

THE GOLDEN EAGLES



Golden Contrails

March



2024



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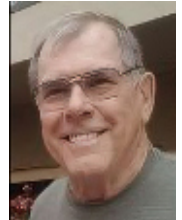
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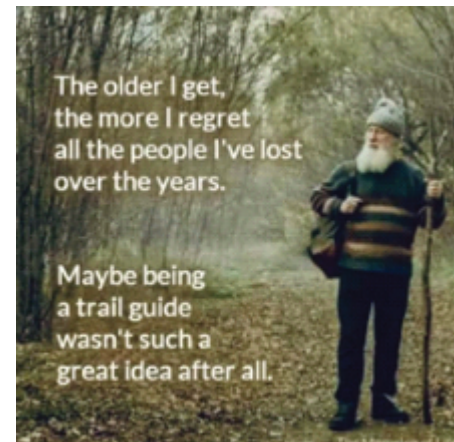
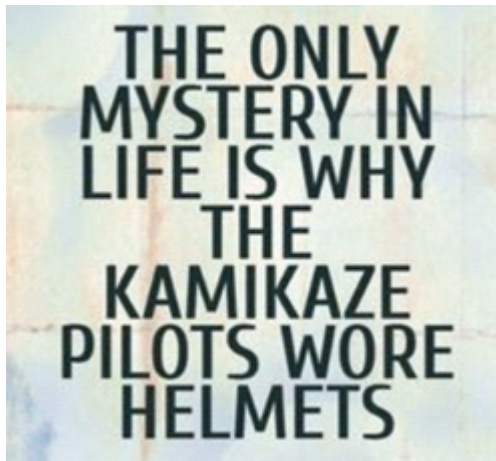
Editors` Notes

As our readers have likely noticed, in the recent issues of the Golden Contrails magazine we have increased emphasis on stories submitted by our members about their recent travels, personal experiences, life changes and other subject matter that may be of interest to their friends and coworkers, particularly those with whom they may have lost contact. Members who wish to contribute to this section of our magazine may do so by using a form contained on the Golden Eagles website in the Contrails section under the Crew Room heading and the sub heading "what have you been up to?"

Anything a member wishes to submit is fine as long as it doesn't contain profanity or offensive or inflammatory subject matter. Anything from a few sentences describing your recent activities to a more lengthy report of an interesting trip or activity is fine. Photos are encouraged for inclusion in your report. The Crew Room form on the website is handy to use for reports that are not too lengthy; for more extensive reports that may contain several photos or graphics, you may wish to send the material to the editor, davebnewell@gmail.com in a separate email, preferably in Word format if able. We also encourage submission of other miscellaneous aviation articles that members feel might be of interest to our readers. These can also be submitted in an email to the editor as an attachment or with a link to the article. We appreciate any effort by our members to provide us with material for the Golden Contrails magazine.



Dave



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 any complete article referenced in this issue, click on the "simpleflying" link posted in the article in the Miscellaneous Stories and Articles section.

William Shakespeare

"What a terrible era in which idiots govern the blind."

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Presidents Message

"May you live in interesting times" is a Chinese proverb widely regarded to have been intended as a curse. As an election year, this would seem to fulfill the thinking behind that statement. Recent events with Boeing's quality control problems and the increased chatter regarding single-piloted commercial aircraft add to the level of "interesting times" for many of us. The lack of senior management involvement in the product at Boeing is not entirely unlike that of the same top tier of management at the airlines. The Executive level tends to regard pilots as interchangeable cogs in a wheel without much regard to the actual degree of experience and professionalism that separates a beginner from a seasoned aviator. The FAA rubber stamps this concept by a "one size fits all" license.

While there is some floor to the degree of competence that the license and type-rating generally confers, the declining experience factor combined with marketing pressure to jam more flights into the hubs results in a diminished level of confidence in air travel for many of us. This may be one minor advantage to our increasing "seniority" (age) in that we are a bit more insulated from the need to ride on airplanes except when we WANT to.

Current pay rates at the "majors" are such (far beyond what most of us ever dreamed of) that one can well understand the economic desire by management for a "single pilot" cockpit. I guess in that scenario, there will no longer be any CRM issues, so maybe history DOES repeat itself. Back in my "new hire" days there were no CRM issues because there was no CRM. The Captain was always unquestionable right. (As it SHOULD be now that we are ALL Captains)!

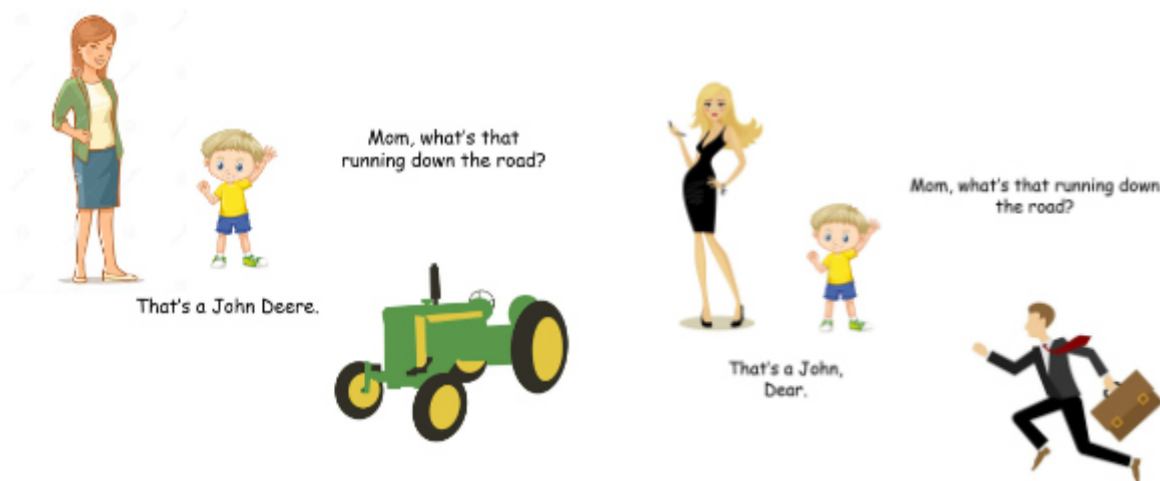
Shifting gears to the subject of reunions...this is like free ice cream. Everybody apparently wants it, especially after the nice job Bruce and others did in November, but nobody wants to "pay" for it in terms of volunteer efforts to organize one. Your Board is willing to provide some funding and assist in other ways, but we are stretched too thin to do all the organizing in terms of location and other logistics. Dave wants to return to an event with a sit-down banquet for enhanced "schmoozing", which sounds great if someone wants to "step up" and help him turn that into reality. We are open for a Return to Vegas as well as Denver (an East Coast location would also be great) if we can just get a little help....Let us know if you can help make this happen and we will reward you with some free hotel soap and shampoo.

Let's all "spring" into Spring and enjoy some outdoors before the mercury tops out on the high side...or is that another reference to times gone by?...just like when I was asked to draw a given time on a clock as part of my annual Medicare "wellness" test for senility. I told the juvenile-looking doctor that there are no clocks anymore, just digital time pieces. I "passed".

It's all in the context.....



Gary



Vice President/Email Coordinator Report

As we mention often, communication with our membership is paramount in insuring the success of our organization as a social group. One of the most important functions we have is our attempt to provide to our members useful and timely information that retirees might generally find difficult to obtain by other means. While we are always willing to answer any questions our members may have, predominately about pass travel issues and contact information for a member, it is important to remind our members of the vast amount of helpful information contained in both the UnitedFlyingTogether website at ft.ual.com, and in our own Golden Eagles website, www.thegoldeneagles.org. Members can find answers to most all their questions by accessing one of these websites.

Beginning in 2015, our Treasurer/Webmaster Bruce Sprague has maintained a very professional website for the Golden Eagles. The United FlyingTogether site is primarily useful to retirees for timely information about pass travel and the Golden Eagles site, while it also contains much useful pass travel information, contains much more interesting and informative information more oriented to the functioning of our organization.

Bruce updates the GE website periodically and the information should be relatively current.

Sections that may be of particular usefulness to our members:

- Member rosters - Member contact information in long and short formats plus gone west and current member photos; plus a Roster Update Form for submitting corrections to contact data
- Golden Contrails magazine information - A listing of the downloadable current and prior issues
- Archived blast emails - A listing of all downloadable blast emails sent since 2017
- Listing of Gone West Continental pilots since 2009
- Membership form for eligible members wishing to join the Golden Eagles
- A Crew Room section where members can submit personal stories and experiences for publication in the quarterly Golden Contrails magazine.
- A list of current Golden Eagles Board of Directors (volunteer officers) with email addresses and photos.
- The Bylaws of the Golden Eagles
- Recap reports of reunions and LAC events with photos
-and probably of most use to our members....clarification of Retiree Pass Travel procedures and issues.

