

THE GOLDEN EAGLES



Golden Contrails

December



2023



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Golden Contrails are
available at:**

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Editors` Notes

As our readers have undoubtedly noticed, the Golden Contrails magazine continues to be a work in progress, and as such each issue will normally present some changes in structure and content. And so it is with this issue. **The previous content listing links to “Aviation News and Articles” has been eliminated.** It was determined that this content is readily available in many other sources online and in other news media, and our including this voluminous content in our “magazine” was a bit redundant and space consuming. In fact, we feel that providing excessive “news” content violates the “magazine” flavor of the publication. In addition, the excessive use of “links” to insecure content may expose our readers to an increased risk for identity theft and other malicious intent from the internet. We advise our members to always use normal internet precautions when using links.

NOTE: Occasionally we may post articles or summaries of articles containing timely information of aviation/airline interest. For those who wish to access details of these articles or daily aviation/airline news, one good, safe internet source of this information is “Simple Flying”, at <https://simpleflying.com/>. To access the complete article referenced in this issue, click on the “simpleflying” link posted in the Miscellaneous Stories and Articles section.

Hopefully, our members will continue to provide “personal” updates via the “Crew Room” section of our website and otherwise with more detailed stories and reports of their activities so that their member friends will be able to see “**what you have been up to**”. Our magazine is first and foremost intended to be oriented toward our members and their activities. Our belief is that this concept will enhance the primary mission of the Golden Eagles organization....that being to maintain the connections and friendships among the pilots and former coworkers that were made at Continental Airlines. Of course, the forming of “new” friendships within the combined family of Continental and United through the communications and social activities of the Golden Eagles is an important part of our mission as well. It is important to note that the Golden Contrails magazine relies to a very large extent on input and feedback from its members. We sincerely request and invite input from you the member; so please don’t be shy....please send us some of what you would like to share with your fellow members. Of course the editors of the magazine must exercise a certain amount of “editorial license” to assure that any controversial or inflammatory content is not included.

As we age, maintaining a healthy sense of humor seems to be a vital part of enjoying life. Therefore humorous items are inserted throughout the magazine to not only add a bit of spice and entertainment to your day, but It is hoped this feature will enable you to browse the magazine more easily. Remember, laughter is the best medicine..... 🤡

If you as a valued member have any suggestions as to how the magazine can be Improved, please do not hesitate to let us know your thoughts. The magazine should contain the content you enjoy and find useful.



Dave

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Presidents Message

I look eagerly to these holidays in retirement, because we can “bid Christmas off” and take some time to reconnect with distant friends and family. Also, there is an abundance of sensory enjoyment in the twinkling lights, smell of fresh evergreen, and aromas wafting from the kitchen!

Year-end is also a time of taking stock of the past and peeking into the future. For the Golden Eagles, the reality of the Continental Airlines brand receding from the commercial market for well over a decade makes it clear that our organization is on a “glide path” to obscurity at some point, with those originally hired at CAL having increasingly less of a connection. As word of the recent reunion in Houston made the rounds, we saw a flurry of new members join our ranks, but these were mostly NOT recent retirees.

When we made the change in “business model” a few years ago to forgo ANNUAL dues (new members do pay a one-time fee of \$35), we did so in recognition that the existing Golden Eagles treasury would cover our basic “overhead” costs well beyond our “glide path” needs, and that we would be able to use any surplus cash for functions that would benefit our members. The recent Houston Area Reunion is an example of this. The cost of “funding” amounted to just under 15% of our total balance, which means that we could easily spend our last farthing if we overdo this. On the other hand, we believe it to be fully appropriate to do so on occasion where it will benefit a significant number of members. To that end, it seems entirely reasonable to host similar events in areas of significant member population such as DEN, EWR (or elsewhere on the East Coast), as well as a return to LAS... BUT:

Part and parcel with the elimination of the PRINTED magazine, formal conventions, AND annual dues, it was intended that events would be decentralized to a reliance on REGIONAL efforts. Although Bruce Sprague is one of our Officers, he along with others from the “Kingwood Breakfast Club” did all the work to carry this off as a locally organized (NOT BOD) event.

Having attended Chester James’ memorial a few years ago, I was reminded of the large number of pilots still living in the Denver area. It only makes sense that a reunion there would enjoy a similar level of attendance, but it needs someone local to take the “controls” for identifying a venue that would accommodate a sizable gathering AND be a logistically feasible location. Please contact any of us listed at the bottom of Page 3 if you can help to make that happen.

It is our policy to change passwords once each year. Accordingly, please make note of the **NEW PASSWORD** included in Dave’s email announcing the publication of this edition of the Golden Contrails.

Sincere Best Wishes for a healthy and prosperous Christmas, Hanukkah and New Year.

Gary

I've often wondered
what people have
against the horse
I rode in on.



Vice President/Email Coordinator Report

The Golden Eagles volunteer officers continue to have the strong belief that the best way to keep the Golden Eagles Continental Spirit alive and well is to maintain good communication among the membership. All of our communications, which includes our world class website produced by Captain Bruce Sprague, strive to enhance that concept.

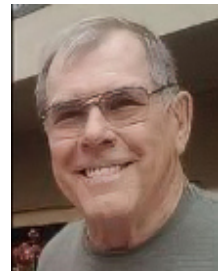
Having periodic gatherings of members, such as local LAC breakfasts and lunches and national/regional reunions, is just another way we try to maintain the valuable personal connections our members have established over the years. We encourage you to utilize these resources when able.

We also encourage you to do your part by communicating with your Golden Eagles volunteer officers with comments and suggestions about how we can better serve the membership. As always, we ask that you help to maintain the "Continental connection" by providing us with anecdotes and stories about your life experiences to share with your fellow members in our quarterly Golden Contrails magazine.

We have a lot of new members who have joined the Golden Eagles in recent years. These relatively "junior" pilots are a welcome addition to the traditional "old Continental" cadre of pilots that have kept the Continental spirit alive for so long, and we look forward to seeing them take more of an active part in the operation of the Golden Eagles organization. In fact, those pilots hired since the early 80's now outnumber the "old Continental" pilots to a large extent. More and more, these pilots are taking the reins of running the organization and we encourage more of them to step forward if they have an interest in becoming one of our volunteer officers. The pay isn't very good, as in non-existent, but the satisfaction to be gained from doing your part in keeping the "Continental Spirit" alive is priceless. Contact any of our volunteer officers if you are interested.

Wishing all our members and their families a joyous Holiday season with a very Merry Christmas, Happy Hanukkah and a happy and prosperous New Year.

The most patriotic sunset I've ever seen.



Dave

THE GOLDEN EAGLES TREASURER / WEBMASTER UPDATE *Bruce Sprague*

HOME MEMBERSHIP LAC REUNIONS CARE TRAVEL CONTRAILS CART(0)

Well, the long hot summer of 2023 is now finally over, and we are now coming into the wonderful Fall days and Holidays!

We saw many of you at the Houston reunion (for ALL Golden Eagles members nationwide) on Nov 14. By the reaction from many of you, the event was a resounding success....for the venue, food, drinks, weather and more important, seeing many of your airline friends and spouses all together. There is more about our reunion in this Golden Contrails issue, and you can also go to our website (www.thegoldeneagles.org, then REUNIONS: Houston 2023) for more information. Special thanks goes out to the many Kingwood LAC members and wives who helped plan and implement your reunion. Stay tuned for future events.

On the Golden Eagles finances front, our Bank of America checking account now has (as of November 20, 2023) about \$32,391 on the books, and all our bills are paid up. The biggest expense we had this quarter was our November reunion

costs, and that total cost was \$6,811. That cost could have been \$1000 less, but we had to pay for the food for those that did not show up for the reunion. Next event we will need to allow for the "no shows" factor and maybe also arrange something different with the venues.

Happy Holidays to all, and everyone stay safe and healthy,



Bruce

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Just once, I want a username and password prompt to say
"CLOSE ENOUGH".

The biggest joke on mankind is that computers have begun asking
humans to prove they aren't a robot.

Last night the internet stopped working so I spent a few hours with
my family. They seem like good people.

When I lost the fingers on my right hand in a freak accident, I asked
the doctor if I would still be able to write with it. He said, "Probably,
but I wouldn't count on it."



The volunteer officers of the Golden Eagles wish all our members a very Merry Christmas. Happy Hannukah and a Happy and Prosperous New Year.

Gary Small, President



Dave Newell, Vice President,
Email Coordinator, Golden
Contrails Editor,
Hill Country LAC



Bruce Sprague, Treasurer,
Webmaster, Houston LAC



David Rossetter, Secretary



Mark Sheprow,
Membership Chairman



Loyd Robeson,
Event Chairman



Jim Morehead,
Pass Travel Chairman,
Social Media Chairman



Dennis McDonald,
Denver LAC



Bill Chambers,
Houston LAC



Tom Doherty, Past President



***Volunteers do not necessarily have the time;
they just have the heart***
Elizabeth Andrew

Password and Rosters

The password for accessing certain protected sections of the Golden Eagles website (specifically the Member Rosters) is valid for each calendar year. A separate email is sent to our members announcing it, and it will remain in effect for the rest of the year and then be changed in December of the current year. Watch for a separate blast email announcing the new password after the issuance of the December Golden Contrails.

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

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

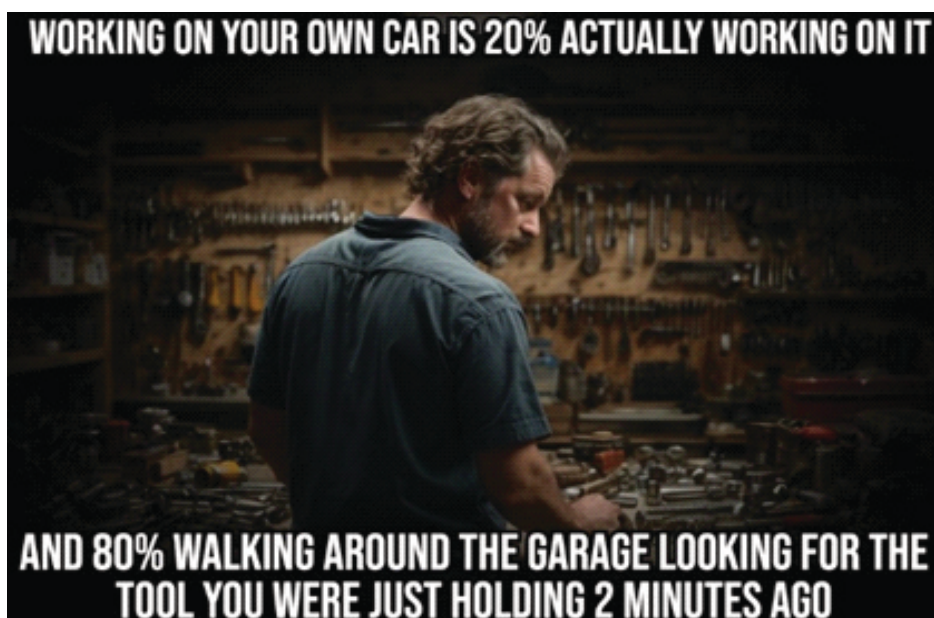
The “rosters” can be downloaded in PDF format and stored on your computer for easy access. Please use this resource when looking for one of your “buddies” rather than asking one of the volunteers to do it for you. Rosters can be found on the website (www.thegoldeneagles.org) under the Membership tab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

My psychiatrist told me I was crazy, and I said I wanted a second opinion. He said, “OK, you’re ugly, too.”

Rodney Dangerfield

Here’s all you have to know about men and women: Women are crazy, men are stupid. And the main reason women are crazy is that men are stupid.

George Carlin



What have you been up to...?

From Bob Warner

What Have You Been Up To?

Captain Bob Warner recently finished construction of his beautiful new home on his large ranch in Fort Lupton, CO. To celebrate he hosted a nice lunch for many of his airline friends made during his long career at Continental. Bob was born and raised on his ranch and now in retirement he manages the ranch with cattle and various crops produced.

Group photo of attendees below:



Bob describing his life long history at his ranch



Tom Frieling, Kay Newell, Jim Farrow, Mary Ann Frieling, Don Gentry and Dave Newell having lunch on the spacious deck with an awesome view

From Charlie Starr:

What have you been up to?

Don't know what the milage is for the earth's orbit around the sun, but if you multiply that mileage times 91.5, that's how many miles this old body of mine has traveled - - the mileage is really beginning to show and I'll bet that's more miles than I put in flying DC-3's, Convairs, DC-9's, B-727, DC-10's and B-747's during my 43 year airline stint. Still flying in the Florida Panhandle in my little 1946 model Aeronca Champion (back to where I started). So old that I can't get insurance anymore, so all my flying is solo. Blue skies and tailwinds to all!



