campaign=37542&utm_medium=email&elq2=7d786449993642d985e4318c1df87c3c&utm_emailname=AW_News_AirTransport_20230410&sp_eh=dfbf163d4176a09ec3f01a0312faa8c3f52dc4be0eed51c7f6fedac4e1e4fb81)

### The Boeing 737 MAX: Its Rise, Fall And Re-Emergence

The 737 MAX continues a long successful run for Boeing narrow bodies. It has had challenges but is well-ordered by airlines.

Click on the link below to access the complete article and video

[https://simpleflying.com/boeing-737-max-story/?utm\\_source=SF-DL&utm\\_medium=newsletter](https://simpleflying.com/boeing-737-max-story/?utm_source=SF-DL&utm_medium=newsletter)

### Court Rules Air France & Airbus Not Guilty Of AF 447 Manslaughter

The final verdict comes after French prosecutors found it was "impossible to demonstrate" the companies' guilt.

Click on the link below to access the complete article

<https://simpleflying.com/airbus-air-france-not-guilty-af-447-manslaughter/>

### Astronomical Pilot Pay Fuels The Move To Single Pilot Cockpits

Click on the link below to access the complete article

<https://viewfromthewing.com/astronomical-pilot-pay-fuels-the-move-to-single-pilot-cockpits/#:~:text=Delta%20Air%20Lines%20pilots%20got,benchmark%20of%20what%20to%20expect.>

### United States Airlines Are Going To Be Hit With Pilot Retirements

Required retirements of pilots will peak in 2029, according to the Regional Airline Association.

Click on the link below to access the complete article

<https://simpleflying.com/united-states-airlines-hit-pilot-retirements-soon/>



### **What Is World Pilots Day And Why Is It Important?**

Click on the link below to access the complete article

<https://simpleflying.com/world-pilots-day-guide/>

### **Republic Airways To Issue \$100,000 Fine If Pilots Quit Within First Three Years**

The airline has received backlash from the union that represents its pilots.

Click on the link below to access the complete article

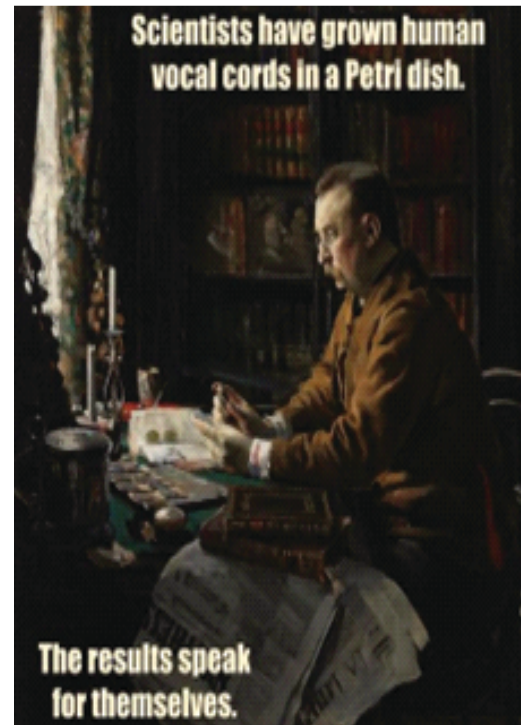
[https://simpleflying.com/republic-airways-100000-fine-pilots-quit/?utm\\_source=SF-DL&utm\\_medium=newsletter](https://simpleflying.com/republic-airways-100000-fine-pilots-quit/?utm_source=SF-DL&utm_medium=newsletter)

### **Newark Surpasses JFK As The USA's #1 Airport For European Destinations**

Newark has 39 passenger destinations in Europe this summer.

Click on the link below to access the complete article

<https://simpleflying.com/newark-top-usa-airport-for-european-destinations/>



### **United Airlines Claims Delta Air Lines Is Raising Fares To Sabotage Ticket Sales**

Delta is selling tickets on its Portland - Tokyo Haneda Airport for more than \$10,000.