It is recommended that our members “browse” these websites periodically to refresh their memory on what is available to them. When an urgent or emergency need for information arises unexpectedly, It is helpful to know where to look for the information you need. As pilots, we are familiar with the need to “know where to find the procedure or applicable checklist” when things go south in the cockpit! When a member contacts a GE officer for help or answers to questions, we often have to resort to looking up the answer in the available documents ourselves. So while we are glad to help you when these questions arise, it would help us if you would check the available websites and other resources that are available prior to contacting us. The answer just might be obvious to you with minimal research.

Of course, when you can't find the answer, and even though we are not United officials or experts in the subject matter about which you are inquiring, we will continue to attempt to help you get the answers you need to the best of our ability.



Dave

Television may insult your intelligence, but nothing rubs it in like a computer

THE GOLDEN EAGLES TREASURER / WEBMASTER UPDATE *Bruce Sprague*

HOME MEMBERSHIP LAC REUNIONS CARE TRAVEL CONTRAILS CART(0)

Well, I hope everyone had a grand holiday Season a few months ago. We are now almost thru with the winter cold season, and soon it will be Spring time! Not much to report on the Treasurer and Webmaster front in this March 2024 *Golden Contrails* issue.

Talking about my Webmaster duties.....well, check out Dave Newell's excellent post in this *Golden Contrails* issue, where he has done a good recap of your website and what it offers. As he says, there is a LOT of *Golden Eagles* information on our site, so go check it out now!

www.thegoldeneagles.org

Speaking of Dave....he too spends a HUGE amount of time creating and sending out Countless blast emails to all the *Golden Eagles* members (Gone West, miscellaneous announcements, etc). In addition to that, he also does the bulk of the work creating these excellent *Golden Contrails* issues every quarter, which is a full time job. Gary Small also spends a lot of time helping Dave to compile and set up each GC issue for publication.

Speaking of Gary (and also David Rossetter), they every month spend a lot of time to update and collate all the member Roster databases, and create the four different Roster reports for you on the website. Remember, you can go to our website to download these valuable rosters (you will need the Current password). If you see something that needs updating, use the special update form on your website.

On the *Golden Eagles* finances front, our *Bank of*

America checking account now has (as of February 15, 2024) about \$32,431 on the books, and all our bills are paid up. The *Golden Eagles* annual IRS tax return has been filed, and of course, we had no taxes to pay.

Everyone stay safe and healthy, and have a great Spring time!



Bruce

www.thegoldeneagles.org

email: brucesprague@mac.com



Every time we try to eat healthy, along comes Christmas, Easter, summer, Friday or Tuesday and ruins it for us.

Golden Eagles Volunteer Officers

*Gary Small,
President*



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



Bruce Sprague,
Treasurer,
Webmaster,
Houston LAC



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Loyd Robeson,
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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

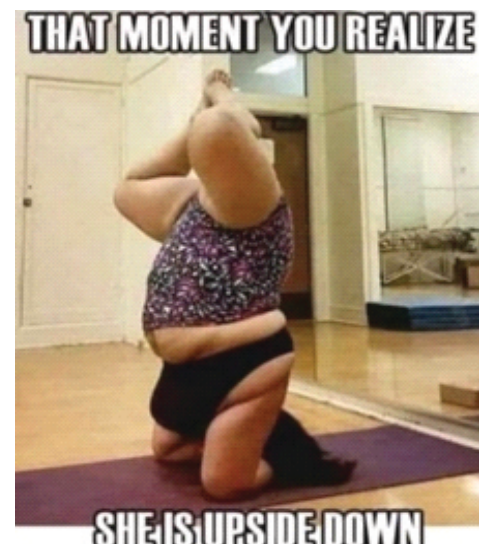
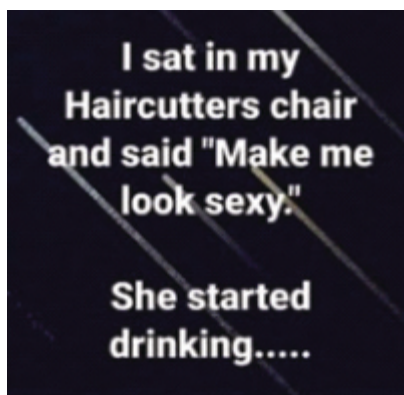
Password and Rosters

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.



Great Loop Travels Episode 2 of 3

From Captain Tom Folwell

ED. Tom Folwell and his wife Randi recently completed a cruise in their 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.

Second of three installments Continued from previous Golden Contrails article in the December issue.

“You Should Always Do Something Different”

.....As we left the base of the Statue of Liberty, the winds had really picked up and for the next 20 miles or so waves from 2 to 3½ feet high and the current of the river made driving the boat a handful. The boat traffic was very heavy for that time of day and all the ferries running back and forth between New Jersey and New York was like being in a bumper car and trying not to hit anything but in a short period of time everything smoothed out and up the Hudson River we went. The first stop was the Half Moon Bay Marina in the town of Croton-On-Hudson, N.Y. Below is a picture of the marina as the sun sets.



We hadn't been home for a while, so we took a 54-mile Uber ride to the Newark airport and off to Scottsdale for about 10 days. Upon our return, we headed up the Hudson passing by West Point. Here is a link of some history: [History of West Point | United States Military Academy West Point](#)

And another link:

[Virtual West Point: The United States Military Academy \(youtube.com\)](#)

The next stop was Port Erin, NY. This was a very quaint little town with lots of cool restaurants. The following day we headed towards Troy, NY which is next to Albany, NY. We tied up to the wall right on the Hudson with our electric bikes as per the picture at left. The following day we stopped in Waterford, NY for a two-day visit prior to entering the Erie Canal. The picture below is going through the first lock on the Canal and after that we stopped in Waterford, NY for two days to tour the town. Below is a picture of the canal.



We went as far as Oswego Canal and then we proceeded north towards Oswego and Lake Ontario.



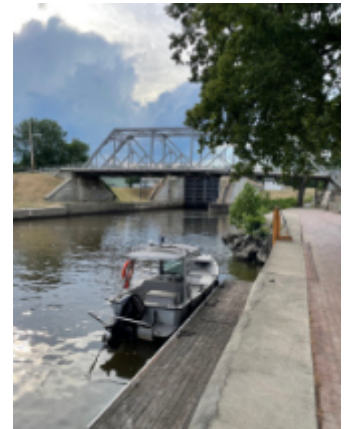
For the people that are interested in some particulars of Erie Canal history here is a link you might find interesting: [Erie Canal | Definition, Map, Location, Construction, History, & Facts | Britannica](#).

We would sometimes make it through four or five locks a day depending on traffic and how far apart was each lock. We stopped in the following towns along the canal, Amsterdam, Little Falls, Verona Beach and Clay, NY. In Clay, we stopped for 6 days to do an oil change and a few maintenance items on our boat.



What a lock looks like as it fills with water to raise your boat to the next level.

Photo of the 2nd lock on the Erie Canal.



After Clay, NY, we made a right turn a few miles down the canal and now we are in the Oswego section of the canal headed to Oswego, NY. Here is a link for the Oswego Canal that you might find interesting:

[Oswego Canal – Discover the Erie Canal](#). Here is another link of going through the canal: [Erie Canal Lock 21 time lapse](#) (youtube.com)

After this stop, we arrived in Oswego, NY. We had to stay there for 4 days due to bad weather for crossing Lake Ontario. Oswego is an interesting town, and we rode our electric bikes all over the place and I would say if you planned on visiting Oswego do it in the summer time.

We left Oswego and crossed Lake Ontario for Alexandria Bay, NY which was 74 miles and some of the travel was in the St. Lawrence River. The main reason for coming up the river was to see Boldt Castle. Here is a link for additional information:

[Official Boldt Castle Website – Alexandria Bay NY in the Heart of the 1000 Islands — 1000 Islands NY tour St. Lawrence River](#)

At right is a picture from our boat

You could spend an entire summer cruising along the St. Lawrence River with 1000 Islands to see and explore. From here we moved the boat into Canadian waters and headed to Kingston, Ontario, Canada. We checked in With Canadian Customs via a telephone call and that went smoothly.

The next stop was Trent, Ontario for the start of another waterway traveling through the southern part of Ontario, and this waterway was the Trent-Severn Waterway, 240 miles long. Below is a link that describes the waterway.

[Trent-Severn Waterway National Historic Site \(canada.ca\)](#)



This waterway has 44 locks of all different types. We moored at the following towns: Campbellford, Trent Hills, Peterborough, Burleigh Falls, Bob Caygeon Area, Bolsover, Orilla and Big Chute ON.

A few boats in the lock together and sometimes it was interesting going into or out of the lock with other boats.