From Bill Zaun:

What have you been up to?

After 5 years of retirement, CAL called me back to interview and hire pilots for a couple of years (until they started furloughing). Have worked for JetBlue the last 12 years as an A-320 Check Airman & APD. It's a lot of fun but will have to face retirement again in the next couple of years. Hope I don't get bored again...



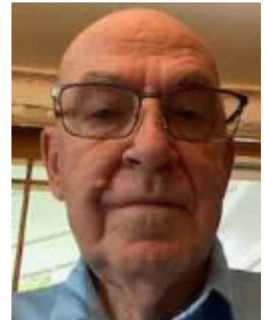
From Mike Hanzel:

*What have you been up to?
As little as possible!*



From Kenneth Sund:

*What have you been up to?
Flying my Mooney and grand kids*



From Chris Christensen:

What have you been up to?

Here is a funny one for ya`.

"Captain, do you have change for....."?



GANG VIOLENCE HAS TO STOP 🙏🙏



As many will recall, many flights included a call from flight attendants for change for large bills. I think everyone paid for liquor with cash. This flight was no different. We had recently got 757s with wide carriage printers (which occasionally jammed and required opening up and unrolling the paper spool to straighten it out). The call came from the back asking for change of a 50. Never missing a chance for a laugh, I responded in the affirmative, but give me a couple minutes. I had the change, so I opened the printer, unrolled about a foot of paper, and laid 2 twenties and a 10 on the paper and rolled it back onto the spool.

When the flight attendant came up with the 50, I started on about our new system. Asked her last name and employee number, which I dutifully entered into the ACARS scratch pad. She asked what I was doing and I told her to standby. Just then, the captain distracted her with something out his side window, at which time I hit the paper advance button and announced, "here ya go"! Out came 50 bucks, in 20's and a 10! She was incredulous and really excited..

"Hey when did you guys get an ATM up here"? I explained that when we landed they would be looking for us to drop off the fifty, and had her name and number..so she better be nice to me so I don't forget.

We had a good laugh after she left. However.....the lead FVA, who I think served coffee to Wilbur Wright came up and gave us an earful, and **"quit messing with the junior girls if we ever wanted to see a coffee cup again"**.

From Wes Chowen:

What have you been up to?

I had a 20 min flight in a Ford Trimotor recently. My father was a sheet metal mechanic for Ford. He may have worked on that very plane. Sat in copilot seat (an extra \$100).



From Ron Watson:

What have you been up to?

Well, I have 3 BMW's, which I ride frequently, usually in San Diego area, Julian, Palomar, etc. A good 150 to 175 miles per ride; enough for a sore butt.. I have 2 places in Baja, to which I drive and ride frequently. East side Gonzaga, West side Punta Abrejos. I cross over into cartel land 2 or 3 times a month. Since I sold my Baja Cessna 182, 300 hp. 110 gal of gas, I go by land now. For any of you who have an airplane, you must fly down to see the whales, a must do!!! In summer, I drag my bike up to Lake Shasta, where I have an old beater houseboat, and ride back and forth from Mt. Lassen to the coast and North Hwy 1 to Canada. Gotta ride Hwy 1 up to Big Sur at least once a year. A good friend and I were talking about getting older and dementia, I told him that when I have laser clear focus is when I am going over 100 mph on my bike. He said, "Ron, don't forget to stop!!!"

You guys all stay well so I can see ya` on a west coast reunion!



From Nancy Novares:

What have you been up to?

Nancy has shared an interesting and informative experience that she and her husband Laird had on a tour of distilleries in Scotland. This should prove to be very useful to any members who plan on visiting Scotland and perhaps taking such a tour; of course it is understood that *NONE* of our pilots really care for classic, premium, aged, really smooth Scotch Whisky!

ISLAY & JURA

Whisky Fly-Drive Vacation

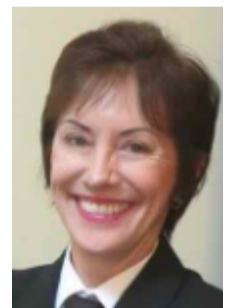
October is not the warmest month in Scotland. Perhaps that's the reason they make so many whiskies to warm the chilly soul. If you're a whiskey drinker, you probably have a general idea that whiskies are made from barley, so what else is there to know? We decided to observe how Scottish whiskies are made – at the source. For this event, we joined Australian friends, Ian and Helen, a couple we'd met in Antarctica. They had arranged a Fly-Drive Vacation in Islay and Jura, two islands of the Inner Hebrides, just off the northwest coast of Scotland. Both islands are known as sources of the best Scottish whiskies, as any Islayan will assure you. Islay (pronounced: "eye'-lah") is home to most of the Scotland's best distilleries. All the distilleries offer tours, with tastings at the end of each. We found this an excellent method to stay warm.

We flew from Glasgow into Glenegedale Airport, courtesy of LoganAir (Loganair.co.uk) and picked up our hired car (Islay Car Hire, Tel. 01496810544). We could not yet check into our planned Bed &

Breakfast, so we found our first distillery,

Laphroaig. Unfortunately their last tour had already finished

for the day. However the tasting bar was available. Laphroaig is perhaps the "peatiest" of all the peaty scotches and is not to everyone's taste. Laphroaig makes for a rough start, but happily we were up for the challenge. Driving on the left. especially after a few tastings, was not an option for us Americans. The distilleries themselves are strict about drunk driving. One person out of every auto is



Laird Johnson at Finlaggin

the designated driver. The Driver is not served tastings in a glass, but in a small bottle for later consumption. This turned out to be a good idea even for some of us non-drivers when we reached our limits after a day's tours. (There is a taxi service that can be hired for private tours, Bodach Islay Taxi, bodachtaxis.com). Fortunately, Helen was our capable driver, except for the day we visited her favorite distillery and Ian took the wheel. The few roads were narrow, usually only one car width. "Passing places" were built out from the roads every so often.

On Islay, we stayed at the Ballygrant Inn & Restaurant (Ballygrant Isle of Islay Argyll PA45 7QR). Breakfast was provided and there was a fine restaurant on the premises. The restaurant's bar had on view over a thousand bottles of Scottish whiskies. Both meals were a gourmet's delight. Even their version of haggis was tasty.

The list of distilleries that we visited, complete with tastings, reads like a "Who's Who" of prime whiskies: Bowmore, Ardbeg, Caol Ila, Kilchoman, Lagavulin and Laphroaig on Islay, and Jura on the island of Jura. Caol Ila is the producer of many Johnnie Walker whiskies as well as their own brand. We were more interested in whiskies that are rare or unavailable at home. The distilleries' tastings demonstrate the variations on their products. From extra peaty, like Laphroaig and Ardbeg, to whiskies softened by years spent in sherry or red wine barrels, the taste changes. Scottish whisky is always initially aged in bourbon barrels from the US. US law (soon to change) mandates that bourbon must be aged in a fresh barrel each year. This yields quite a number of once-used barrels. US bourbon distillers fortunately have ready markets for their single-use barrels. A significant use is with Scottish whisky production.

After the initial bourbon barrel time, subsequent agings of Scottish whiskies take place on a choice variety of similarly "used" barrels, each of which imparts its own fragrance. Even Laphroaig has a whisky version aged in Oloroso casks, making for a complex taste sensation.

Interesting and slightly off the beaten track was Kilchoman Distillery, one of our favorites. This is the only distillery on Islay that malts its own barley and bottles its whiskies. Easily accessible along the main road, Ardbeg Distillery, in addition to its fine whiskies, has an excellent restaurant and craft shop which we visited three times. The tour guides were knowledgeable and happy to guide us. At Caol Ila, the guide was a crusty but pleasant and enthusiastic man who said he was near retirement after 30 years. He fit the perfect mold of a cave gnome. The breadth of his knowledge kept us enthralled. He had us take turns drawing whisky from a cask for the tasting. (photo at right)

There are activities on Islay even if you don't like whiskies. In between tastings, we visited Finlaggan, a settlement dating from the 12th century, where the Lords of the Isles, chiefs of clan Donald, had their home. There is also a Museum of Island Life that had just closed for the season. There is also a nature center and shops featuring local crafts. Hiking and biking range from easy to



Nancy at the Draw



Stills at Caol Ila

challenging, with the reward of a fine meal at the end of your vigorous day. The food was everything one could hope for: locally sourced, fresh, excellently prepared and abundant. Open and harvesting were the oyster farms of Islay. We found such a small farm on Loch Indaal that had a cafe serving fresh oysters, topping off a morning's tastings and history visits.

We checked out of Ballygrant and caught the tiny ferry to Jura. This ferry holds a maximum of 5 cars (or two trucks), but what it lacks in size it makes up for in frequency. The little ferry shuttles back and forth from Port Askaig to Feolin on Jura in a five-minute ride. The only paved road on Jura (pop. 250 humans, 6000 red deer) runs along the shoreline 2/3s of the length of the island to its northernmost point. A jeep, a sturdy golf cart-sized vehicle or the desire for an ambitious hike is required to go farther. There are very few homes beyond this point.

Our B&B in Jura was the Jura Hotel, (Jura Hotel, Craighouse, Isle of

Jura, PA60 7X.) The hotel is a 30 minute drive up the road from the ferry and right next door to Jura's only Distillery. The locally sourced food was wonderful and the servings sumptuous. The hotel was



Tasting Room at Laphroaig

also a local hotspot. On a weekend evening, we were treated to music and a crowd of people interested in knowing where we all came from.

With Scottish whiskies, the many variations each have their own character. We bought mostly minis, which enabled easy carriage home in our luggage. We will have a variety of

Scottish whiskies to taste this coming holiday season -- if they last that long. The single distillery on Jura produces a 10 year old, aged in bourbon (of course) and followed by time in sherry barrels. This proved to be a favorite, so we picked up a bit extra, for an occasional "wee dram."

Though we were initially dogged by clouds while on Islay, the weather cleared spectacularly for most of the rest of our stay on Islay and on Jura. It was clear and dry with temperatures consistently in the 40s, even 50s F. We used McKinlay Kidd (mckinlaykidd.com) for our bookings. They provided all reservations and 24 hour customer support during our tour. They also provided a handy app, called Vamoos, which provided the details of our bookings and a suggested list of activities. Distillery visits are, of course, highly recommended. We completed our vacation with a night in Glasgow and two nights in Edinburgh where we visited my old layover haunts. (FYI, these days Edinburgh has the history and the tourists, Glasgow has the night life.)

For less adventurous tastings there is a whisky museum in Edinburgh that sells nearly every variety of whisky produced in Scotland (no homebrews). It's located near the top of the Royal Mile close to the castle. The bottles of Islay and Jura figure prominently. ***Fortunately, a few of these now figure prominently on our home shelf.***



Aging Room

From Ivan Klugman:

What have you been up to?

I've been traveling the world food blogging. I'm on FB, Insta and my own Website, www.fly2eat.com. Also doing some GA flying for fun.



From Gary Peterson:

*What have you been up to?
Starting a full 135 operation
in IDA*



From Tom Folwell:

What have you been up to?

Tom and his wife Randi recently completed a cruise in his boat that many have always dreamed of taking; the “Great Loop” through the waterways of the Gulf of Mexico and East Coast and the northern waterways of the US, then down the Mississippi to the Gulf of Mexico. He has submitted a report of his journey and it is presented here.



“You Should Always Do Something Different”



My wife, Randi, was thinking about what to do after her retirement from the airline, we thought about taking another long motorcycle trip. The problem with that we have taken numerous motorcycle trips to lots of places in North America with the last long trip to Inuvik in the Northwest Territories of Canada.

When Randi was flying, she was talking to a first officer about traveling and the fellow pilot mentioned the “Great Loop” and of course she did not know what that entailed. So, when she got home, she looked it up and found out about the Great Loop.

Here is a picture of the loop on the left.

The Loop in red is the one we took. The more we researched the route we thought, wow this trip looks interesting and something different to do. Of course, I have never owned a boat before and Randi has owned a few small boats when she lived in Florida.

We started doing some research to see what this trip would entail. We did a lot of research and found that diesel trawler would work with a low draft (ours was 29”) and we needed to be able to go under a fixed bridge that was 15 feet high off the water. We looked all over the eastern part of the US and could not find anything we liked and could afford. In the end, we had to buy a new boat and got a deal on one in Pensacola, Florida. It was a Cutwater 30 made in the State of Washington.