Click on the link below to access the complete article

[https://simpleflying.com/united-airlines-believes-delta-air-lines-raising-fares-sabotage-ticket-sales/?utm\\_source=SF-DL&utm\\_medium=newsletter](https://simpleflying.com/united-airlines-believes-delta-air-lines-raising-fares-sabotage-ticket-sales/?utm_source=SF-DL&utm_medium=newsletter)

### **Why Colorblindness Doesn't Have To Be An Obstacle For Aspiring Pilots**

These days there are more tests to help assess the level of color blindness.

Click on the link below to access the complete article

[https://simpleflying.com/aspiring-pilots-colorblindness-guide/?utm\\_source=SF-DL&utm\\_medium=newsletter](https://simpleflying.com/aspiring-pilots-colorblindness-guide/?utm_source=SF-DL&utm_medium=newsletter)

### **Air Canada Pilots Join Air Line Pilots Association**

A big move ahead of negotiations this summer.

Click on the link below to access the complete article

<https://simpleflying.com/air-canada-pilots-join-air-line-pilots-association/>

### **FAA Plans To Ease Mental Health Barriers For Pilots**

Click on the link below to access the complete article

[https://simpleflying.com/faa-plans-ease-mental-health-barriers-pilots/?utm\\_source=SF-DL&utm\\_medium=newsletter](https://simpleflying.com/faa-plans-ease-mental-health-barriers-pilots/?utm_source=SF-DL&utm_medium=newsletter)

### **American Airlines - JetBlue Must End Northeast Alliance On Antitrust Grounds**

A US judge ordered both airlines to cease the partnership.

Click on the link below to access the complete article

[https://simpleflying.com/american-airlines-jetblue-partnership-blocked/?utm\\_source=SF-DL&utm\\_medium=newsletter](https://simpleflying.com/american-airlines-jetblue-partnership-blocked/?utm_source=SF-DL&utm_medium=newsletter)

## New Members

William Rawls-Bryce  
Ken Couch  
Tim Cornett  
David Lundy  
Mary Trusler  
Anthony LeClair  
Robert Singleton  
Ivan Klugman  
William Sablesak  
Everett Miller  
Ron Coleman  
Pat Arter

Joe Gambone  
Ron Williams  
Robert (Bob) Pierce  
Stephen Pramberger  
Lonnie Blilie  
John Malone

**WELCOME ABOARD!**



<b>Sherman_Beardman</b> 1.3k points 2 years ago
The fact that Kansas and Arkansas are pronounced differently bothers me way more than it should.
<b>madamplease</b> 13.7k points 1 year ago
Pronouncing words that end in 'ough'. Cough, bough, rough, dough, through, though....
<b>Vaxtin</b> 4.7k points 4 years ago
Is the "S" or "C" in scent silent?
<b>AdventurousMan</b> 4.6k points 4 years ago
Why does fridge have a "D" in it, but refrigerator doesn't?
<b>Djimmieboy</b> 248 points 1 year ago
Why are Zoey and Zoe pronounced the same but Joey and Joe aren't?
<b>MundaneRiot</b> 261 points 4 years ago
You can drink a drink but you can't food a food.
<b>cherfishPanda</b> 218 points 4 years ago
The word "queue" is just a Q followed by four silent letters
<b>saranowitz</b> 1 point 10 years ago
Why is a "w" called a "Double-U" when it is clearly a "Double-V"?

What is the difference between men and women?

A woman wants one man to satisfy her every need. A man wants every woman to satisfy his one need.

What is that insensitive bit at the base of the penis called?  
The man.

Why don't men often show their true feelings?  
Because they don't have any.

What's the difference between a man's wife and his girlfriend?  
60 pounds.

What's the difference between a woman's husband and her boyfriend?  
60 minutes.

Why are all dumb blonde jokes one-liners?  
So men can remember them.

Why do doctors slap babies' bottoms as soon as they're born?  
To knock the penises off the smart ones.

When is it much better to be a woman than a man?  
When you are in the lavatory and the plane hits turbulence.

What do you call a man with 99% of his brain missing?  
Castrated.