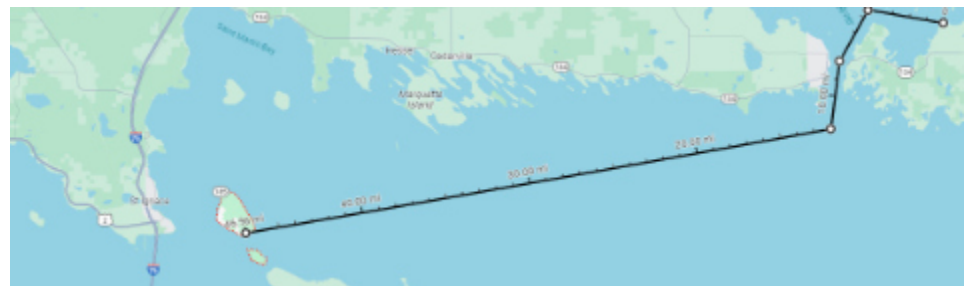
One of the more interesting locks was the “Big Chute” lock where the boats were lifted by straps on to a railroad car that went in and out of the water. Here is a link showing the Big Chute Railway.

[Lock 44 - Big Chute marine railway - Trent-Severn Waterway National Historic Site \(canada.ca\)](#)

After completing the Big Chute lock, we are now in Georgian Bay, ON and what a beautiful bay. Here is a link with a good description: [Georgian Bay | Canada, Map, Islands, & National Park | Britannica](#)

We were in Georgian Bay for 10 days with stops: Blue Water Beach, Twelve Mile Bay, Parry Sound, Britt, Bad River Bay, Killarney, The pool, Baie Fine, Little Current and Gore Bay. Some places we were in a marina and some places we just anchored out and toured around in our dingy.

From Georgian Bay, we entered the North Channel and still in Ontario and then from Gore Bay we entered the USA and cleared customs by a phone call, very simple and tied up at the Drummond Island Marina, Michigan. As we left Drummond Island and headed into Lake Huron, initially we were not going to stop at Mackinac Island since Randi, and I had been there before on a motorcycle trip a few years back. We were traveling with another boat, and they were going to stay there a couple of days and they talked us into staying on the island.



A line from Drummond Island to Mackinac Island.

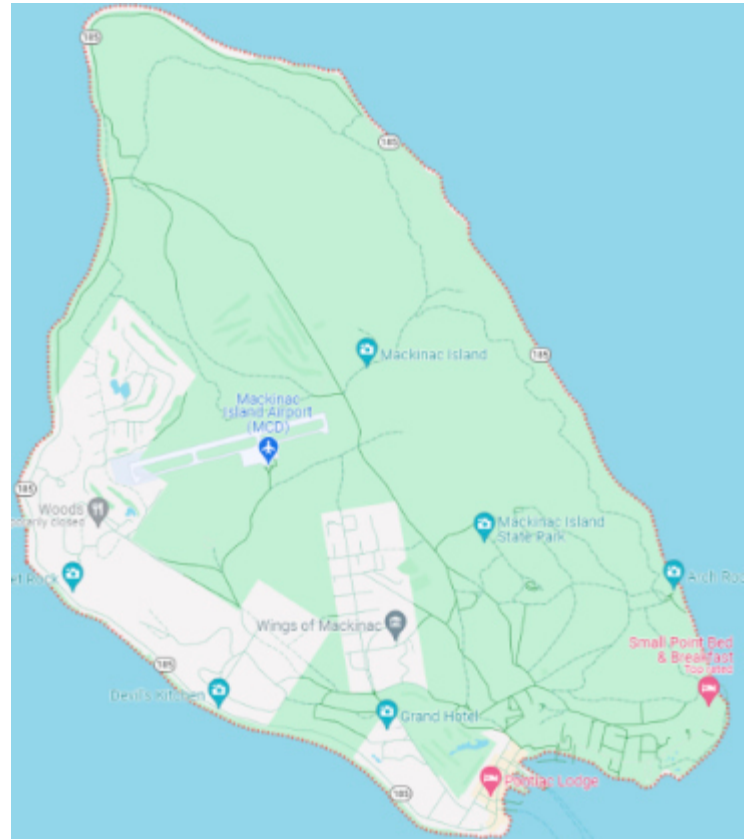
We were only going to stay the one night but after arriving there were so many things to see on the island and we had our electric bikes for touring we decided to stay another day or two.

As you can see from the adjacent map, there are roads and trails all over the island plus lots of history to take in and during the summer it is beautiful. This link will give a good description of things to do and see while on the island.

[Mackinac Island Tourism Bureau - Unique MackinacIsland, MI Vacation](#)

[Web Cams – Mackinac Island](#)

This is the end of episode two of our 6,000-mile boat trip. The last episode will be traveling down eastern side of Lake Michigan and through downtown Chicago into the river systems that will take us to Mobile Bay, Alabama.



Half the world is composed of people who have something to say and can't, and the other half who have nothing to say and keep on saying it."

Robert Frost

Plane Jane

From Captain Jane Schuring:

Airplanes have always had an allure for me, although anytime I was flying one, I was definitively told that "it's a man's job." When we had a career day in high school, a Delta stewardess came and spoke to us. This fascinated me. I knew I could have this job and be able to pay my way through college, thinking that I would one day be a teacher, a typical goal for women growing up in the '60s.

Once I was old enough, I applied to every airline I could find in the yellow pages (no Google back then). My first interview was with United. They turned me down. My second interview, a few months later, was also with United. Again, they turned me down (ironically, I would ultimately retire from United more than four decades later). My next interview was with Continental. They hired me! Being a hostess for Continental in 1969 was an enviable position. EVERYONE wanted to work for Continental! Based in Chicago the first three years, we battled blizzards and long hours of flying with many stops, but I loved every minute of it.



Three years later I was a full-time student at Northeastern Illinois University, working towards that degree and flying mostly weekends. I heard of an opening on Guam for Air Mike. Could I postpone my education and move? The answer was "YES!" As I finished my third year with Continental in 1972, I packed up and moved to Guam. I was one of eight Continental flight attendants flying for Air Micronesia, along with eight women from the different Micronesian islands: Palau, Majuro, Saipan, and Ponape.

As there were few places to rent on Guam, the company leased a house in Tumon Bay, across from the Continental Hotel (our company had built hotels on many of the Micronesian islands in order to house people coming to visit with the booming tourist industry). Our house was known to all as the White House. There were four apartments, each with two bedrooms, accommodating the eight of us. Gibson's Department Store on Camp Watkins Road was our go-to place for anything and everything from food to clothing to bottles of wine.

Air Mike had one B727-100 (a/c 475) and one DC-6 when I arrived. We flew through the Micronesian slands to Honolulu once each week; following our arrival, we enjoyed a 6-day layover there! Our schedules were flexible and reserve was rotated among the eight of us. Since there was a 2 ½ year waiting list for a telephone, being on reserve took some creativity. Conrado dela Cruz from the Philippines was our scheduler. If we left our apartment during our reserve period, we thumb-tacked a note to our front door, such as "Dela, we are at the beach by the Hilton. Come get me." Ha. It worked. He would drive 2 ½ miles from the airport and come fetch us. We walked home, showered off the sand, donned our muumuu and sandals, and drove to the airport to fly over to Saipan or wherever. I LOVED it.



Three years later, I returned to the States to marry Gerrit, the guy I had met just after arriving on Guam, but found that I missed Guam and my friends and flying throughout Micronesia. After I approached him with the idea of returning, he agreed! Soon I was back on Guam, happy to be there. The following year, our first son, Arend, was born. Yes, in a hospital on Guam. This was my home, and in spite of advice to have my baby in a hospital in Hawaii, I stayed.

When Arend was three, we relocated to the States to be near the grandparents. Our second son arrived in 1982. July 1983, I was blindsided by a divorce, and further blindsided two months later when Continental announced the bankruptcy. I was devastated, but either situation wasn't going to hold me back. Who knew that our pay would be cut 60%? I returned to work the following year with no husband, 5 ½ and 1 ½ year old sons, and a tiny paycheck. I was in a conundrum. What was next? Late in 1985, still searching for a better paying job, I watched the pilots perform their checklist on a trip one day and thought to myself, "I can do that!!" When I went to the cockpit to share my news with the pilots, they turned around and said, "All the flight attendants say that; it's too hard. You'll never do it."

What did I do? Well, I went to David Wayne Hooks airport in northwest Houston and signed up for flying lessons. My mind was made up. Surprise! The day before my first lesson, there was a huge storm along with a tornado; this devastating storm destroyed all the airplanes at Hooks.

Suffice it to that I did not have my lesson that day. I patiently waited until the airplanes were repaired. A few weeks later, going up in that Cessna 152 was amazing. I now had a goal, and a new perspective. I was incredibly motivated to learn something new and pursue this dream.