Here is a picture of our boat:



So here goes the story. We flew down to Pensacola and got a two day check out from the dealer and on 11/24/2021 off we went. The plan was to stay in the Intercoastal waterways of Florida until Apalachicola, FL. The first item we found out once underway was we did not know very much about the Garmin navigation system and 10 miles down the waterway we made a wrong turn and were almost out into the Gulf of Mexico before we realized our error. Once that navigation problem was solved, we stayed in the

Intercoastal with night stops in Miramar Beach and that is where we spent Thanksgiving having a grouper sandwich. The next stops were Panama City, Apalachicola and Carrabelle. From Carrabelle, we made the big crossing of the Gulf of Mexico and we decided to go across the Gulf to Steinhatchee, about 80 miles with shoreline disappearing for some time. Weather is always a concern crossing the Gulf, but the other item was dodging the crab pots, they were all over the place. The water depth on our route was between 8 and 20 feet and we wanted to get into Steinhatchee before dark since we had to go up a channel for a few miles. The crossing worked out well with smooth water and we got to Steinhatchee in time for beers. Down the west coast of Florida, Cedar Key, Crystal River, Tampa, Fort Meyers and then up the Caloosahatchee River to Clewiston, FL. We decided to go across central Florida via Lake Okeechobee for the experience. As we were going through one of channels, we saw a large pad of lilies blocking out way. We thought we could just glide through the lilies but no, our prop got all tangled up in the lilies and it took a while getting the prop untangled. No more going near any lilies! After the lake, we stopped in Indian Town Marina for the night since the last lock on the St. Lucie River was closed. As we cruised into the marina, nobody was around so we just tied up at the main dock and worked out the fees in the morning. The next day we went on to Stuart, FL where we picked up the Florida Intercoastal Waterway to head south to Randi's brother's house located on Singer Island by Riviera Beach. For this part of the journey, Randi was still working so we put the boat on the lift for a few months while Randi finished up her career with United Airlines.

On April 8, we started north on the Intercoastal Waterway with our first stop of Stuart, FL and we cooked on board the boat. From Riviera Beach to the Sail Fish Marina was 42 miles with the average day being between 29 to 45 miles per day with exceptions. the next few days, we stopped at Vero Beach, Titusville, Daytona Beach and St. Augustine where we stayed two days to take in the sites. As we talk about certain stops, we will paste into the travel saga some interesting clips as the one below:

Founded in September 1565 by Don Pedro Menendez de Aviles of Spain, St. Augustine is the longest continually inhabited European-founded city in the United States – more commonly called the “Nation’s Oldest City” Stroll the narrow lanes, enter the many museums, and visit historic landmarks such as Castillo de San Marcos, Ponce de Leon’s “Fountain of Youth” and the Oldest Wooden Schoolhouse. For 21st-century activities, consider family fun (a beach on the Atlantic), outdoor adventures (kayaking an inland waterway), golf (play where the pros play), fine dining (the fresh catch of the day), and shopping from colonial to chic. Plan your trip to St. Augustine.

The next stop was Jacksonville, FL at the Palm Cove Marina and we were there for 10 days since Randi had to go to Newark to fly her last two trips to Paris, France and of course I went with her on the last trip. While in Paris, Randi and I walked over to the Beaugrenelle Hotel to remind ourselves of our layover days at the place.

On leaving Jacksonville, we continued north crossing the St. Johns River on our way to Fernandina Beach, FL. On this stop, we got together for beers with Mike Garland (Continental Pilot). With this kind of traveling, we found ourselves eating and drinking more than we should with some weight gains taking place.

The next stop was Brunswick, GA with a two day stay celebrating Randi's birthday.

Here is another picture as the sun goes down.



These travel monologues can go on forever if you start thinking about all the small discourses that take place with each stop. From Brunswick, we stopped at Valona, GA (anchored out at this stop), Savannah, GA, Hilton Head, SC, Beaufort, SC, Wadmalaw Island, SC (anchored out on this stop) and the next stop was Charleston, SC and we stayed two days. What a wonderful city to visit. The town is very friendly and with so many sites to visit as you walk around the town it is worth spending at least a week touring.



The picture at left is White Point Garden with this additional info:

I am adding some additional links that will take you to many wonderful spots you might want to look at or travel to when you decide to get out and see the country:

[Charleston Festival of Houses and Gardens | Mar. 15 - Apr. 16, 2023 \(visit-historic-charleston.com\)](#)

[pictures of Charleston SC - Bing images](#)

After leaving Charleston SC, we continue north with stops at North Santee, SC, Georgetown, SC, Myrtle Beach, SC, Little River, SC, Southport, NC. Southport was an interesting town to stay overnight and here is a link you might like: [Cape Fear River \(americanrivers.org\)](#). As we worked our way up the Cape Fear River, we had to travel through Snows Cut. We were told the current was a problem going through the cut but

when we traveled thru it, no issues.

Our next stop was Wrightsville Beach, NC just outside Wilmington, NC. We were here for two days to get an oil/filter change on our boat. From here up the coast through New River Inlet, Morehead City, Oriental, NC. The next day from Oriental we crossed the Pamlico Sound to Ocracoke on the outer bank of NC.

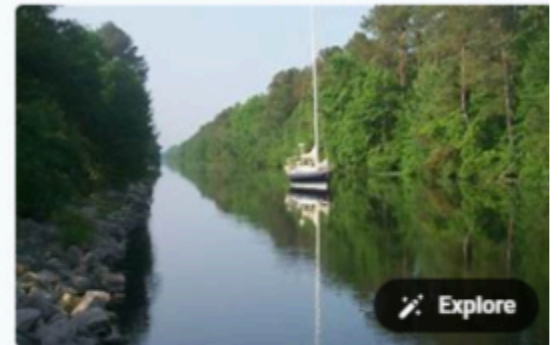
An interesting town on the outer bank with a big bay where we *anchored with our boat in the back ground*.



The following day back across the Pamlico Sound to Belhaven, NC. On up to Columbia, NC, Elizabeth City, NC.

The next morning we headed to the Dismal Swamp and below is some information:

The **Dismal Swamp Canal** is a canal located along the eastern edge of the Great Dismal Swamp in Virginia and North Carolina in the United States. It is the oldest continually operating man-made canal in the United States, opened in 1805 ¹ ². The canal is part of the Intracoastal Waterway, which is a 3,000-mile inland waterway that runs along the Atlantic and Gulf of Mexico coasts of the United States ¹. The canal was created as a 22-mile waterway, extending from Deep Creek, Virginia to South Mills, North Carolina ². The Dismal Swamp Canal Welcome Center is a facility that provides tourism information to the traveling public ³. The center is located at 2356 US Highway 17 N, South Mills, NC, 27976 and is open from Monday to Saturday between 9:00 AM and 5:00 PM ³. The canal is home to a variety of flora and fauna, including one of the largest black bear populations on the East Coast, subtropical birds, butterflies, bobcats, and white-tailed deer ³. The Dismal Swamp State Park and Great Dismal Swamp National Wildlife Refuge are also located in the area and offer visitors a chance to explore the natural beauty of the region ³.



After the Dismal Swamp, we are in the Chesapeake, Portsmouth and Norfolk area for a few days before we started up Chesapeake Bay with stops in Yorktown, Deltaville, Ubranna, Virginia. We worked our way back and forth across the bay with a two day stop in Cambridge, MD. We met up with some boaters that were going to a rendezvous in Cambridge, and we were invited along. A great time and a nice group of people.

We arrived in Cape May, NJ on June 13 and had to decide whether we go up the New Jersey

Intercoastal Waterway or go out into the Atlantic and go north since out in the ocean we could travel a lot faster. The weather was great, so out in the ocean, 44 miles to Atlantic City. The weather was really crummy, so we stayed a few days in Atlantic City, and it did not improve so we went inland on the Intercoastal up to Point Pleasant Beach, NJ. The last leg of covering NJ was back out in the ocean to New York Harbor. ***We anchored right next to the Statue of Liberty at the end of the day.***



This is the end of the first of a few series on the boat trip. The next segment of Tom's adventures on his boat trip will appear in the March issue of the Golden Contrails. Additional segments will appear in subsequent issues.

From Gary Small:

What Have You Been Up To?

In August, I attended Tailhook, the annual "symposium" on carrier aviation. While it has a reputation (fairly well deserved) for rowdy, alcohol fueled "exuberance", it does focus primarily on the recent developments and capabilities of the fleet in terms of aircraft, technology and weapons systems. Major Defense contractors have exceptional displays of their wares, including F18 and F35 stationary "simulators" that anyone can "fly".



The senior leadership this year included the Admiral (four star for those unclear of Navy rank) in charge of the Indo-Pacific command and the Vice Admiral (3 star) "Air Boss" over all of NAVY aviation. Emphasis on the word "Navy" is intentional because NAVAL Aviation is and always has included Marine Pilots.

There is a Junior Officer (JO) panel where anyone can ask questions of these senior admirals, which in some cases were very pointed and received equally candid answers. I suspect that's uniquely unusual throughout the military to have that kind of access.

There was a "winging" ceremony of the new class of NAVAL Aviators comprised of (very) young Navy and Marine officers, and it was a bit poignant that it was exactly 50 years that week that I received MY "wings of gold".



The event vastly exceeded my expectations and I would recommend it to anyone eligible to attend. I've already made my hotel reservations for next year.

HILL COUNTRY LAC (SAN ANTONIO/AUSTIN)

Dave Newell

The Hill Country LAC meets for lunch on the third Thursday of every third month, January, April, July and October at the Pecan Street Brewing restaurant in Johnson City, TX at 1130.

<https://www.pecanstreetbrewing.com/>. Golden Eagles members and their spouses/guests are always welcome.

We had a great lunch on Thursday, Oct 19 at the Pecan St. Brewing Restaurant in Johnson City with 13 in attendance: Dave and Kay Newell, Ray and Mary Booth, Lee and Pam Meyners, Wayman Curry and Darlene Jones, Don and Francina Gentry, Hans Vogelwohl, Jerry Greenamyre and Bruce Harris.



Ray and Mary Booth and Pam and Lee Meyners



Hans Vogelwohl, Jerry Greenamyre, Bruce Harris



Darlene Jones, Wayman Curry, Francina and Don Gentry



Kay and Dave Newell



Dave



davebnewell@gmail.com

DEN LAC (Denver)
Dennis McDonald

Twenty of us met at [BENEDICTS](#) (our new meeting place) - great food, great service and nice private room. (photos below) It was nice to have a place that appreciates us and was very accommodating to us. We have found a new home! ***Our next breakfast is Wed Dec 13th and our dates for 2024 are 14 Feb, 10 Apr, 12 June, 14 Aug, 9 Oct, and 11 Dec so mark your 2024 calendars!***

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.



Loy Oakes, Dennis Lonneman, John Taylor, John Leahy, Dennis McDonald, Tom Freling, Bob Boozel, Steve Sette



??, Spike Christensen, Don Riebe, Tom Young, Alex Strickland, Fred Buhl



David Senn, a still working training Capt gives company update, Bob Boozel, Steve Sette, ?



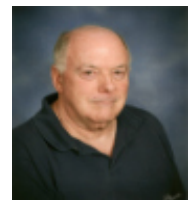
Steve Sette, Fred Buhl, Brent Domeny, Norm Edson and Loy Oakes holding coffee



Norm Edson, ?, ?, Dennis Lonneman

Dennis

lcdrdennis@gmail.com



KINGWOOD and HOUSTON LACs
Bill Chambers and Bruce Sprague

Kingwood LAC

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

Houston LAC

Two times a year, the Kingwood and Woodlands/Conroe LAC pilots meet for our semi-annual Houston area lunch. Typically 30 to 50 pilots show up. We have our excellent lunch venue....the [Sawyer Park Icehouse](#) near The Woodlands. We meet about 11:30 am Find more information and photos of our Houston area lunch on our Golden Eagles website (www.thegoldeneagles.org): go to "LAC" menu tab, then select "HOUSTON AREA". For 2024 we will cancel the April lunch, since we just had our major reunion in November. The next lunch will be Oct 13, 2024.

Blue text and graphic below are links to the Golden Eagles website, Reunion Section

HOUSTON REGIONAL REUNION

November 14, 2023



The Houston Reunion was held on Tuesday, November 14 at the Sawyer Park Icehouse in Spring Texas, and by all accounts it was a huge success. Captain Bruce Sprague and his lovely wife OkSu, Past President Captain Tom Doherty and his lovely wife Jamie, and some other members who helped organize and set up this great event are to be congratulated on a job well done. The Sawyer Park Icehouse was a perfect venue with lots of room and all the amenities you could ask for in order to have a successful gathering of over 200 folks. And that's what we had; 213 members, spouses and guests were in attendance, which is probably the largest number of Golden Eagles members to ever attend a reunion/convention. The weather was perfect, temperature was about 70 with a light breeze.