What's the difference between government bonds and men?  
Bonds mature.

What's the difference between a man and E.T.?  
E.T. phoned home.

Why is psychoanalysis quicker for men than for women?  
When it's time to go back to childhood, he's got less far to go.

What do you call a handcuffed man?  
Trustworthy.

Why are men like commercials?  
You can't believe a word they say.

Why are men like popcorn?  
They satisfy you, but only for a little while.



## The Lighter Side

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

This is why Shetland ponies never caught on in Wyoming.



I have a pencil that used to be owned by William Shakespeare.

But he chewed it a lot. Now I can't tell if it's 2B or not 2B.

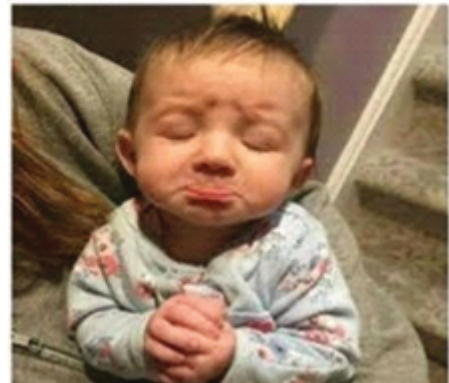
Before my surgery, the anesthesiologist offered to knock me out with gas or a boat paddle...

It was an ether/oar situation.

A farmer went to the market one day and his wife finally got the courage to look in his safe. They had been married for 30 years and the farmer had insisted that his wife would never look in the safe. What the wife found was 40,000 dollars in nice little bundles of hundreds. There were also three eggs.

When the farmer returned from the market, his wife told him she had looked in the safe and discovered the money and eggs. She asked for an explanation and said while she liked having the money she wondered why there were three eggs in the safe. The farmer explained that in the 30 years of marriage, he wasn't always faithful and each time he strayed, he put an egg in the safe. The wife while not pleased at the admission of infidelity said three times in 30 years wasn't so bad. The farmer then told his wife that she didn't understand -- each time he reached a dozen eggs he would sell them, and that's where the money came from.

Dear Lord,  
Please don't let Brussel Sprouts  
be a part of the cure of Covid-19 Virus.



I asked old Maud how she lost her husband. She told me her sad story: "Well, he needed a blood transfusion but his blood type was not on record, so the doctors asked me if I knew what it was, as they urgently needed it in order to save my Norman's life. Tragically, I've never known his blood type, so I only had time to sit and say goodbye. I'll never forget how supportive my Norman was! Even as he was fading away, he kept on whispering to me ... "Be positive ... be positive!" That was my Norman! Always thinking of others!!!

CHUCKLES:

Sometimes, when I look at my children, I say to myself, 'Lillian, you should have remained a virgin.'

**Lillian Carter (mother of Jimmy Carter)**

I had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalogue: - 'No good in a bed, but fine against a wall.'

**Eleanor Roosevelt**

Last week, I stated this woman was the ugliest woman I had ever seen. I have since been visited by her sister, and now wish to withdraw that statement.

**Mark Twain**

The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible.

**George Burns**

Santa Claus has the right idea. Visit people only once a year.

**Victor Borge**

Be careful about reading health books. You may die of a misprint.

**Mark Twain**

By all means, marry. If you get a good wife, you'll become happy; if you get a bad one, you'll become a philosopher.

**Socrates**

I was married by a judge. I should have asked for a jury.

**Groucho Marx**

My wife has a slight impediment in her speech. Every now and then she stops to breathe.

**Jimmy Durante**

I have never hated a man enough to give his diamonds back.

**Zsa Zsa Gabor**

Only Irish coffee provides in a single glass all four essential food groups: alcohol, caffeine, sugar and fat.

**Alex Levine**

My luck is so bad that if I bought a cemetery, people would stop dying.

**Rodney Dangerfield**

Money can't buy you happiness .... But it does bring you a more pleasant form of misery.

**Spike Milligan**

Until I was thirteen, I thought my name was SHUT UP.