After earning my Private license, I could take my then 3-year-old son, Austin, along for rides and to practice touch-and-go's. He always wanted to help, and when I opened the window to clear the prop prior to engine start, he begged me to let him do it. Well, he had a bit of trouble with his R's and L's, so his "clear" didn't actually come out quite like "clear." I earned my private license in five months and started working on my instrument training, only to discover that I was going to have another baby. Surprise again! I was 37 when I started learning to fly, so I chose to press on and complete as much as I could before giving birth to baby number 3. In 1987 I finished my instrument, commercial, multi-engine (when I was 7 ½ months pregnant!), and almost finished my CFI before baby #3 arrived. Yep. It was a busy year, for sure!

In early 1988, just after Savannah was six weeks old, I finished my CFI and started flight instructing. In July 1989, I had an interview with Britt/Continental Express. I thought that this experience would prepare me for a real interview in the future.



I was hired for the September class with the caveat that I accumulate more multi-engine time. When I called to say I had earned the additional time, they informed me that the class was full. But I showed up anyway! Three days later, it was time to get our IDs. I felt a bit more secure.

I flew the ATR -42 and -72 for eight years, four years in each seat. I then transitioned to Continental as a second officer on the B-727, often flying with captains I had flown with when I was a flight attendant. Many times, the captain would come to the cockpit, look at me, and say, "you look familiar." My response? "Yes, I used to bring you coffee. My next bid was the B-737, as a F/O for six years, then upgraded to Captain, retiring in 2013, with my mother and all my children on my flight SFO-IAH.

Following retirement, I started compiling some stories to share, and this evolved into a book I titled *Plane Jane: earning my wings*. It includes many photos of my almost 44-year career with Continental, along with some memorable stories. After retiring from United, I worked in Operations for 2½ years as a liaison between the crews and the Chief Pilot's Office. I wasn't ready to stop working and this was an interesting job, offering much to learn. Plus, I received complimentary parking close to the terminals!

In my spare time, traveling is a must, generally including a week at Oshkosh each July, and last year I spent several days on Mackinac Island following the air show. I've enjoyed a cruise to the Greek Isles, the British Isles, trips to Hawaii, San Juan Island, Yellowstone, the Grand Tetons, and many others. A couple of years ago I started volunteering at the USO at the airport in Houston and have met some wonderful people who serve in our military. I'm still planning to return to Oshkosh, so look me up if you're there next summer!



He said..... What have you been doing with all the grocery money I gave you?

She said.... Turn sideways and look in the mirror!

He said..... Why are married women heavier than single women?

She said..... Single women come home, see what's in the fridge and go to bed. Married women come home, see what's in bed and go to the fridge.

The Transformation of Continental Airlines in the 1950s

Article submitted by Captain Ron Watson

On January 1, 1950, Continental Airlines was little more than a glorified local airline. The backbone of the fleet was made up of 12 dependable Douglas DC-3s, while five twin-engine, pressurized Convair 240s, dubbed 'Skystreamers', were the company's 'heavy metal' airliners.



Continental was considered a trunk carrier but its route map gave a different impression. Instead of flying long-haul routes between major cities with 4-engine airliners like its contemporaries, Continental's DC-3 'Gooney Birds' hopped their way across Colorado, New Mexico, Kansas, Oklahoma, and Texas, serving places like La Junta, Dodge City, Hobbs and Big Spring. The Las Vegas on Continental's network was the one in New Mexico – not Las Vegas, Nevada.

CONTINENTAL'S ROUTES IN 1950



Continental's route map at the beginning of the 1950s resembled that of a local service airline rather than the trunk carrier it was classified as. The Civil Aeronautics Board (CAB), which oversaw every facet of a certificated airline's operation, had not been very generous with Continental. The airline's premiere route was its non-stop between Denver and Kansas City, a 539-mile segment flown with Convairs.

CONTINENTAL'S 'HEAVY METAL' AIRCRAFT IN 1950 WERE 40-PASSENGER CONVAIR 240S, WHICH THE AIRLINE REFERRED TO AS 'SKYSTREAMERS'.

By the end of the decade, all of that would change. Still under the strict supervision of the CAB, Continental ended 1959 as the envy of the industry – one of the nation's proudest airlines, flying Boeing 707s from Chicago to Los Angeles and giving the other carriers in the market (American, TWA and United) a run for their money. This transformation came about through determination, planning, and a perfectionist's ideas about good service. The man responsible for the airline's metamorphosis was a big guy from Stockton, California, named



Robert (Bob) Forman Six.

CONTINENTAL DC-3S IN UPDATED LIVERY, PHOTOGRAPHED AT DALLAS LOVE FIELD. "SOUTHWEST PUDDLE JUMPER"

With its 1950 advertising slogan, "Fly the Blue Skyway", the company's scheduled flights landed at 28 airports, most of them serving small and medium-sized cities. Its headquarters were located in Denver. A recent award from the CAB had given Continental permission to serve Las Cruces, Raton, Socorro and Hot Springs in New Mexico. This was hardly the big time. The citizens of Hot Springs voted to change the town's name to Truth or Consequences as the result of a television game show contest.

CONTINENTAL'S APRIL 27, 1952 TIMETABLE ADVERTISES INTERCHANGE SERVICE TO THE WEST COAST IN CONJUNCTION WITH AMERICAN AIRLINES

Despite its size, Continental was a consistent profit-maker. Bob Six was a perfectionist who demanded professionalism and the highest standard of service from his employees. He knew that his primary tool for winning customers was to offer them the best service they had ever received. With the company's good reputation, he began his series of strategic moves to truly push Continental up into the ranks of the major carriers.



EXPANSION THROUGH INTERCHANGE

Continental's first strive toward becoming a major player involved the cooperation of other airlines. With the CAB's approval, on May 20, 1951, the first single-plane service between Houston and Los Angeles was offered with a DC-6 operating over the routes of Braniff (Houston – San Antonio), Continental (San Antonio – El Paso), American (El Paso, Los Angeles). The crews of each carrier operated the DC-6 over their respective segment. Referred to as the ABC Service (American-Braniff-Continental), Continental leased two DC-6s from American as part of its contribution to the interchange. In an unexpected boost for Continental, Braniff soon pulled out of the three-way agreement. The CAB responded by authorizing Continental to extend its own system from San Antonio to Houston to fill in the gap left by Braniff's exit. In 1953 – in another shot at a wider market through the interchange program – Continental teamed up with United Air Lines to offer through service from Tulsa and Wichita (on Continental's network) to Portland and Seattle (on United's), via the junction point of Denver. Two of the aircraft carrying Continental's colors westward were brand new 50-passenger Douglas DC-6Bs, ordered in 1951 for the interchange services.

IN 1953, CONTINENTAL ENTERED INTO AN INTERCHANGE AGREEMENT WITH UNITED AIR LINES, WHICH BROUGHT DC-6S BEARING THE COMPANY'S NAME TO THE PACIFIC NORTHWEST.



CONTINENTAL ABSORBED LOCAL SERVICE CARRIER PIONEER AIR LINES THROUGH MERGER IN 1955. PASSENGERS DEPLANE A PIONEER DC-3

THE PIONEER MERGER

Pioneer Air Lines was a local service carrier operating in Texas and New Mexico. The airline had gotten into financial trouble when it replaced its DC-3 fleet with larger Martin 2-0-2s. The CAB refused to increase the subsidy it paid to Pioneer for serving small cities just because the company had purchased larger airplanes. Pioneer then scrambled to find DC-3s once again to replace the Martins. All of this maneuvering had sunk the airline into debt and merger with another carrier seemed the only way out. Continental offered to be the merger partner.



Taking on the route system, the debt, and the DC-3s of a feeder airline would not seem like a logical move for a trunk carrier hoping to expand into busier markets.

But Bob Six saw the potential in adding Pioneer's routes to Continental's system. It would give Continental entry into Dallas, Ft. Worth, and Austin, Texas – all of which were stations on Pioneer's system. Six guaranteed that he would take every Pioneer employee into Continental's ranks. On April 1, 1955, the effective date of the Pioneer merger, Continental added 15 airports to its network along with a bunch of DC-3 Gooney Birds.

BROADWAY AND FILM STAR **ETHEL MERMAN**, BOB SIX'S SECOND WIFE.

Bob Six had a fascination with show business. His good friend, Leland Hayward, was a theatrical agent in Hollywood and New York, and a producer of Broadway plays. In September 1951, Hayward invited Six to dinner in New York on the occasion of the first anniversary of the long-running Broadway play, *Call Me Madam*, which Hayward had produced. At that dinner, Bob Six met Ethel Merman, the star of the show. They were married in March 1953 in Mexicali, Mexico.