The BBQ buffet was a big hit and it was very well presented, with ample amounts of food and drinks. The BBQ was delicious and the other "fixins" were just right! The wait staff at the restaurant were

great and were very attentive to our needs.

Bruce Sprague, who is the Golden Eagles Webmaster, as well as our Treasurer, has posted a number of photos that were taken at the reunion on our website along with a list of those members who attended. Due to the large number of attendees and the social “meandering” that occurred, it proved difficult to get individual photos of all the attendees, but we did get a few and they have been posted below along with a few random group photos of the members socializing and sucking up a few adult beverages! ***To those members who could not make this one....you missed a good one....and we missed you all.***

To view **all** the photos and the guest list, go to the Reunion Section of our website and select the Houston, 2023 heading. Near the top of the page you will see the following text:

CLICK HERE TO SEE THE PHOTOS, FINAL GUEST LIST, AND COMMENTARY FOR THIS REUNION! By clicking on the blue word “HERE” in the text on the website, you will be taken to the

reunion photos and guest list portion of the website..... **OR*****For your convenience, here is a link to that section:***

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



***Tom Doherty and Bruce Sprague
Setting up the venue for the party***



***OkSu Sprague preparing the reception
Table and name tags***



The reception ladies:

Penny Rivard,
OkSu Sprague,
Jamie Doherty
and Lois Atteberry





The winner of the raffle for the Air Mike painting of a DC-6B being refueled on the Island of Yap.

Dennis and Juwariah Owens



John (Solley) Solomon holding court with a few other miscreants!



OkSu Sprague, Kathrina and John Benson and Bruce Sprague



Bob and Brenda Steider



Maureen and Max Witherspoon



Ticia and Dave Lynn



Kimmie and PJ Markovitz



Claudia and Bob Mabesoone



Don and Francina Gentry



Jackson Seltzer and Jeannie Herold



Butch and Linda Meier



Paul Evangelista, Gene and Cindy Villanueva



Lynn and Ken Duncan, Neil and Linda Smith



Marge and Charlie Hill, Rick and Jeannie McDonald



Bruce and OkSu Sprague, Dotty and Dave Bartell



Darlene and Jim Mundell, Jeff Taylor



Gary and Ranelle
Humphries, Judy Brown



Lynn Rippelmeyer and Jane Schuring



Jerry Rivard and Tom Harper



L/R Bruce Sprague, Mitch Inman, John Benson, Jim Davis, Gib Minor, Jim Tucker and Tom Doherty



Wendy and Bruce Roloff



Jim Mundell and Ernie Coulson



Len Reinsmith, Larry Thomson, Bill Beno, Bruce Sprague



Dave Newell, Loyd Robeson, Bob Horn



Gene Villanueva, Bruce and Jan Harris, Dave Lynn



David Hughes and Tom Doherty



Tony Kohlman and Bruce Sprague



Tip Fuller and Leo Sherman



THE
BAR



L/R Lynn Nelson, Gene Villanueva, Charlie Boone (eyes only!), Bruce Harris, Mike Barksdale, Dave Gildart, Dave Lynn, John Perry



Bob Horn and Tom Doherty



Jim Morehead and George Lycan



Bill



Bbob7045@gmail.com

Bruce



brucesprague@mac.com

The list of attendees can be accessed on our website by clicking on this direct link:
<https://www.thegoldeneagles.org/uploads/4/5/2/4/45245885/guests.pdf>

Pass Travel

Q. I am trying to get a refund (I am a UA retiree) for a pass travel that I listed and paid for first class but got economy. Is it really this difficult? I have confirmation numbers and ticket numbers. Please help

A. Go to united.com/refunds, and fill out the form. Make sure you indicate something such as, "purchased first class, but accommodated in economy". Otherwise, the refund will be rejected.

Refunds of pass travel tickets (from pass travel dept)

Hi all. I wanted to pass along some information that will hopefully help in everyone's understanding of how refunds of **pre-paid tickets (not payroll deduction)** are processed for pass travel bookings.

If you cancel a booking through employeeRES or the united app, then the refund should be issued automatically within 7 days. However, if you cancel the same calendar day as you made the reservation, it's possible the ticket will just be voided, and the "authorization hold" will fall off your account within 7 days. Please do NOT request a refund on united.com, as this just creates more work for the Refunds team, who then has to research, only to find out a refund or void was done automatically. They get a large number of these, and it really bogs them down unnecessarily.

If your booking is canceled by Shares because you didn't get on a flight and the agent didn't roll you over to another flight, either because they forgot, or there wasn't another flight that day to roll you over to, or if you no-showed for a flight, then the refund will NOT be issued automatically. You have two options:

As soon as you know you're not making it on the flight, cancel your booking yourself. This will issue the refund automatically.

After the booking is canceled by Shares, go to united.com/refunds and submit a refund request for each ticket.

For those tickets where you pre-paid for premium cabin travel, but were only awarded a seat in a lower-cost cabin. You have to submit a refund request on united.com/refunds for the downgrade refund to be processed. This is a manual process for the Refunds team to issue the refund, so you need to be very specific in your refund request comments about why you are requesting the refund. For example, "Pre-paid for Polaris, but seated in economy." By providing clear information, it makes the Refund agents research easier and will help to expedite your refund.

For refunds on the transit tax from LHR or NRT, do NOT submit a refund request via united.com. You must follow the process outlined on the Payment and Refunds page in Flying Together.

For more information about refunds of pass travel tickets, please refer to Flying Together. Go to TRAVEL -> Top hits -> Get a refund.

Q. I have recently received and paid my tax liability statement but have a question... my adult daughter (under 26 yrs old) has imputed income like my enrolled friends. Is this correct?

A. Yes, children over 23 who are not in school also accrue imputed income.

Q. I am a surviving spouse of deceased employee. When I open the United App it no longer gives me the option to book my UADiscount or non revenue travel.

A. Only the employee/retiree has access to make listings/book MyUADiscount tickets through the United APP. Dependents, including surviving spouses, must use the dependent site to make listings/purchase MyUADiscount tickets. **This site is: erespassrider.united.com.**

Surviving spouses cannot use their own MileagePlus account to access the app and book pass travel or myUADiscount travel. You can start your search on the pass rider employeeRES site, and then book myUADiscount travel from there. We know many employees share their MP login details with others so that they can book with the app, and this is a violation of IT Security policy. We have been working to clean up access to profiles when the employee is no longer living.

If you are not the employee, you cannot use the United app to book pass travel or myUADiscount travel. You must access the pass rider version of employeeRES at <https://erespassrider.united.com/passriderlogin/>. This can be done on a mobile browser, and will be displayed in a mobile-friendly view. Once you've booked your travel, you can import it into the app for check-in and to get your boarding pass.



Q. Do I actually get a bill from United for enrolled friends travel? Or is it online?

A. Those who have their YBR benefits communication preference listed as mailed communications, will be sent the quarterly invoice to their homes. If they selected Paperless communications, they must go to the YBR benefits site to view their quarterly invoice and pay their bill.

Q. I need information on how to provide access to a dependent so they could make their own travel plans. (SA Travel)

A. Go to EmployeeRes- my profile- manage profile- travelers profile. Select their profile and scroll to permissions. That is where you create username/password for them and any permissions you allow them to do . They then use erespassrider.united.com to make their listings.

Q. Do you lose your buddy passes you have accrued after retirement?

A. When you retire, you have 30 days to use any buddy passes in your bank. After 30 days they are removed from your bank.

Q. What are the dates to change your enrolled friends?

A. Retirees have until Dec 29 to make changes. Any changes take effect on Jan 1st. The mid year enrollment period, for retirees, closes Jun 28, for Jul 1st effective date.

Q. I am wondering what happens to stby passengers on a diverted flight when UA never reaches destination. Last week a flight IAD-LIS was diverted to Malaga because of the weather and AGP-LIS was eventually canceled. Revenue passengers would be re-booked but what happens with Non Revenue?

Thankfully I was not on that flight but started to wonder what the rules are.

A.

Compensation (service recovery)

Pass travelers are not to ask for nor accept compensation provided by United or other airlines for service recovery issues. These issues may include, but are not limited to, issues with seats, inflight entertainment, onboard meal service, flight cancellations or delays, delayed baggage, etc. Forms of compensation may include, but are not limited to, travel certificates, hotel vouchers, meal vouchers, drink coupons, etc. When traveling on a myUAdiscount ticket, since these are considered revenue tickets, this policy does not apply. For information on United's baggage liability policy for pass travel, view the [baggage policy document](https://ft.ual.com/-/media/project/ual/documents/travel/baggagepolicy.pdf).

<https://ft.ual.com/-/media/project/ual/documents/travel/baggagepolicy.pdf>



NOTE:

For those who may be contemplating a trip to Scotland, Nancy Novaes submitted a review of her “Distillery Tour” there recently in the Crew Room section of this issue. It is both informative and interesting, plus it can be very helpful if you are planning to visit Scotland.

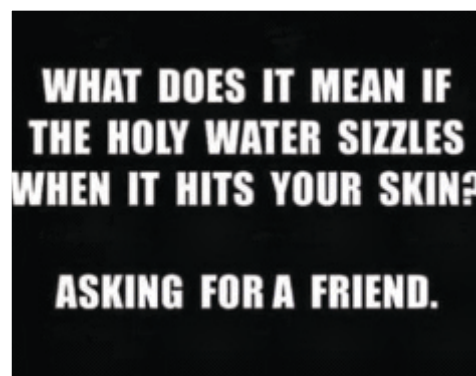
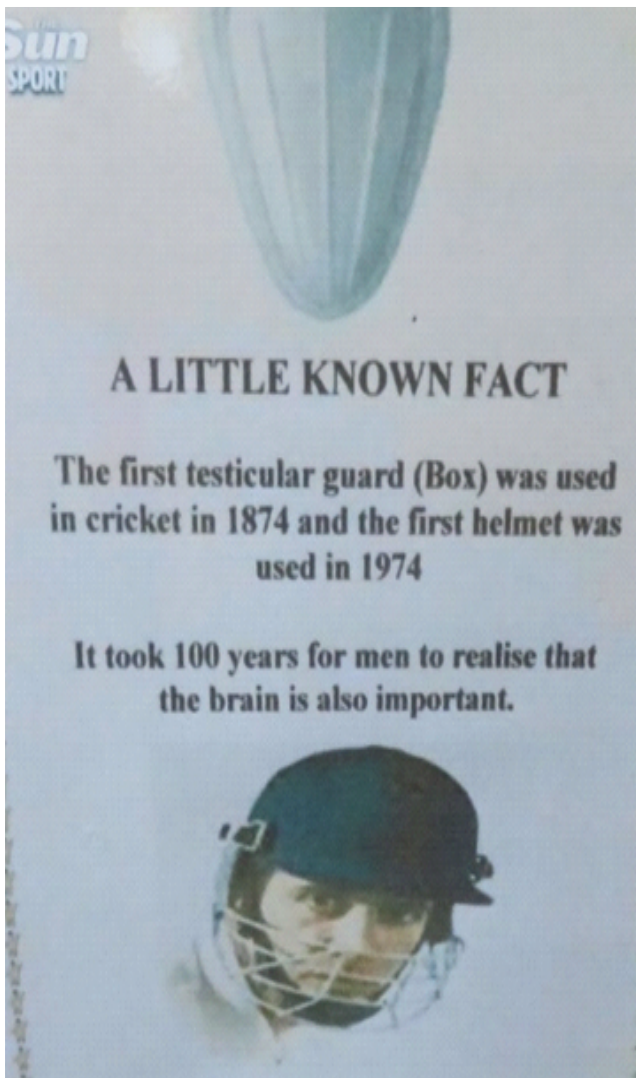
Q. My enrolled friends are planning to travel on Dec. 25th and returning the 1st of January. Is this possible if I drop them as appointed enrolled friends for 2024?

A. Whether they can travel on Dec 31st will depend upon when ETC begins the changes that take effect Jan 1st. We have found in previous years, that EFs that are being removed sometimes are removed very early on Dec 31. How the process is handled is that all pass riders not continuing are removed. Then when this is completed, new pass riders are loaded into the system. Because this is time consuming it needs to be done during the day of the 31st. **It is recommended that you do not plan to have your 2023 EFs travel after the 30, and your 2024 EFs prior to Jan 2nd.** **Also, all times are Central time when travel will stop for 2023, and begin for 2024.**

Q. If you buy a discount ticket and the day before your departure you see that the load factor is good for non-rev what are the rules that apply and can you refund you discounted ticket?