**Joe Namath**

I don't feel old. I don't feel anything until noon. Then it's time for my nap.

**Bob Hope**

I never drink water because of the disgusting things that fish do in it.

**W. C. Fields**

We could certainly slow the aging process down if it had to work its way through Congress.

**Will Rogers**

Don't worry about avoiding temptation. As you grow older, it will avoid you.

**Winston Churchill**

Maybe it's true that life begins at fifty, but everything else starts to wear out, fall out, or spread out.

**Phyllis Diller**

By the time a man is wise enough to watch his step, he's too old to go anywhere.

**Billy Crystal**

And the cardiologist's diet: if it tastes good spit it out.



## 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."***

## Gone West In 2023

Names in red denote gone West announced since last update



Denotes Golden Eagles Member

James R. Davis 2022 Notice received in May, 2023

Larry Goldman Jan 22, 2023



Pete Krueger Jan 24, 2023

Mike Burke Jan 27, 2023



Steve Cady Feb 7, 2023

Greg Garber Feb 7, 2023

Louis Bigos Feb 7, 2023

James Manfredi Feb 8, 2023

Curtis Landry Feb 11, 2023

Lou DeFazio Mar 9, 2023

Roy "Bubba" Segars Mar 28, 2023

Jerry Batchelder Mar 30, 2023



Jim Sullivan Apr 7, 2023

Armand Baughman Apr 26, 2023



Ralph Rina Apr 26, 2023



Jim Moore May 2, 2023

Eric Hodges May 6, 2023



Carey McWilliams May 19, 2023





## Tributes:

### For Lou DeFazio:

So sad  
Lou was a good guy  
*Diane Myers*



So sad.  
I remember Lou. Great guy. I got my multi engine seaplane at Jack Browns seaplane flight school in a Republic twin Seabee in 1980 and flew for Chalks Airlines until 1985 when I joined Continental. I remember talking to Lou about my seaplane flying. He will be missed. Condolences to his family.  
*Britt Owens (no photo)*

### For Armand Baughman:



HE WAS A GREAT PERSON TO FLY AROUND THE COUNTRY. I CAN REMEMBER FLYING "REDEYES" TO NEW ORLEANS & GOING TO THE RESTAURANT NEXT TO THE HOTEL TO SHARE BLODDY MARYS WITH THE WHOLE CREW. WHAT FUN!  
HE WAS THE FIRST CAPTAIN THAT I FLEW WITH THAT WOULD CRACK HIS WINDOW TO SMOKE A CIGARETTE.  
*GLEN R.CERNIK*



### For Jim Moore:

One of the good guys ~  
*Diane Myers*



Today, I have a heavy heart. From my first day at CAL in DEN, I knew Jim as a professional, personable and very supportive individual. Jim was a great pilot and made us newer hires very comfortable. At every CAL breakfast I attended, we would talk about our current activities. He is gone but not forgotten by all who knew him.

*Tony Simon.*

Sad news for sure. He was a really good guy.

*Bruce Harris*



Jim did my Captain upgrade in the 737. He was a great pilot instructor and a true gentleman. May he rest in peace.

Britt Owens (no photo)

### For Ralph Rina:



Ralph left an indelible mark on so many of us that he touched during our careers. One of my most momentous memories will always be with Ralph and my Dad before my Dad passed away. My Dad was one of the pilots of the B17 based in Mesa, Arizona. My Dad traded a ride in the B17 for Ralph for a ride in Ralph's T6....what a sight seeing the two, with aviation running through their blood, talking shop and flying the crap out of those airplanes. Great man, great teacher and friend.

*Jay Panarello*



He was truly one of the great ones!

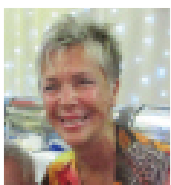
*KD Jost*



Ralph was an outstanding aviator who was passionate about sharing his love of aviation to everyone. Ralph was a wonderful mentor to many, including me since I was 16 years old. Ralph leaves behind countless friends and fellow aviators whose lives he influenced over many decades.