Six brought his bride home to Denver where the local society mavens were thrilled to have a Broadway star in their midst, married to the president of one of their two hometown airlines (the other was local service carrier,

Frontier). As if Six himself, who was referred to as a "character", did not generate enough publicity for the company, his new wife, known for her feisty personality, brought added attention to Continental Air Lines. But Continental was about to get even more attention as Bob Six's wish to make his airline a significant player in the U.S. air transport industry was about to come true.

THE DENVER SERVICE CASE

The Denver Service Case, which the CAB had initiated in 1952, would determine not only which airlines could fly from Denver to Los Angeles, Chicago and San Francisco in competition with United, but other issues as well, including non-stop rights from Chicago to the West Coast.

When the Board handed down its decision on November 14, 1955, the industry was stunned. Not only was Continental given permission to fly from Denver to Los Angeles and to Chicago, but also to operate non-stop from Chicago to L.A! With this single announcement, Continental Air Lines was transformed from a regional carrier into a true trunk airline.

NEW ROUTES, NEW AIRCRAFT

A BRAND NEW CONTINENTAL DC-7B IS CAPTURED IN THIS DOUGLAS AIRCRAFT COMPANY PHOTO



The first aircraft type ordered for the new routes was the Douglas DC-7B. Five of the big propliners would be delivered in 1957. In what must have seemed an unusual move to observers, the DC-7Bs would be outfitted in an all-Coach configuration. Continental's next choice was the British-built, turboprop Vickers Viscount. Six's evaluation team selected the advanced model 812, with more powerful engines and greater seating capacity than the 700 series. Continental's Viscounts would be outfitted in a 52-passenger, all-First Class configuration with deliveries slated for 1958.

GOLD CARPET SERVICE

Beginning in the fall of 1956, Continental's marketing team started to advertise the new 'Gold Carpet Service' that passengers would be receiving aboard Continental's DC-7B 'Club Coach' flights. To quote Continental's 1956 annual report: "On April 28, 1957, Continental will inaugurate the finest and most luxurious 'Club Coach' service avail between Chicago, Denver and Los Angeles. The service will be extended to Kansas City early in July 1957. All flights will be operated with the world's finest and fastest airliner, the Douglas DC-7B, equipped with RCA Electronic Weather Avoidance Radar for the comfort of the passengers. The cabins of these Continental Club Coaches will be compartmentalized and have stag smoker lounges in addition to spacious five-seat lounges. The cabin interiors will be fabulously finished and upholstered in soft, warm colors. The new low cost fare service will feature reserved seats and, at the option of the passenger, refreshing cocktails and hot 'Country Club' meals, with choice of four entrees, served at moderate extra cost."

TREAT COACH PASSENGERS BETTER THAN EVER

CONTINENTAL'S DC-7B'S OFFERED RESERVED SEATING FOR COACH CLASS PASSENGERS – A NOVELTY AT THE TIME.

The idea was to treat Coach passengers better than they had ever been treated before so that they would fill up the new planes and the company would make money on a high volume off low fares. According to American Aviation magazine, passengers boarding one of the new DC-7Bs at Chicago-Midway would "walk on a gold carpet bordered by gold stanchions and use steps of anodized gold under a canopy of blue fiberglass." Arriving passengers would see carpet-lined baggage carts attended by ramp crews wearing white kid gloves. "Two hand-set clock faces [are] installed on the baggage carts, one showing the airplane's arrival time, the other showing the time the baggage was delivered." The goal was to deliver bags in 10 minutes or less.



GOLD CARPET SERVICE IS OFFERED ABOARD A CONTINENTAL VISCOUNT II. NOTE THE LARGE OVAL WINDOWS THAT THE TYPE WAS FAMOUS FOR.

VISCOUNTS FOR FIRST CLASS

Next came the Viscounts, ready to introduce Continental's version of 'Gold Carpet' First



Class service to those traveling between Chicago, Kansas City, Denver and Los Angeles. With interiors designed by Charles Butler and Associates, Continental advertised their new turboprop aircraft as the "Viscount II

On May 28, 1958, Ethel Merman christened the first Viscount and Continental's British birds took to the sky. The airline now advertised that it was "First in The West with Jet-Power Flights".

Continental's marketing and its growing reputation for excellent in-flight service drew the crowds so well that, after four months of Viscount operations, the airline had captured more than 43% of the First Class market on flights out of Denver to both L.A. and Chicago, and about 30% of the First Class passengers traveling between Kansas City and L.A. On June 8, 1959, Continental became the third U.S. domestic airline to operate its own jets in scheduled service, after American and TWA, both of which had also ordered the 707 (National Airlines had actually operated the first domestic jet service, but it was with a 707 leased from Pan American).

CONTINENTAL REFERRED TO ITS VISCOUNT 812, WHICH INCORPORATED ADVANCEMENTS OVER ITS PREDECESSORS – THE VISCOUNT 700 MODEL – AS THE VISCOUNT II.

CONTINENTAL VISCOUNT 812. THE TURBOPROP AIRLINERS WERE VERY POPULAR WITH PASSENGERS DUE TO THEIR LARGE WINDOWS AND THEIR VIBRATION-FREE RIDE.

Finally, for an aircraft to operate the non-stop service between Chicago and Los Angeles, the company selected Boeing's 707, the first of the US-built turbojet airliners to take to the sky – an aircraft type that most in the industry thought Continental was too small to operate. The 707s, with both First Class and Coach cabins, were scheduled to come on-line in 1959.



AN ADVERTISEMENT FOR CONTINENTAL'S GOLD CARPET SERVICE ABOARD ALL-FIRST CLASS VISCOUNT II'S.

On May 28, 1958, Ethel Merman christened the first Viscount and Continental's British birds took to the sky. The airline now advertised that it was "First in The West With Jet-Power Flights". Continental's marketing and its growing reputation for excellent in-flight service drew the crowds so well that, after four months of Viscount



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CONTINENTAL BOEING 707-124 N70773. FROM GOONEY BIRDS TO GOLDEN JETS

TIMETABLE ADVERTISING CONTINENTAL'S INITIAL JET SERVICES.

When Bob Six placed his order for 707s, he knew that he would be able to beat United Air Lines inaugurating jet service in the Chicago – Los Angeles, Chicago – Denver, and Denver – Los Angeles markets because United had ordered Douglas DC-8s, which would not be available until September.



THE GOLD CARPET THEME WAS EXTENDED TO CONTINENTAL'S BOEING 707S, WHICH THE COMPANY REFERRED TO AS GOLDEN JETS.

A GROUP OF FLIGHT ATTENDANTS STANDS UNDER THE TAIL OF A NEW 707. CONTINENTAL WOULD EVENTUALLY ADOPT THE ADVERTISING SLOGAN “THE PROUD BIRD WITH THE GOLDEN TAIL”.



By the time 1959 ended Continental had truly become the gold standard against which other carriers had to compete. The company's new advertising campaign carried the theme: "The Most Experienced Jetline in the West." That was a far cry from "The Blue Skyway", an airline which operated only DC-3s and Convair 240s. Bob Six had done an amazing job in the course of a single decade.



THE PHOTO BELOW, TAKEN ABOARD A CONTINENTAL DC-10 IN THE 1970S, SHOWS BOB SIX (LEFT) AND HIS THIRD WIFE, ACTRESS AUDREY MEADOWS, ALONG WITH JOHN BRIZENDINE. MEADOWS WAS THE TRUE LOVE OF BOB SIX'S LIFE. THE COUPLE STAYED TOGETHER UNTIL SIX'S DEATH IN 1986.



EPILOGUE

Bob Six divorced Ethel Merman in 1960, and the following year married actress Audrey Meadows, star of Jackie Gleason's television show, *The Honeymooners*. Everyone seemed to agree that Meadows was a much better match for Six. They seemed to be the perfect couple and stayed together until his death in 1986.

ZED (Zonal Employee Discount) fares primer

Ed...Gary... *This information originated with our Travel Chairman, Jim Morehead, but augmented somewhat for additional clarity and edited for our magazine layout requirements.*

Users interested in these fares should be aware that these are the very lowest class of STANDBY passes, and even though we pay for them, we will be below EVERYONE using anything BUT a ZED fare.

Let's be clear about this... it's complicated! We are providing what we hope is an initial overview of the process without digging too deeply into the weeds where there are too many variables to discuss. Your starting point will ALWAYS be: the Flying Together website (ft.ual.com), - Other airline interline travel (in the left column) under Top Hits (as of mid February 2024).

All of this is subject to change at the whim of United and their web design team. The Golden Eagles is not in a position to assist in any way beyond directing you to the Employee Travel Center (ETC).

Here is the opening dialogue on the Flying Together website:

United holds Other Airline agreements that provide pass travel opportunities beyond the United network. Here, you can learn about interline travel options, purchasing eTickets, requesting a refund and more.