A. You can get a travel credit but you cannot non rev on any flight on the day that the the ticket was purchased for.

Once you purchase a confirmed ticket, you can not pass ride on the same day. You can however, if you see the day before you can get on a flight that same day (day before your ticketed flight) that is allowed. Say your ticket is for Monday, and you see that on Sunday morning you can use a pass on a Sunday flight, it would be allowed for you to SB on Sunday and cancel your Monday confirmed ticket for refund or credit depending on the type of ticket you purchased.



ED: Article provided by Golden Contrails editor

Planemakers look to a pilotless future

Europe is moving forward with regulations that only require one pilot in the cockpit for long-haul flights. The rest of the world could follow suit.

BRUSSELS — Every commercial flight has two pilots at the controls — but some planemakers are now designing cockpits that need fewer pilots, or someday even none. So far, their airline customers have been quiet on the issue, but pilots' unions across the globe are getting louder, saying any fewer than two pilots is dangerous. The idea is most active in Europe, where French manufacturers Airbus and Dassault are pushing for regulators to allow passenger planes to operate with only one pilot in the cockpit for the majority of a long-haul flight. "It's a commercially-driven initiative with enormous risks for passengers, for pilots, and for cabin crew," said Otjan de Bruijn, a captain with Dutch carrier KLM and president of the European Cockpit Association, the largest pilots' union on the Continent. Dassault and Airbus did not respond to multiple requests for comment.

It isn't just theoretical. Manufacturers are actively developing and testing a host of autonomous flight projects, including for commercial uses. And EASA, the European Union's aviation regulator, is considering a concept that would have two pilots in the cockpit only for take-off and landing. For the rest of the flight, the second pilot would rest outside the cockpit, swapping shifts mid-way through a long-haul flight. EASA is expected to sign off on this by 2027. An official with the U.S. Federal Aviation Administration said the agency is not considering any of the proposals that EASA is weighing. Boeing, which did not respond to a request for comment, isn't actively working on the technology, and no U.S. airline CEOs have publicly embraced the reduced-crew concept EASA is exploring. But U.S. pilot unions are up in arms nonetheless, and are warning that any successful effort in Europe will put competitive pressures on U.S. airlines and the FAA to follow suit. The Air Line Pilots Association, the largest pilot union in the U.S., started a campaign called "Safety Starts With Two" along with their European counterparts, hoping to take their argument straight to passengers who might also find the idea alarming.

EASA's communications director, Janet Northcote, said the agency would require manufacturers to demonstrate that safety levels are "at least as high as in current two-pilot operations" to get reduced crew operations certified. "Even recent-generation planes, such as the Airbus A350, would need enhancements and design features or systems not required today to ensure that they can be safely operated" in the configuration under consideration, she said. "Future aircraft could be designed with such operations in mind from the outset." But de Bruijn said the same level of safety can never be guaranteed with fewer people in the cockpit. He argued that only having one pilot at the controls would remove an important backup in case a pilot has a health issue, or some ill intent.

My wife thinks it's weird that I stare at the window during a heavy rainstorm.



It would be a lot less weird if she would just let me in.

Take the 2015 case of Germanwings Flight 9525, where one pilot locked himself in the cockpit while the captain was on a bathroom break, then intentionally crashed the plane into a mountain. All 150 people on board perished. He also pointed out that when a pilot takes a toilet break ("unless you want to wear a diaper"), there would be a few minutes where there's no one in the cockpit. "What if there was a request from air traffic control? There'd be no response. They'd need direct, quick action to avoid a conflict to avoid a crash in midair. So you can imagine that there's nobody to control at the time that will just lead to fatalities."

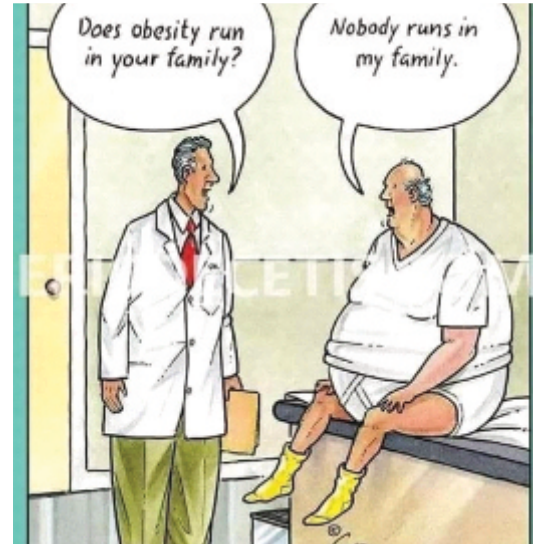
Empty cockpits

The concept of letting one pilot sleep while another works in the cockpit on long-haul flights is a precursor to only having one pilot on board, according to a working paper presented by dozens of mostly European nations last year at the International Civil Aviation Organization, a global standard-setting body for aviation. While in the past, many aircraft had two pilots and a flight engineer, two-pilot cockpits are now the norm. However, on longer flights crews can have three or even four pilots to allow them to rotate and not overshoot maximum flying times. Pilot unions fear once cockpits are

down to one pilot, it will inevitably lead to a world where planes are completely automated. And though Airbus did not answer requests for comment, in 2019, Christian Scherer, a top executive at the European planemaker, said the company had already developed the technology needed to not only fly with one pilot — but without any pilots.

“When can we introduce it in large commercial aircraft? That is a matter we are discussing with regulators and customers, but technology-wise, we don’t see a hurdle,” Scherer told the Associated Press at the time. And, the piloting scheme under consideration at EASA is referenced in Airbus’ “Autonomous flight” innovations web page. Cathay Pacific, which according to Reuters was working with Airbus on a reduced crew plane in 2021, didn’t respond to POLITICO’s request for comment. Lufthansa, which Reuters reported has worked on a single pilot plane program, denied it was looking into the idea. “There was never a plan or a program at Lufthansa for a single-pilot-aircraft and there is none currently existing,” the airline’s spokesperson Boris Orgursky said in an emailed statement.

Safety concerns, not to mention potential consumer reaction to a plane flown without a backup pilot, might explain why the industry isn’t eager to talk about increasing automation — at least for now. An Ipsos poll conducted in 2018 on behalf of the Air Line Pilots Association found that 81 percent of those surveyed said they wouldn’t be comfortable with a pilotless airplane, and 80 percent said having two pilots working together was the best way to handle an emergency. “[Passengers] like to think there are two pilots up there,” Emirates boss Tim Clark said earlier this year when quizzed on the concept. Carriers are just as interested in the concept as manufacturers, said de Bruijn, who added that the appeal for them is obvious. “In their view, they’re reducing the fatigue of pilots because there’s more time to rest on-board,” he said.



Accelerated automation

Airplanes and their designs have moved steadily toward increasing automation as technology has advanced, and airplanes now already fly semi-autonomously, although with pilot oversight. But the push toward reducing the number of pilots on board may take on new urgency amid complaints from airlines that they can’t hire enough pilots to keep up with demand. Martha Neubauer, a senior analyst at AeroDynamic advisory consultancy, agreed that pilot workforce challenges could be driving interest in plans for airlines. “[It] has increased the need for reduced crew operations since the low supply of pilots is constraining airline capacity and causing schedule disruptions,” she said, although she added that the shortage also provides pilot unions with strong bargaining power with carriers. But she believes that reduced crew probably won’t have a huge impact on airlines’ bottom lines. “Crew costs are only 10 to 15 percent of an airline’s cost structure,” she said. “This includes pilots and flight attendants, so even if reduced crew operations could cut pilot costs in half, total airline costs would only go down by 3 to 5 percent. Airlines must balance this against the concern for safety.”

ALPA President Jason Ambrosi, a Delta Air Lines 767 pilot who flies internationally, said the push for fewer pilots is “economics.” “I’ve heard ridiculous claims that it helps with the pilot shortage,” he said. Ambrosi said in many cases three or more pilots would still be required if there are factors that could make the flight more complicated, such as bad weather or volcanic ash. So airlines would still need to keep backup pilots on hand anyway, reducing the potential cost savings. “Are we going to have pilots just loitering around waiting? Just go ahead and put the pilot in there,” Ambrosi said.

John Breyault, the vice president of public policy at the National Consumers League, an advocacy group representing consumers, said the single pilot push is part of a larger trend in the airline industry to cut costs. “At the end of day the final line of defense for hundreds of people on a commercial airliner is the pilot on the plane,” Breyault said. “Reducing the number of pilots in the cockpit reduces redundancy.” Breyault added that in the U.S., the families of Colgan Flight 3047, the last U.S. commercial airliner to crash in 2009, are effective advocates for airline safety measures in Washington and would present a major roadblock to any single pilot push. “They are a voice that can’t be ignored by the FAA or the industry when it comes to this,” Breyault said.

Ambrosi said that most European airlines and U.S. passenger airlines for now are not publicly backing plans to have fewer pilots on board, though some U.S. cargo airlines have expressed interest. But it might not stay that way, Ambrosi said. "We've been told that North American passenger operators are not interested and the legacy European operators are not interested," Ambrosi said. "But they all understand that if some are allowed to do this it puts significant operational pressure" on them.



Here is a link to a great photographic collection of historical Continental memorabilia, photos of everything from the very early days of the founding of the airline to virtually every facet of **Continental from 1934 to 2011.** It will be of most interest to more senior folks who were around during those years, but all former CAL employees will enjoy the content. The link is secure, but as always, exercise normal internet precautions when opening any link. **Click on link below:**
<http://www.calmemories.com/MENU%20FILES/THE%20MEMORIES%20PAGES.html>

*Welcome To Your Memories Of Our Great Airline
1934 - 2011
Last Update 8/17/2022*

Thanks to Golden Eagles members Tom Long and Jerry Hunsinger for providing this interesting material.

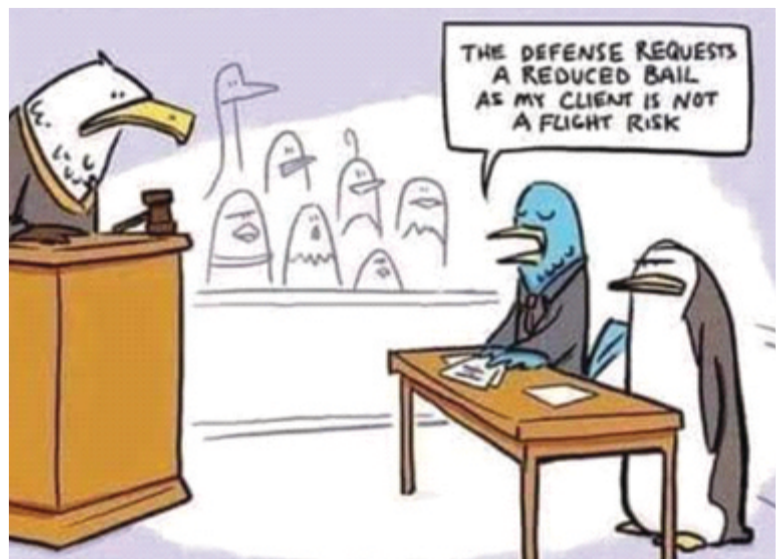
Tom Long



Jerry Hunsinger



"YEEE HAH"! 🤪



Provided by Golden Eagles member Captain Jerry Dixon:
Two Pearl Harbor myths that seem to have real staying power even today.



Myth #1 - The US was “lucky” that the aircraft carriers were not in Pearl Harbor on December 7th, 1941.

Not sure how this one got started but it's been around as long as I can remember. The problem is, that there was little chance that a US aircraft carrier would have been in Pearl Harbor in 1941. It was rare to have one in port and rarer still for two to be there.

In 1941, the US had 7 CV (aircraft carriers), and of those two were operating out of Pearl Harbor. However, Pearl Harbor was not their home port. San Diego was. So why was it “rare” to have a carrier “in Pearl Harbor”? Well, it was because Pearl Harbor in 1941 was not one of the top bases for the US Navy. It was in fact relatively small and shallow, compared to say, Puget Sound, San Diego, Oakland, or San Pedro. So when one of the pre-war carriers entered the harbor to refuel and restock stores, it created a lot of traffic problems and headaches. The reality was, they got a carrier in and out as fast as possible. If either of the carriers needed a longer port stay, it would return to San Diego, not stay at Pearl Harbor. The bottom line was they were too big for the facility.

Sadly I do most
of my
proofreading
after I hit sned.

Because of these traffic and space issues, the carriers were scheduled in and out to avoid having both needing to refuel at the same time. So the ships worked on a rotating schedule that effectively meant, only one need to visit at any given time, and in fact, both were gone the vast majority of the time. Thus it was the case that “both” carriers would likely have been gone on December 7th. And it was unlikely on any given day that even a single carrier would be there. The Japanese knew it was unlikely they would find a carrier in the harbor when they decided to stage the attack. It was a “nice to” but not expected situation. The primary plan all along was to attack the battleships. Hence, it wasn't “luck” it was against the odds that a carrier would have been in Pearl Harbor for an attack. They weren't there that often because they really didn't “fit” in a very literal sense.