*Rob Keenan (no photo)*

Just lost one of the best. *Pam Meyners*





*Bruce Harris*



That's terrible news. Ralph was a real gem. Big loss for our pilot group.

*Bob Schalit*



I was a huge fan of Ralph Rina. Anyone who flew with him had to admire his skill as an aviator, but his dignity and professionalism also stood out.

I got to know Ralph when we both operated out of the Long Beach airport. Ralph was operating his 135 operation and running his small Metro Liner Airline through the upper desert to LAX. At the time I jointly own a Cessna 310 with Rick Miller and When Ralph needed more capacity to go to the RNO Air Races, I would swap airplanes with him and use his Beech 135.

Ralph checked me out as a flight instructor on the 727 at night, ELP to Roswell (KROW) at night behind the clock, no moon at 17,000ft. And we are doing approach to stalls over high terrain, until we get an airframe buzz, later taking off on their 13,000 ft runway, Ralph pulls an engine to idle after V1, as I start to rotate. I looked at him and he pulls the second, center engine to idle to see what I'd do, so pulled the last engine to idle, to see what Ralph would do, and immediately pushed all throttles forward and I guess I passed his stress test.

Another time later, I was checking out in the DC-10 and on my first airplane ride, Ralph is my instructor. We get an airplane out of SFO and shag up to Sacramento airport for some bounces. On the way up I wanted to hand fly the airplane because it was such a beautiful handling machine. So, it's at night and out of the corner of my eye I catch Ralph slowly turning the rudder trim knob. I pretend to not notice as I slowly add rudder to keep the ball centered. The more he trimmed the more I pushed. Then at some point I removed my hands from the centered- up control wheel and marveled out loud how nice the airplane flew. Ralph broke up laughing and I guess I passed another one of his tests, but that's how things went in those days. In the 60's simulators were little more than procedural trainers so most of the training had to be done in the airplane. Airplane training was a bit on the risky side then as the industry had many training accidents.

Another time, I'm in the LAX sim building and they can't find Ralph. His students are there, and Ralph is 30 minutes late. Then Ralph comes rushing in the building as he had just landed a Lear Jet charter at LAX from Mexico City and rushed in. This is a little color on the fast pace that Ralph operated under. He was everything aviation and good at it. Ralph was such a good instructor that everyone I knew who had been one of his students had a positive experience. Training departments everywhere need more Ralph's. It was an honor to know him.

*Carl Domschke*



**Carter Boswell**



Truly one of the great old guys at Continental. I flew with him a bunch, and we became good friends over the years. He will be missed!

I hate to see anyone pass, especially one of the old CAL guys. We had some really good times with Ralph.

*Jim Caldwell (no photo)*

Rest in peace Ralph.

*Robert Mabeoone*



**For Carey McWilliams:**

Carey was a great guy and we are sad to see him pass.

*Jim Caldwell (no photo)*

So saddened by the news of Carey's passing! He checked me out on the 727 at CAL and I always thought the best of him. Was great to reconnect

here at Tapatio Springs after retirement & at the Golden Eagles luncheons. Sincere condolences to Shel. Rest in Peace Carey!

*Allan Newsom*



Flew with Carey for 9 years on the 727. Great pilot and mentor. Always had great layovers with him. He was always smiling. I remember the day we filed our second bankruptcy. We were in Denver Holiday Inn and he walked in as I was having breakfast in the Blue Moose restaurant and with a smile he asked me if I had heard the news. I said what news. With a smile on his face he said we just filed bankruptcy today. Then he said those blueberry pancakes look great. He never stopped smiling and I never saw him mad. He will be missed. My thoughts and prayers to his family.

*Britt Owens (no photo)*



***Below is the list of Gone West pilots for 2022:***

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





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



**Gary Small**  
**President**  
**[Smallgd@outlook.com](mailto:Smallgd@outlook.com)**



**Dave Newell**  
**Vice President**  
**Email Coordinator**  
**Golden Contrails Editor**  
**[Davebnewel@gmail.com](mailto:Davebnewel@gmail.com)**





## **Golden Contrails**

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