Employees should review the information contained in the agreement page every time they plan to interline travel or visit www.flyzed.info as the information is subject to change.

EMBARGOES:

Please refer to [FlyZED.info](https://flyzed.info), and then select the specific carrier for which you wish to check for embargoes.

So there are two very separate ways to book travel and the one you use will depend on the airline desired.

The **myIDtravel** (see below) is the simpler, more convenient method with the most airlines that one would likely be interested in. The other is the **ID90** site, which provides for Hawaiian, Sun Country, Philippine, Japan, Frontier, Egypt, Caribbean, American, Alaskan, Niugini, and Air India. The most common use of the ID90 process by our group would probably to get a ZED fare on American.

Additional instructions copied from the Flying Together website:

On myIDTravel you can:

- Purchase your electronic ZED ticket and list for your desired flights on the other airline
- View flight options on other airlines
- See detailed conditions and policies from other airlines

Accessing myIDTravel

There are two ways you can access myIDTravel

Access myIDTravel Purchase thru Flying Together with single sign on credentials -or-

By directly going to myIDTravel.ual.com, using your Flying Together credentials

On ID90 Travel you can:

- Purchase your electronic open ZED ticket
- After purchasing your electronic ticket, a listing is required on your transporting carrier. Exact flight listing procedures and requirements vary by airline. You must have your ticket number available to create your listing
- Book hotels, cars and cruises. ID90 Travel provides airline employees and their families and friends exclusive discounts

Accessing ID90 Travel

- Go to ID90Travel.com

Ensure the Employing Airline drop down box says United Airlines

United employees and retirees must use their six digit United employee number without the "U"

- UGE, UAFC, Westwind, Air Wisconsin, CommutAir and GoJet employees must use your entire seven digit "N" or "V" employee number when logging into ID90 Travel

Your initial password will be your first initial plus your complete last name. (ex. jcool)

- For reset password or web assistance u can contact the ID90 Travel Help Desk 1-877-298-5233 (Toll free 24-hour)

Note: the ID90 process requires it's own password and is a two step method, whereas the myIDtravel is much simpler and will have MANY more airline choices.

In summation:

The availability of offline travel can pretty helpful if one fully understands the process and limitations. It can be a great source for a "backup" when one's normal plans go awry (tempted to use a different 4 letter word which comes to mind in these circumstances).

Although the process can be a bit daunting, some preplanning to have a ZED fare available could "save the day" and if not used, are generally fully refundable.

Q. I can't figure out how to buy a confirmed 20 percent off on international revenue ticket For my son, an enrolled friend. I'm trying to find how to find the link! Step by step instructions, as I am a '78 Retiree ! TIA

A. Quickest and easiest way is just to use the United app After signing in if neces sary (it will sign you in automatically most times) Pick "book a flight" tab on the bottom

Select "Myuadiscount travel" on the travel type screen

Select your flights as usual

At the Traveler screen, update the traveler to your son (you will be the default traveler)

Then check out as normal

Q. How can I find the discounts negotiated by United with various businesses?

A. All you need to do to get to the list of United negotiated discounts is select the "IN THIS SECTION" button on the upper right corner of the employee discounts page and the list of all of our discounts will show up, including Avis, Budget, Enterprise/National, Accor Hotels, Marriott, Wyndham Hotels, Best Western, Apple, Bose, Ford, GM, and the list goes on.

I thought I'd also point out the discount on United Vacations, which includes confirmed air on United and hotel. I've used it for an all inclusive in Mexico, and was even able to include our friends that went with us.

Q. I know we can't purchase a 20% disc then cancel and go SA on the same flight but can you do the opposite? The flt I was listed on today filled up so want to get a 20% disc. This is allowed right?

A. Yes you can, but company set a time frame now to purchase. There is a cutoff of one hour prior to departure to purchase the ticket..

United Economy Vs Basic Economy: What You Need To Know

By flying United Airlines basic economy, you can save some money at the expense of not being able to choose your seat or bring a carry-on. Click following link for details.

<https://simpleflying.com/united-airlines-economy-basic-economy-comparison/>

Everything You Need To Know About Economy Plus Seating On United Airlines

The exclusive cabin is available throughout United's fleet. Click following link for details.

<https://simpleflying.com/united-airlines-economy-plus-seating-guide/>

Q. I'm listed for a 7:30pm flight, have not checked in yet. The 5:30pm flight looks like a Sure shot as well. Can I cancel the 7:30 and switch to the 5:30pm flight instead? Definitely do Not want to break any rules and lose privileges.

A. *Are you non rev or are you going from a paid ticket to non rev? If your flying non rev, you're fine to switch! That's the beauty and sometimes the necessity, having to switch flights to ensure you'll get a seat. You can also list onto multiple flights but can only be checked into one at any given time.*

Q. I'm having trouble getting to ID90 thru the United app. I can get in but it doesn't offer me Flights, just cars, hotels, and cruises..

A. YOU DO NOT GO THROUGH THE UNITED APP TO BOOK OTHER AIRLINE TRAVEL

See: <https://ft.ual.com/Travel/interlineTravel>

Select the airline you intend to travel on and review the agreement in its entirety. You should review this section of flying together for each airline you intend to fly on, as policies and listing procedures may differ between airlines.

You can also download and install the ID90 Travel app which will allow you to book flights, hotels, and cars.

Q. Some of our members have indicated that they are confused about the procedure for determining and paying the amount of their imputed tax liability on pass travel taken by their pass riders. Here is a brief explanation that may help:

A. *When you get the email that you have a message from YBR (Your Benefits Resources), go to the FlyingTogether website, ft.ual.com, then select the "Employee Services" tab at the top of the page; then select the "health & Insurance" (YBR) prompt. At the next window that comes up look to the top right of the page for the "BELL" Graphic icon. It will have a red dot in it if you have a message. Click on that icon and you will be taken to a page that displays NOTIFICATIONS. There will be two Tabs shown, Alerts and Secure Mailbox. Select the Secure Mailbox tab and you will be taken to your messages. Here you will find access to your pass travel liability statements which will indicate what you owe and how to pay it online if you choose.*

Q. Are survivors of retirees eligible for travel on other airlines ?

A. *Survivor travel is only on UA and UAX. Survivors are not eligible for Other Airline ZED travel, Enrolled Friends, and will not be issued Vacation passes (may use any remaining in the Retire's bank until expired). They remain eligible for the MyUADiscount ticketing program.*

Pass Travel Suspended? See the explanation from United below about why this happens and how it can be resolved.



UNITED New Pass Travel Policies, Retirees and Actives

Doug Etc · 3 days ago · 🌐



Pass travel suddenly suspended?

On Tuesday, 1/30, we began suspending travel for several thousand retirees/employees due to non-payment of Pass Travel Tax Liability invoices. For active employees, this was due to pass travel utilized by your taxable pass riders during a time you were not active, and therefore we could not deduct the money from your paycheck. Not only was an invoice generated for this liability (some as far back as 2021), but a past-due reminder was sent out on a quarterly basis. If you did not receive any of this information, then United likely doesn't have an accurate mailing or email address on file for you, which you need to update.

If you wish to see your invoice you can log into YBR. To pay your tax liability so that your travel can be re-activated, you should use the online payment option. Payment may be made with Electronic Funds Transfer (ETF) from a bank account. Credit cards are not accepted. You'll then need to take a screenshot of your payment confirmation and submit that to the ETC. Keep in mind that Help Hub cases have a 72 business-hour turnaround time. If restoration of pass travel is urgent, you may use live chat from the Travel homepage in Flying Together. Live Chat is available M-F 7am-7pm (Central) and on weekends 8am-noon (Central).

Instructions (screenshot below):

The employee needs go to Your Benefits Resources website (Flying Together > Employee Services > Health & Insurance (YBR)) and scroll down close to the bottom of the page until they see Quick Links" and then select "View All". They'll see a "View/Print Invoices" and a "Pay Now" tile. Note: The tiles and layout may look a little different from what is in the photo below for each employee, but they will all have the multiple Tax Withholding related tiles, IF they have an outstanding balance.

Once we receive proof of payment, travel cannot be turned on IMMEDIATELY, due to system processing. The following is the schedule of updates:

If un-suspended by 6AM (Central), travel turned on at 7:30AM.