Myth #2 - The Japanese devised a very original and clever plan for how to attack Pearl Harbor, and they were inspired by the British attack on the Italian Navy.

The Japanese attack on Pearl Harbor followed a very meticulous plan, and ironically the attack plan that the Japanese used followed very faithfully a plan created and executed by a US Navy Admiral and the US Navy itself 9 years earlier. The first Pearl Harbor attack plan and subsequent attack occurred on February 7th, 1932. Rear Admiral Harry Yarnell, was assigned the command of the “aggressor” forces in the annual Pacific Fleet exercises in which mock attacks were planned on US facilities. Yarnell was assigned command of the aggressors who were to attack Pearl Harbor.

We were doing
home renovations and,
incredibly, when
we knocked down a wall,
we found a secret,
fully furnished room!!
And then I remembered
“We live in a duplex...”

The standard approach in 1930 was for the aggressors to send their battleships forward supported by aircraft carriers, cruisers, and destroyers. And the battleships would slug it out. But for this exercise, Yarnell one of the few believers in the power of naval aviation, decided to “not follow the script” as was custom. He took his fleet to sea but ordered his battleships and cruisers to remain

out to sea and maneuver off the coast of California. Yarnell then took his two aircraft carriers with the destroyers and hid behind/in a series of storm fronts to cover his movement toward Hawaii. The storm shielded his ships from aircraft and he traveled in radio silence.

His plan called for his ships to emerge from the storm early on Sunday morning February 7th northwest of Oahu. From this position, Yarnell sent his aircraft east just past the island, had them

hook around to the south and then to the west arriving with the sun behind them as they came in over Diamond Head and into their attack on the anchorage and airfields. Yarnell had picked a Sunday because he expected to catch the fleet unprepared and napping on what was a “day off”.

Despite the Navy and Army knowing an exercise was in progress his plan worked perfectly. Using flour bags for bombs, the aggressors managed to completely disable the airfields and sink all the battleships in the harbor. The attack achieved complete surprise and was an overwhelming success. The umpires awarded Yarnell forces a total victory and declared the attack completely successful. The ships sunk, and the airfield was completely disabled.

Later, Army and Navy brass complained that Yarnell had “cheated” and it was “unfair” and “inappropriate” to have attacked on Sunday morning, so much so that the result was reversed. But while the Army and Navy brass were whining, the Japanese took note.



“My next guest, on the monitor behind me, is an organized crime informant. To protect his identity, we’ve placed him in a darkened studio—so let’s go to him now.”

8 years and 10 months later the Japanese followed a storm to the Hawaiian Island, and on a Sunday morning, emerged from the storm to send their planes east of Oahu to attack out of the sun, against the airfields and harbor. And following Yarnell’s plan precisely they achieved complete and overwhelming success.

ED: Article provided by Golden Contrails editor from SimpleFlying.com

United Airlines Creates Program To Give Job Offers To Active Military Pilots

The new program provides time flexibility for training and the date of joining.

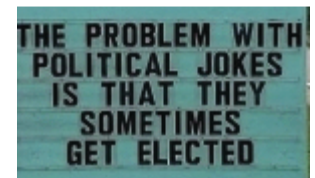
United Airlines has launched a program to provide job offers to active US military pilots, allowing them to pursue civilian careers after retirement from the military. Military pilots don't need to have the Airline Transport Pilot Certificate for employment, but will need to complete an interview. United Airlines values military skills and background, aiming to support pilots in transitioning to civilian commercial pilot roles by providing tools and resources for success. The program is created to assist pilots with a reliable placement opportunity after their active duty with the US military. Military pilots can work their way towards the requirements of the job at United while serving the nation through their active duty roles.

US military pilots can now participate in the one-of-a-kind pilot recruitment program while continuing their active duty time. Unlike conventional recruitment processes, military pilots do not have to hold the Airline Transport Pilot Certificate (ATP) at the time of the employment application. Instead, they are required to appear in an interview to show their candidacy. Successful candidates will be offered a conditional position contingent upon completion of their ATP and other training. The program provides the candidates flexibility in terms of the time of their joining. Pilots can fulfill the requirements of their military duties and select a start date with United based on their schedules.

The CEO of United Airlines, Scott Kirby, expressed his enthusiasm for the launch of the new recruitment program by saying:

“At United, we are committed to investing in individuals who have served and are serving our country – whose military skills and background are invaluable to our airline. Launching this program is a win-win: our airline gets direct access to some of the best, most talented aviators in the world, and military pilots – and their families – get the time they need to plan their civilian career while still serving.”

United Airlines employs over 16,000 pilots across its network. Nearly 20% of all United pilots are either currently serving in the US military or have served in the past. The airline is one of the largest employers of military veterans. More than 9,000 military veterans and active duty personnel are employed with the carrier in various roles. According to a United Captain, Micheal Bonner, who is the

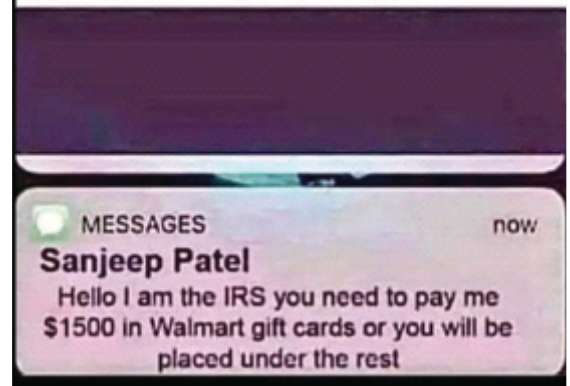


Managing Director of Aviate and Pilot Strategy and has previously served as a US Air Force and Navy pilot:

“As a former military pilot, I know firsthand how challenging it can be to transition to a civilian commercial pilot, but through this new program, we're providing the necessary tools, resources, and support system to ensure a direct path to the United flight deck. Whether you are an active-duty pilot or approaching retirement, I encourage you to join the largest widebody fleet in the U.S.”

One of the unique features of the program is that it allows active-duty pilots to plan their retirement with the military before committing to the airline. United has opened the application process for interested candidates and encourages those who are either flying as a reserve or are less than six months away from planned retirement from the military to apply for the First Officer position with United.

These scams are getting more and more complex. Nearly fell for this one.



ED: Article summary provided by Golden Contrails editor from SimpleFlying.com

United Airlines Announces Huge 110 Aircraft Order With More Boeing 787 & Airbus A321neo

*United Airlines has exercised 50 options on Boeing 787 Dreamliners and placed a new order for 60 A321neos, solidifying its order book for the next decade.

*The addition of more A321neos shows United's commitment to expanding its narrowbody fleet, with plans to operate nearly 200 A321s by 2030.

*United's order for 50 more Dreamliners highlights its fleet simplification strategy, with plans to retire its 757 and 767 fleets and replace them with the larger capacity and efficiency of the Dreamliners.

ED: Article summary provided by Golden Contrails editor from SimpleFlying.com

US Pilots Express Safety Concerns Amid Recent Incidents

Several pilots and some lawmakers are calling for the retirement age to be increased.

*Experienced airline pilots are concerned about an uptick in close call incidents, citing staffing shortages and inadequate training for newer pilots.

*The Let Experienced Pilots Fly organization warns that the situation could jeopardize the long-standing safety record in aviation.

*The House has passed a bill that proposes raising the retirement age to 67, but a major pilot union opposes it.

ED: Article summary provided by Golden Contrails editor from SimpleFlying.com.

United Airlines Pilot Suspended For Hamas Praising Social Media Post

Pilot Ibrahim R. Mossallam has been suspended with pay while United Airlines investigates a pro-Hamas post shared on Facebook.

SUMMARY

- United Airlines has suspended a pilot for posting antisemitic and pro-Hamas content on social media, sparking concerns for the safety of passengers.
- In a post shared on Facebook, the pilot referred to Hamas as "brave people" and claimed recent attacks were not unprovoked, causing negative backlash from X users.
- Air Canada faced a similar scandal when a Boeing 787 pilot made antisemitic Instagram posts, resulting in the First Officer's subsequent firing.



Captain Lee Meyners recalls his first all-night pilot trainer in a brand new 747



The year, 1970. The middle of Continental's "Golden Years". We're getting new routes. New Airplanes, We're hiring, Everyone is moving up. Life is good. Having been a flight Instructor on the 707 and 727, I got my 747 Type rating on May 30th, 1970 from Boeing, and was immediately put to work as a 747 instructor. Now we just have one Aircraft, #861 but the next three, all that we have ordered, will come in the next couple of weeks. We started out with one, then two aircraft doing nothing but training crews to start the service ASAP. Palmdale was closed so we did most of the training at Vandenberg AFB, which was good since it only had

8,000 ft. of runway and so the trainees got really adept at landing that "Big Bird" on a fairly short runway. I might mention that conducting training during that time was interesting in that every time I left the LAX hanger there were always a bunch of VP's watching us leave, I guess hoping we would bring the aircraft back in one piece. The 747 was a big gamble for CAL.

About now, two things became apparent. One, we signed a horrible maintenance contract with American Airlines and they were raping us blind. Secondly, we bought one aircraft too many and now the only thing to do with it was to put it on domestic routes. OK, time for the aircraft to start flying the Line. Problem. getting an aircraft for training, as there was still a lot of training to do. If they are all busy flying line trips, it's really tough to get one for a four hour pilot trainer. Once in a while, one became available in LAX, but I noticed an aircraft laid over each night in DEN. Great. Let's use that one for pilot training. We could have it from 2300-0700.

So on this particular night I went to Den to conduct pilot training for the next four nights. I had 2 F/O's on their first period and a S/O instructor and his two students on their first flight. Of this crew, the predominant characters are, the F/O trainee, Bob Pries, (of later DEN B727 wind shear fame) and my SO instructor, Jim Sandin. Went out to the aircraft in DEN and there sat #864, our newest 747. The only leg it had flown was LAX to DEN to get it here. Talk about new car smell...it had it all. Did all the preflight stuff and took off as briefed, Bob Pries flying, heading to Pueblo, Colorado to do the airport work. Can't use the North/South at Stapleton because of the overpass.

The plan was for Bob just to fly a VFR ILS to a touch and go and then go around and do a second one then it's hood up time. A little fun and get comfortable flying that big airplane. First approach, no good, big time cross wind and I grabbed the aircraft at touch down. Second time, same story. This won't work with this big cross wind and he'll learn nothing. *Let's get out of here!* So away we go, I decided Salina, Kansas looked like a good bet and that's where we headed. Now Salina is an abandoned AFB. It has a runway that almost goes all the way to the Colorado state line which is good. There is also NO control tower, only Salina Radio so we can pretty much have the airport to ourselves. Approaching Salina I cleared Bob for a VOR approach. I told Salina Radio we would be doing touch and go's and full stop landings. Bob flew a great VFR VOR approach to a landing, which was somewhat long (about 4k+ down) but heck, we had a 13K foot runway to play with.



Now let me give a brief explanation of what takes place between the "touch" and the "Go". I put my hand on the yoke and lower the nose gear to the runway. In the meantime I'm re-trimming the A/C to a take off trim setting, I'm stowing the speed brake (if used) and re-setting the flaps. All this time we're rolling down the runway. During this time I've also told Bob to spool up the engine to 1.1 EPR. Everything looks good, "Let's Go, Push them Up" Bob says, "I Can't" I put my right hand behind his and push and I can't either. Probably because of his "death grip" on the throttles. We're chewing up a lot of runway and we're not accelerating or decelerating. I yelled "I've got it" and slammed the throttles to idle which resulted in the #2 throttle flying out of my hand. I told Jim Sandin to cut the #2 engine; in those days the S/O kept his hand on the start levers during landings because of over heating.

Hard braking and max reverse barely got it stopped by the end of that very long runway! Taxied over to the ramp in front of Salina Radio. One super guy running it. Called LAX Maintenance on ARINC and they said "help is on the way". I can imagine the heart attacks happening at the General Office in LA. We parked in front of the Radio shack, (you can't believe how big that airplane looked

when viewed from the shack looking at that flat Kansas wheat field background). We tore up the carpet, went down thru the electronic bay, over the top of the nose wheel and into the Salina Radio office to await help.