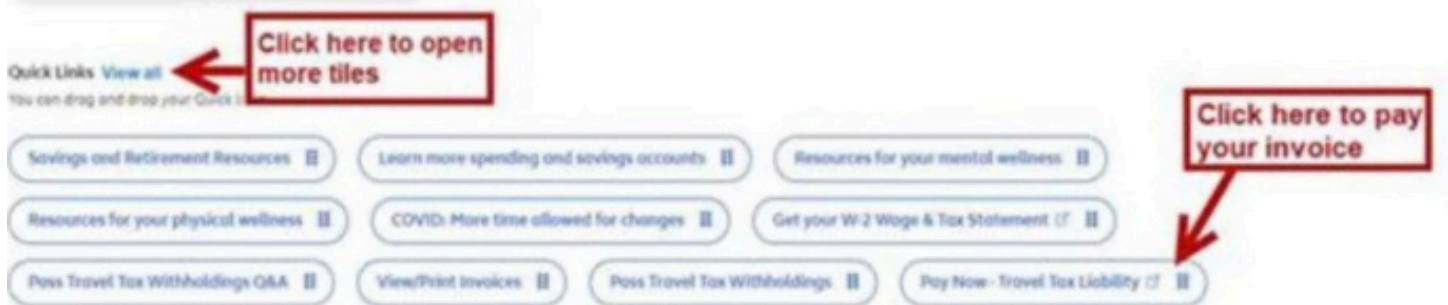
If un-suspended by 9AM (Central), travel turned on at 10:30AM.

If un-suspended by Noon (Central), travel turned on at 1:30PM.

If un-suspended by 3PM (Central), travel turned on at 4:30PM.

If un-suspended by 6PM (Central), travel turned on at 7:30PM.

If un-suspended by 9PM (Central), travel turned on at 1:30AM next day.



What have you been up to...?

From Fred Kenyon:

What Have You Been Up

Enjoying what's left - living off-the-grid in the mountains behind Big Sur. Taking photos, growing stuff, reading other stuff while shaking my head. Published a book, Fix Pain. We occasionally appreciate visits from our grandkids. By the way, they are both geniuses by definition ...being our grandsons. Celebrating 60 years of marriage in '24.



We're located 1/2 way between SBA & SFO. Guest house with flush toilet! You're welcome if on a wandering tour and don't mind driving dirt roads.

With thanks for the publication. Onward, Fred

Fred and Carol Kenyon at 81, in Bradley, CA



From Clyde Domengeaux

What Have You Been Up To?

GOING TO DR. APPTS WEEKLY .. WENT TO SFO for a grand-daughter wedding.

Went to IAH for GREAT-GRAND-DAUGHTER 1 YEAR birthday in OCT/2023.

HAS ANYONE HAD THIS,"DUPUYTHEM" ? I have it in right hand and there isn't a cure for it except an operation that may or may not help. The results could be worse than staying with it. At this point in time, after research, I'LL NOT HAVE THE OPERATION. FYI,CAPT GENE SHUMWAY has been diagnosed with Leukemia and given 3-6 months of life. He's elected to not have treatment and live out his life.

ALSO, GENE COTTEEN,(former TTA/TXI CK airman on DC9'S AND BOEING 737'S is having a rough time since his wife passed last year. Bruce Coffin has relayed messages from some of Gene's friends, that he isn't eating [taking his meds] becoming a recluse. I attempted a conversation with him, but he never acknowledged knowing who I was. Coffin verified the same results. Gene Cotteen and Bruce Coffin are close friends from the old days, PEACE be WITH YOU ALL,....STAY HEALTHY !!!!!



From Tom Folwell:

What Have You Been Up To?



Building a couple of new houses over the last few years. Traveling and riding motorcycles, dirt bikes, dual sports and street bikes. Bought a diesel trawler and took a 6,000 mile trip on America's Great Loop. Now we are back into traveling in our RV to the northern part of the US so we can get out of the heat in the summer down here in Arizona. We will have more stories to follow; however, I do miss my days flying at Continental, particularly on the layovers.

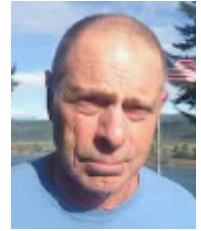
An angry wife was complaining about her husband spending all his free time in a bar, So one night he took her along with him. "What'll you have?" he asked. "Oh, I don't know. The same as you I suppose," she replied.

So, the husband ordered a couple of Jack Daniel's and threw his down in one shot. His wife watched him, then took a sip from her glass and immediately spat it out. "Yuck, that's TERRIBLE!" she spluttered. "I don't know how you can drink this stuff! "Well, there you go," cried the husband. "And you think I'm out enjoying myself every night!"

From Michael Stach:

What Have You Been Up To?

I play a lot of golf, on Sundays I shoot trap then the winter is spent in Az playing softball, golf and some pickleball. We have about 20 acres of harvestable timber that needs to be maintained at home.

**From Dennis Welckle:**

What Have You Been Up To?

Carol and I are living in Cleveland, Minnesota on Lake Jefferson. We lost our first child Theresa, to a heart attack. Cindy and Chris are healthy and doing well. Chris is a captain with Sun Country. My spare time is spent fishing. This year I plan on a trip to Alaska Halibut fishing. Next year, the good Lord willing, I am planning a trip to Costa Rica.

Best of wishes to our pilot friends and families.

NO PHOTO

From Jim Evans:

What Have You Been Up To?

Retirement... living a life of pure degradation, boating, flying, golfing, and pure effing off...

Still living in Fort Lauderdale 2/10 of a mile where I grew up, staring at the ocean. Any you fellas know me coming to Fort Lauderdale look me up I'll take you for a boat ride. Coming up on four years gone seems like yesterday! Healthy, happy, not sure about the wise part!!

**From Richard Hague:**

What Have You Been Up To?

Gary Small reminded me in an online chat, "I was your S/O that almost got arrested with you in MSY one night!" To which I replied, "I remember that night! Let's see if I got it right... You were caught exposing yourself to the waitresses with a degree of enthusiasm that would have turned Gypsy Rose Lee crimson and quivering with irreconcilable self-loathing, and it was only because of my unselfish intervention..."

His retort: "Your recollection of our near incarceration upon returning from Fat City conveniently omits your verbal baiting of the cop in a manner that invited arrest and an introduction to Bubba the Gator fornicator. I was never sure that you weren't disappointed that

it didn't happen." He then axed, "What'd'ja do after The Strike?"

What'd I do after the Strike? I plummeted in to a deep, Stygian abyss of depression. Paralyzed. On Valentine's Day, 1985, I found out that I was getting divorced.

I moved back to Southern California and hung out in the PrideAir office, mostly answering the phones and scheduling guys for training. When PrideAir went Wheels Up, I moved to FLL and, with lots of spare time, assisted FLL Chief Pilot Ken Duncan. Handling Flight Envelopes. Phone calls, etc. When PrideAir spun in, I went back to L.A. and found a gig as a Kelly Girl. There was No Way No How that I was gonna fly anymore.

My second Kelly Girl gig was at an Outplacement firm on Century Boulevard, and, by lunchtime, the guy had hired me to be his Office Manager. Easy, fun work with some great people, but lousy pay. I tried to negotiate a better deal and, failing to do, so, I traipsed across Century to the LAX Flight Standards District Office. Got hired in '85 and became a Fed. The office was gratefully, happily Old Home Week, being generously populated by former CAL pilots.

After 18 months approving Part 121 training facilities, riding in jump seats, and giving Oral and Flight Check Rides to and minting Flying Tiger ready-to-become Captains, I was bored cross-eyed. Comatose. Giving Oral Exams to airline pilots is about as exciting as hearing Confessions from nuns.

About then, Dick Tabor took a job at the FAT FSDO as a POI. He called me and said that there was a job there that I'd love: Aviation Safety Program Manager. The gig was half speechifying and half writing a Safety Newsletter.

WHAT? Actually PAY The Midnite Mayor to talk and write stuff about airplanes? "Don't throw me into that briar patch..."

False modesty aside, I reinvigorated a dying Aviation Safety Program, increasing participation in the WINGS Safety Program for General Pilots ten-fold, and making my boss look good. I soon became a national resource, traveling to Warshington (note the proper Mid-West inclusion of the consonant "R" in the spelling of our nation's capitol), and being sent all over the damn place: CONUS... Hawaii... Alaska... to do my thing. It culminated with my being named the Western-Pacific Regional Inspector Of The Year. Lovely to slap on a résumé, even in 1992, but the Yankee Federal Gummint was rapidly becoming DEI-aware of the Politically Incorrect promotion of White guys.

When it became clear that I'd topped out in the FAA, I began considering my retirement. I could have gone anywhere in the world, being a single man with an old dawg, but I decided on Las Vegas. I put my papers in on my 62nd Birthday and moved here. I've never regretted a day. Oh, sure, it gets warm in Summer, but the house, the car, the store, the restaurant, everything is air-conditioned. Those guys working outside in the middle of the day? We can infer one of two things: (1) They don't mind the heat, or, (2), they didn't graduate high school.

I started a little computer fixer-upper bidness in 1999. Building, repairing, maintaining PCs. Within about five years, I had 400 customers from coast-to-coast, border-to-border, and I was doing it all remotely from home.