About four hours later, and a lot of coffee, a friend, John Crouch pulls up to the ramp in a DC-9 with an airplane full of mechanics. The first place they head is to the cockpit where the #2 throttle is sticking straight up proud as can be. They proceed to disassemble the quadrant. No luck, that sucker is frozen. After putting it all back together they got the bright idea of looking at the engine. They took the cowling off #2 and got to looking around AND, WHAT THEY FOUND WAS A FLASHLIGHT BATTERY JAMMED IN THE #2 THROTTLE LINKAGE. I had Maintenance look at the other three engines in case there was a second battery somewhere. They buttoned the airplane up. I called LAX on ARINC and they said to ferry the A/C to ORD and a crew will fly it on a scheduled trip to DEN; you guys dead head on it and you can rejoin your dirty laundry at the Ramada Inn.

The big deal in this is: We later projected our tract on the runway at Salina and said, "What if this had happened on the landing at Pueblo. We'd have easily gone off the the end of the runway and into that canyon and the NTSB would have had a hard time figuring out what happened. .

We were all blessed that night!

Throwback: When The US Navy Landed A Lockheed C-130 Hercules On An Aircraft Carrier

The US Navy once conducted tests to determine the feasibility of using the C-130 at sea



Since its maiden flight in 1954, the C-130 Hercules has demonstrated its prowess in various roles, from polar expeditions to military missions spanning Vietnam to Afghanistan. Among the most astonishing feats in the C-130's storied history occurred in October 1963 when the US Navy dared to land this large aircraft on an aircraft carrier.

The idea of a C-130 Hercules touching down on the deck of an aircraft carrier seemed far-fetched. Yet, in the tumultuous waters of the North Atlantic, 500 miles off the coast of Boston, this experiment became a reality. The C-130 not only touched down but also set a record as the largest and heaviest aircraft ever to land on an aircraft carrier, a feat that still stands. Lieutenant James H. Flatley III, upon receiving his assignment for this extraordinary task, was taken aback. Even so, the Chief of Naval Operations had ordered a feasibility study on using the C-130 Hercules as a "Super COD" (Carrier Onboard Delivery) aircraft.

Potential COD replacement

At the time, the Grumman C-1 Trader, a twin-engine piston aircraft with limited payload capacity and range, filled this role. However, it fell short in terms of payload capacity and range, particularly when an aircraft carrier operated far from land. The C-130, with its stability, reliability, extended range, and substantial payload capacity, appeared to be a viable alternative.

A KC-130F refueler transport (BuNo 149798), loaned from the US Marines, underwent minor modifications by Lockheed to prepare for the test. These modifications included installing a smaller nose-landing gear orifice, an improved anti-skid braking system, and the removal of underwing refueling pods. The main concern was whether the aircraft could meet the maximum sink rate of nine feet per second, and ultimately it exceeded this requirement by a significant margin.



Record-setting experiment

The test

Flatley led the crew, which included Lieutenant Commander W.W. Stovall as copilot, ADR-1 E.F. Brennan as the flight engineer, and Lockheed engineering flight test pilot Ted H. Limmer Jr. The initial landings took place in a formidable 40-knot wind. The crew achieved 29 touch-and-go landings, 21 unarrested full-stop landings, and 21 unassisted takeoffs, all while varying the aircraft's gross weight between 85,000 pounds and 121,000 pounds. Remarkably, even at the lower end of this weight range, the KC-130F came to a complete stop within 267 feet, roughly twice the aircraft's wingspan. When fully loaded, it required a mere 745 feet for takeoff and 460 feet for landing roll, thanks to the precise coordination between Flatley and Jerry Daugherty, the carrier's landing signal officer.

Art E. Flock, Lockheed's chief engineer, was present to observe the testing and vividly recalled the rough seas that day. He watched as the carrier's bow surged up and down by approximately 30 feet, accentuating the challenge of landing. The ship increased its speed by 10 knots to reduce yaw motion and wind direction, ensuring that the aircraft faced a 40 to 50 knot headwind during landing. As the C-130 touched down and came to a halt right opposite the captain's bridge for the first time, cheers and laughter erupted among the crew. A sign painted on the fuselage declared, "LOOK MA, NO HOOK."

From the extensive test data gathered during these trials, the Navy concluded that the C-130 Hercules could transport 25,000 pounds of cargo over a distance of 2,500 miles and successfully land it on an aircraft carrier. ***Nevertheless, despite its demonstrated capability, the Navy ultimately opted for a smaller COD aircraft.***

ED: *Article summary provided by Golden Contrails editor from [SimpleFlying.com](https://www.SimpleFlying.com)*

United Airlines On Pace To Break Pilot Hiring Record

The number one US airline for pilot recruitment for three years running.

SUMMARY

- United Airlines looks set to top its previous record for pilot hires and is on track to exceed its goal of hiring 2,300 pilots this year.
- United's heavy investments in pilot training have played a key role in its recruitment drive.
- The airline is set to embark on a significant fleet expansion, adding up to 230 new aircraft next year, which will require a substantial number of new pilots to operate them.

New Members

Tony Quartano



Rick Cloutier



Eric Hochberg



Robert Bandusky



Joe Dexter



Tony Jones



John Ambrose



David Hill



Tom Harper



George (Tad) Arbuckle



Tom Davenport



Steve Souders



Colt Bridges



Russ Ballard



William (Dave) Illig



David Brick



Lutz Glasbrenner



Roger Coakley



Jack (Jed) Doggett



Tim Treadway



Max Witherspoon



Mike McGee



Leo Sherman



Scott Wohlfelder



John Pulis



John Buchan



Chris Krisling



WELCOME ABOARD



PREVIOUS MEMBERS REJOINING - WELCOME BACK

Dick Hague



Mike Nelson



**"To get back to my youth I would do anything in the world, except exercise, get up early, or be respectable."
Oscar Wilde**

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

'The Middle Wife'

by an Anonymous 2nd grade teacher

I've been teaching now for about fifteen years. I have two kids myself, but the best birth story I know is the one I saw in my own second grade classroom a few years back.

When I was a kid, I loved show-and-tell. So I always have a few sessions with my students. It helps them get over shyness and usually, show-and-tell is pretty tame. Kids bring in pet turtles, model airplanes, pictures of fish they catch, stuff like that. And I never, ever place any boundaries or limitations on them. If they want to lug it in to school and talk about it, they're welcome.

Well, one day this little girl, Erica, a very bright, very outgoing kid, takes her turn and waddles up to the front of the class with a pillow stuffed under her sweater.

She holds up a snapshot of an infant. 'This is Luke, my baby brother, and I'm going to tell you about his birthday.'

'First, Mom and Dad made him as a symbol of their love, and then Dad put a seed in my Mom's stomach, and Luke grew in there. He ate for nine months through an umbrella cord.'

She's standing there with her hands on the pillow, and I'm trying not to laugh and wishing I had my camcorder with me. The kids are watching her in amazement.

'Then, about two Saturdays ago, my Mom starts going, 'Oh, Oh, Oh, Oh!'

Erica puts a hand behind her back and groans. 'She walked around the house for, like an hour, 'Oh, oh, oh!' (Now this kid is doing a hysterical duck walk and groaning.)

'My Dad called the middle wife. She delivers babies, but she doesn't have a sign on the car like the Domino's man. They got my Mom to lie down in bed like this.' (Then Erica lies down with her back against the wall.)

'And then, pop! My Mom had this bag of water she kept in there in case he got thirsty, and it just blew up and spilled all over the bed, like pssshheew!'

(This kid has her legs spread with her little hands miming water flowing away. It was too much!) Then the middle wife starts saying 'push, push,' and 'breathe, breathe.'

They started counting, but never even got past ten. Then, all of a sudden, out comes my brother. He was covered in yucky stuff that they all said it was from Mom's play-center, so there must be a lot of toys inside there. When he got out, the middle wife spanked him for crawling up in there in the first place.'

Then Erica stood up, took a big theatrical bow and returned to her seat.

I'm sure I applauded the loudest. ***Ever since then, when it's Show-and-tell day, I bring my camcorder, just in case another 'Middle Wife' comes along.***

**TIPS ON HOW TO
FALL ASLEEP IN A
LIVING ROOM
CHAIR:**

- 1. BE OLD**
- 2. SIT IN A CHAIR**

A little old lady spent an hour in her lawyer's office.

Upon leaving she said "why don't I pay you now instead of you going through all the trouble of billing me".

This was many years ago when the lawyer said "lets see, that was about an hour so you owe me \$100".

The little old lady dug into her billfold and came up with a \$100 bill.

When she handed it to the lawyer he realized that there were two \$100 bills stuck together.

So immediately the ethical question in his mind arose "should he tell his partner".

Things You Learn If You Live Long Enough

Being a little older, I am very fortunate to have someone call and check on me every day. He is from India and is very concerned about my car warranty.

I choked on a carrot this morning, and all I could think of was, "I'll bet a doughnut wouldn't have done this to me."

Nothing spoils a good story more than the arrival of an eyewitness. (Mark Twain)

I finally realize why I look so bad in pictures. It's my face.

It only takes one slow-walking person in the grocery store to destroy the illusion that I'm a nice person.

Sorry that I'm late. I got here as soon as I wanted to!

It turns out that when asked who is your favorite child, you are supposed to pick out one of your own. I know that now.

It's fine to eat a test grape in the produce section, but you take one bite of rotisserie chicken and it's all, "Sir, you need to leave!"

One thing no one ever talks about, when it comes to being an older adult, is how much time we devote to keeping a cardboard box because it is, you know, a really good box.

I cannot believe I forgot to go to the gym today. That's seven years in a row, now.

If you dropped something when you were younger, you just picked it up. When you're older and you drop something, you stare at it for just a bit, contemplating if you actually need it any longer.

I like to make lists. I also like to leave them laying on the kitchen counter, and then guess what's on the list when I am at the store.

A giraffe's coffee would be cold by the time it reached the bottom of its throat. Ever think about that? No, you only think about yourself.

My kids say they want a cat for Christmas. Normally, I serve turkey -- but, hey, if it will make them happy . . .

Ask your doctor if a drug with 32 pages of side-effects is bad for you.

I relabeled all of the jars in my wife's spice rack. I'm not in trouble yet, but the thyme is cumin.

I just read a book about marriage that says treat your wife like you treated her on your first date. So, tonight after dinner, I'm dropping her off at her parent's house.



The best way to get back on your feet is to miss two car payments.

I love bacon. Sometimes I eat it twice a day. It takes my mind off the terrible chest pains I keep getting.



As I watch this generation try to rewrite history, one thing I am sure of is that it will be misspelled and have no punctuation.

Driver: "What am I supposed to do with this speeding ticket?" Officer: "Keep it. When you collect four of them, you get a bicycle."

I hate it when people act all intellectual and talk about Mozart, when they've never even seen one of his paintings.

Never trust an electrician who has no eyebrows.

My neighbor knocked on my front door at 3am. 3AM! Luckily, I was already up, playing my bagpipes.

Instead of cleaning my house, I just watch an episode of "The Hoarders," and think, "Wow! My house looks great."

An American goes to a club in Ireland and says "I need to play your best player". The secretary says "that will be Murphy. I will give you his phone number". He phones Murphy and Murphy says "I will be there at 9:00 am but I could be half an hour late". Murphy shows up at 9:00 and he has a left handed set of clubs, they tee off and Murphy wins. The American says "we must have a rematch tomorrow". Murphy says "I will be here at 9:00 am but I could be a half hour late". Murphy shows up at 9:00 am with a set of right handed clubs. They tee off and Murphy wins again. The American says "we must play again tomorrow; what time will you be here and what clubs will you be using?" Murphy says "well, it's like this; when I wake up in the morning I look to see what side the wife is laying on, the left side I use left handed clubs, the right side I use right handed clubs." The American says "what if she is on her back?" ***"Well, that is when I will be half an hour late" says Murphy.***

A man had just settled into his seat next to the window on the plane when another man sat down in the aisle seat and put his black Labrador Retriever in the middle seat next to the man. The first man looked very quizzically at the dog and asked why the dog was allowed on the plane. The second man explained that he was a DEA agent and that the dog was a 'sniffing dog'. "His name is Sniffer and he's the best there is. I'll show you once we get airborne, when I put him to work." The plane took off, and once it has leveled out, the agent said, "Watch this." He told Sniffer to "search."

Sniffer jumped down, walked along the aisle, and finally sat very purposefully next to a woman for several seconds. Sniffer then returned to his seat and put one paw on the agent's arm. The agent said, "Good boy", and he turned to the man and said, "That woman is in possession of marijuana, so I'm making a note of her seat number and the authorities will apprehend her when we land." "Say, that's pretty neat," replied the first man.

Once again, the agent sent Sniffer to search the aisles. The lab sniffed about, sat down beside a man for a few seconds, returned to its seat, and this time he placed two paws on the agent's arm. The agent said, "That man is carrying cocaine, so again, I'm making a note of his seat number for the police." "I like it!" said his seat mate.

The agent then told Sniffer to "search" again. Sniffer walked up and down the aisles for a little while, sat down for a moment, and then came racing back to the agent, jumped into the middle seat and proceeded to poop.

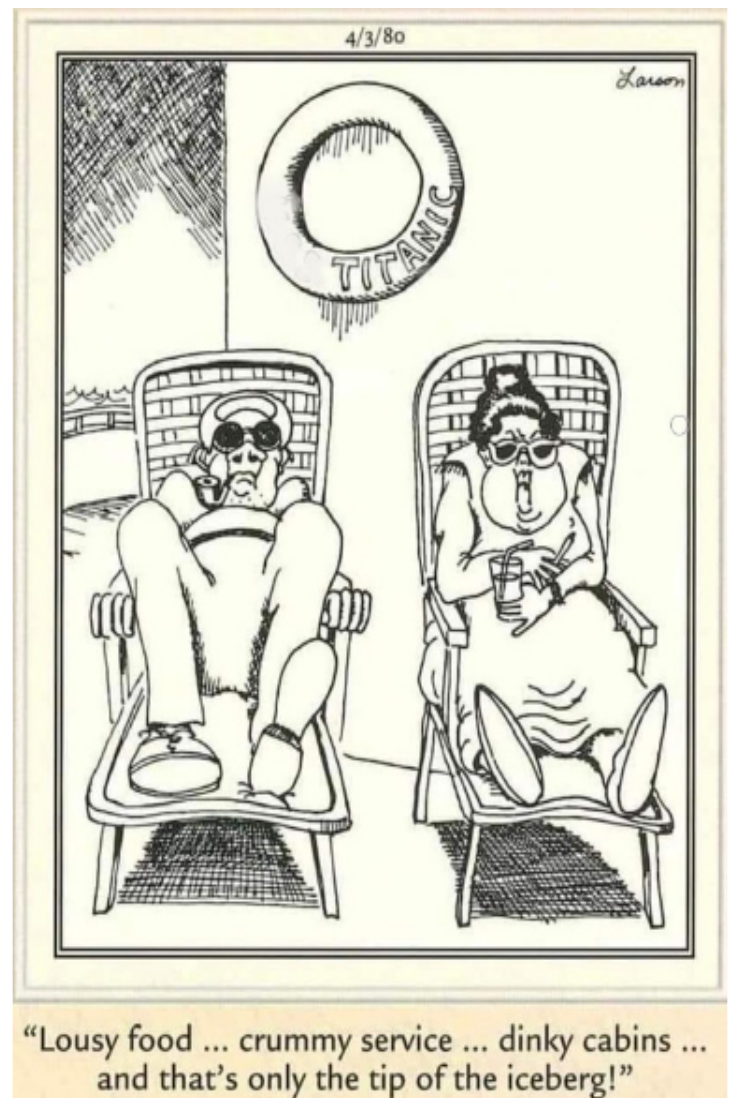
The first man was really grossed out by this behavior and couldn't figure out how or why a well-trained dog would behave like that, so he asked the agent, "What's going on?"

The agent nervously replied, "He just found a bomb."

Once upon a time a pilot asked a beautiful princess, "Will you marry me"? The princess said, "No"!

And the pilot lived happily ever after and played golf and flew airplanes all over the world and drove hot cars and chased skinny, long-legged, flight attendants and hunted and fished and went to topless bars and dated women half his age and drank Belgium beer and forty year old single malt scotch and never heard bitching and never paid child support or alimony and kept his house and guns and never got cheated on while he was at work and all his friends and family thought he was unbelievably cool. And he had tons of money in the bank and left the toilet seat up.

The End



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

Previous Years Unreported

Larry Vinther	Jan, 2023
Larry Goldman *	Jan 22, 2023
Pete Krueger	Jan 24, 2023
Louis Bigos	Feb 7, 2023
Mike Burke	Jan 27, 2023
Steve Cady *	Feb 7, 2023
Greg Garber	Feb 7, 2023
James Manfredi	Feb 8, 2023
Curtis Landry	Feb 11, 2023
Lou DeFazio	Mar 9, 2023
Roy "Bubba" Segars	Mar 28, 2023
Jack Stice	Mar 29, 2023
Jerry Batchelder *	Mar 30, 2023
Jim Sullivan	Apr 7, 2023
Arthur Speegle	Apr, 2023
Robert Salmen	Apr 22, 2023
Armand Baughman *	Apr 26, 2023
Ralph Rina *	Apr 26, 2023
Jim Moore	May 2, 2023
Eric Hodges	May 6, 2023
Carey McWilliams *	May 19, 2023
Chuck Croll	July 13, 2023
Don Keown *	June 18, 2023
Gary Plavan	June, 2023
Lynn Thomas Berringer *	June 30, 2023
Steve Grimes	July 7, 2023
Steve Pandolfo	July 12, 2023
Richard Hongsermeier	July .., 2023
Kirk Kirkpatrick	Aug 11, 2023
Tom Smith	Aug 19, 2023
Leonardo Pedraza	Aug, 2023
William Marshall *	Aug, 2023
Shaun Ryan *	Aug 29, 2023
Kent Johnson *	Sept 28, 2023
Andy Whittlesey *	Oct 8, 2023

John Ulbinsky	Nov, 2020 (rcvd Oct, `23)
Jake Jakaitis	2021 (rcvd Oct, `23)
Dick Mauer	Oct, 2021 (rcvd Oct, `23)
James R. Davis	2022 (rcvd May `23)
Thomas Lusk	Jan, 2022 (rcvd Oct, `23)
Harvey Brooks	Feb, 2022 (rcvd Oct, `23)
Stewart Sandro	Mar, 2022 (rcvd Oct, `23)

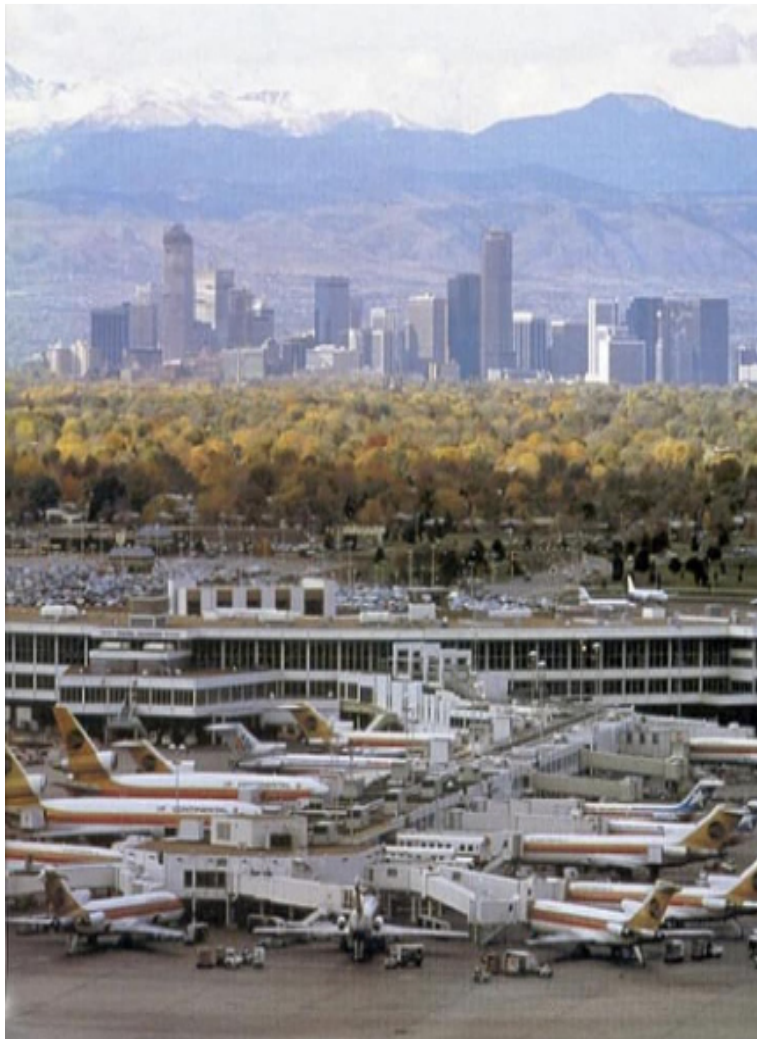
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Bennet Medoff *
Dick Hillman
Dave Furuli *

Oct 11, 2023
Nov 6, 2023
Nov 16, 2023

"It's paradoxical that the idea of living a long life appeals to everyone, but the idea of getting old doesn't appeal to anyone."

Andy Rooney



**Denver Stapleton International Airport
The Good Old Days**

To Tom Smith:



He was such a kind gentle soul with a huge appreciation for humor! Had dozens of cute one liners.

David Goodman



To Kent Johnson:



Kent was one of the great guys. When I would see him around the campus we always had a few stories to tell and reminisced about the good times. He will be missed.

Jim Caldwell



My condolences to Kent's family. I flew my last leg of 757 IOE with Kent on Aug 6, 1996, LAX-EWR, 5.2; 1.0 day, 4.2 night. Hotel rooms were tight that night so he let me share his room. He was a great guy to fly with, and also very modest. I had no clue about his background.

Barry Borella



John and I both remember Kent and Karen. I remember that smile of his and, his humor and kindness. Blessings to you Karen and your family.

Debra and John Glen



It really saddens me to hear about the passing of Kent. He trained me on the B757/767 at CAL. He took a pic of me and my training F/O Roy Pager in the 767 sim and he told us he enjoyed training us so much he hung the picture in his office.

Stephen Pramberger



Great guy!



Bob Bandusky



Sad news
Kent was a nice guy
Diane Myers



To Andy Whittlesey:



Another great guy passes on.
What a shame!

Jim Caldwell



Andy was such a cool guy....enjoyed flying with him.

Diane Myers

Andy was one of the good ones. RIP and condolences to the family.

Bruce Harris



To Bennett Medoff:



Bennett was a cool guy. He could make you forget he was military, let alone a fighter guy. Sorry to see this.

John Malone



Sad news. When I was in the Contract Training Dept we also ferried airplanes. One DC-10 ferry was to Tel Aviv - I flew FO, Bennett flew SO, and I forget who was Captain. Bennett took us out for a quick tour of Tel Aviv. The Captain and I caught first flight out the next morning, Bennett stayed for a day or two as he had family there.

Diane Meyers



I will be forever grateful to Bennett Medoff for helping me to be a line check airman as a SO on the DC-10. When I reached the age of 60 I had been an FO on the 747 and bid back to SO on the 10. Bennett checked me out as SO line check airman and then helped me to get in to the Post Maintenance Test Group where I worked until 9/11. That was the best 5 years of my airline career. I'm 22 years older than Bennett and am so sorry to hear of his early flight west.

William Poarch

I'm shocked to hear about Bennett, I knew him well, we both grew up in Long Island on the north shore. He was also my F/O on 757/767. My deepest sympathy goes out to his family. I'm not in the US at this time. I would definitely have gone to the funeral in Europe. I wish you all well.

Stephen Pramberger



Very sad news! I flew with Bennett and really liked him. He had a great warm smile. 66!.. the poor fellow only got a year after retirement.

Guy Ullman

To Shaun Ryan:



When I was a 1st Officer on the 727 I flew with Shaun many times – he was oh so smooth on the controls – gave me something to emulate. A super nice fellow – an honor to have known him and to have flown with him. RIP Shaun, you made the job a better place – you will be missed

Bill Ebert





I haven't seen Shaun in many years. We flew together many times during the 727 years. Another good guy passes on.
Jim Caldwell

Very sad to see Shaun depart West. He was a good guy and will be missed.

Cass Zabinski



To Dick Mauer:



Sad news. Dick was a student Of mine on the 727 and a good guy to fly with.

Bruce Harris



To John Ulbinsky:



John Ulbinsky and I were stationed at Vung Tau, RVN in 1965 – John was a Caribou pilot and I flew Mohawks (I believe that John later transitioned into the Mohawk program) – I hadn't heard about his passing – too bad – a nice fellow.

Bill Ebert



To Dick Hillman:



Sorry to hear of Dick's passing. He had my respect both as a friend and as a co-worker.

Bill Ebert

To Dave Furuli:



I remember Dave well, He was a good man, always cheerful.

Jerry Hunsinger



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



That's it for this issue folks.

We'll see you again with another heart-stopping review of everything Golden Eagles plus other stuff in March, 2024



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

Mark Twain

Golden Contrails

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