In 2021, I met the absolute love of my life. We were married in July. It was twenty years of absolute heaven, but, alas, not destined to last. She was diagnosed with Parkinson's Disease in 2016.

On that very day, I closed my confuser bidness and devoted my life, 24/7, to her care. And, Gary, it was the best job I ever had in my life. The horror of Parkinson's is that her brain (brilliant, entrepreneurial, seven languages, beautiful of mind and body) was inexorably, relentlessly turning into Swiss Cheese. Every day that she woke up was going to be the best day of her life. She died in hospice in September 2021.



My gratitude that she was free was submerged under the anguish I'd been suppressing during her decline. Not anger, fear, or even sadness, because the sad part was watching her slip away. My consuming feeling was grief. "Grief, I've learned, is really just love. It's all the love you want to give, but cannot. All that unspent love gathers up in the corners of your eyes, the lump in your throat, and in that hollow part of your chest. Grief is just love with no place to go." -Jamie Anderson

I've transitioned, I'm happy to report, to a rich, contented existence. Close to friends and family. Living alone in a nice house in Sun City MacDonald Ranch, where the law mandates that residents arrive in a U-Haul and leave in an ambulance. My Life Force, Curiosity, is flourishing and I'm free to vicariously explore the world through the marvels of electronic wizardry. In fact, I'm presently engaged with the MSY Police Department in a mission to expunge your past indiscretion from their records. More on that as it develops.

Thanks for your letter, Gary. Good hearing from you.

From Bob Pearse:

What Have You Been Up To?

Found cancer mass in neck and have been in the hospital for a time then been going to Radiation and Chemo. Mass caused a blood clot, so now on blood thinner. So looking for better days.

ED: Best wishes to Bob for a quick and complete recovery.



From Gary Peterson:



What Have You Been Up To?

Part owner Part135 Charter Company operating Cessna Citations.



From Tom Folwell:

What Have You Been Up To?

Building a couple of new houses over the last few years. Traveling and riding motorcycles, dirt bikes, dual sports and street bikes. Bought a diesel trawler and took a 6,000 mile trip on America's Great Loop. Now we are back into traveling in our RV to the northern part of the US so we can get out of the heat in the summer down here in Arizona. We will have more stories to follow; however, I do miss my days flying at Continental, particularly on the layovers.

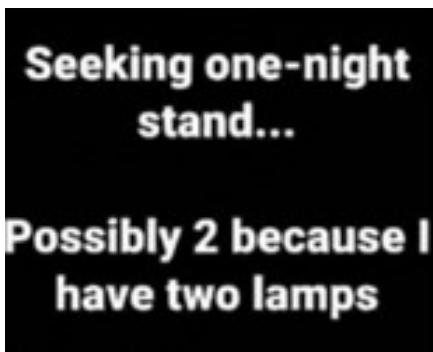


From Peter Kaminsky:



What Have You Been Up To?

After my retirement this past May, we relocated to Punta Gorda, Florida!.. I'm now living my second passion/dream as a musician.. I'm teaching and performing as a guitarist at local venues and open mics jam sessions!.. I'm getting back into GA flying and just recently joined a local EAA chapter here in SW Florida .



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.

On January 18, 2024, we had our quarterly luncheon at the Pecan St. Brewery with the following folks attending....photo and names below. Our next luncheon is planned for April 18, same location and time.



Dave Gildart, Dave and Sandy Judson, Ray and Mary Booth, Kay Newell, Bruce Harris, Wayman Curry (with his eyes closed) Dave Newell, Sandra and Jerry Greenameyer

A man stopped his car to ask for directions. "Excuse me, Sir. What's the quickest way to town?"
"Are you walking or driving?" asked the local man.
I'm driving.
"Well, that's the quickest way!"

A young man sees a very old Irish man sitting on a park bench, crying.
He asks the old man, "What is the matter?"
The old man says, "It's St. Patrick's Day. It is also my 90th birthday today. I am rich. I have a huge, luxurious house with servants to take care of it. I have a brand-new sports car parked in front of the house. I own a private jet and a yacht. I have a gorgeous young wife throwing my birthday party."
The young man is confused and asks, "So, why are you crying?"
The old man replies, "I forgot where I live!"

Dave



davebnewell@gmail.com

DEN LAC (Denver)
Dennis McDonald

Despite snow flurries, 21 of us met for breakfast and BS at Benedict's. Sam Chipps brought a guest (Audrey Walker) who talked briefly about Medicare and all the options and changes.

Our next breakfast is at [Benedict's](#) Wed Feb 14th and our dates for 2024 are 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.



Dennis McDonald introducing Audrey Walker (furthest left), opposite Sam Chipps, Bob Boozel, Frank Freeman's back and Spike Christensen



Dennis McDonald, Spike Christensen, Alex Strickland, and David Senn



Clockwise from left

Tom Young,
Jim Anstett,
Lonnie Blilie
(side view),
Fred Buhl,
Jim Hinkle,
Dennis Lonneman,



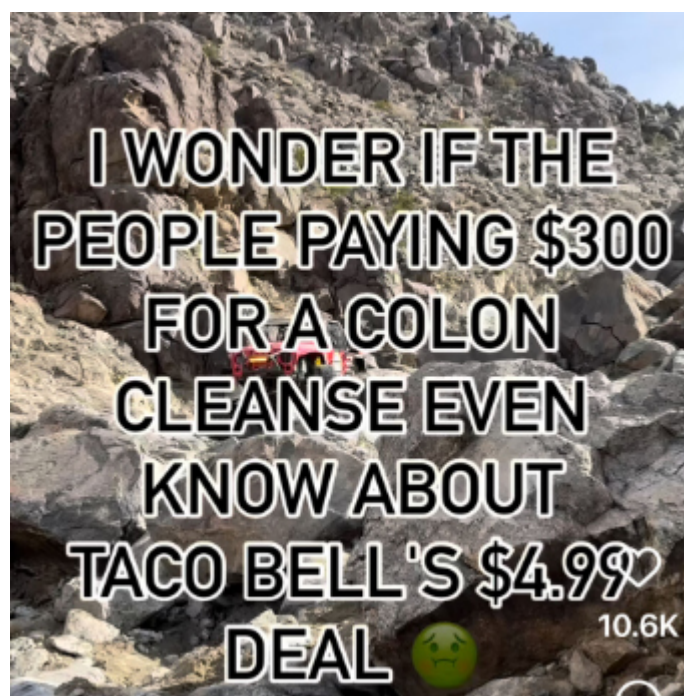
Don Riebe
and Norm Edson

Being popular on
Facebook is like
sitting at the cool
table in the cafeteria
of a mental hospital.

The Denver LAC held its regular breakfast gathering at Benedicts Restaurant on February 14, 2024. There were eighteen folks in attendance. Dennis said it was a great gathering of eagles and an excellent breakfast...Here are the names:

Dennis McDonald, Bob Booze, Paul Sciera, Brent Domeny, Steve Sette, Don Riebe, Chris Dyer, John and Debra Glen, Alex Strickland, Norm Edson, Jim Anstett, Tad Riley, Dennis Lonneman, John Leahy, Spike Christensen, Lonnie Blilie, David Senn.

Here is the only photo the guys could squeeze out this time. You will have to put the names with the faces for yourselves since none were provided. Obviously more interested in "smoozing" than taking pictures.



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”.

On *Tuesday, January 23*, 14 members of the Kingwood LAC met for their normally scheduled breakfast at La Madeleines in Kingwood, TX. Below is a photo of the cheery group around the breakfast table.



LEFT TO RIGHT: Pat Willcox, Mike Snowden, Tom Walsh, Bruce Sprague, Jim Davis, Rich Bulger, Dave Atteberry, Roger Olmsted, Di Johnson, Jim Northington, Bill Chambers, Rick McDonald, Mike Machemehl, John Downey

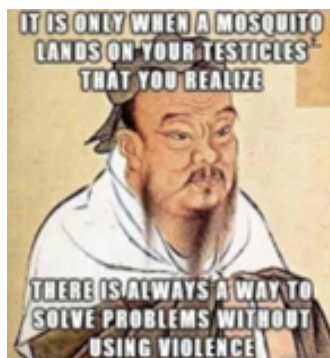
The Kingwood LAC had its regular breakfast meeting on *Tuesday, February 20, 2024* at La Madeleines in Kingwood, TX. Photos are posted below of the attendees.



L to R: Bill Chambers, Di Johnson, John Downey, Kent Muhlberger, Steve Brown, Jim Northington, Ken Duncan, Mike Stevens, Tom Walsh, Bruce Sprague, Dave Atteberry



L to R: Dave Atteberry, Bruce Stone, Pat Wilcox, Jett Jackson, Tony Quartano, Jack McGowan (not pictured Jack Roth)



Bill



Bbob7045@gmail.com

Bruce



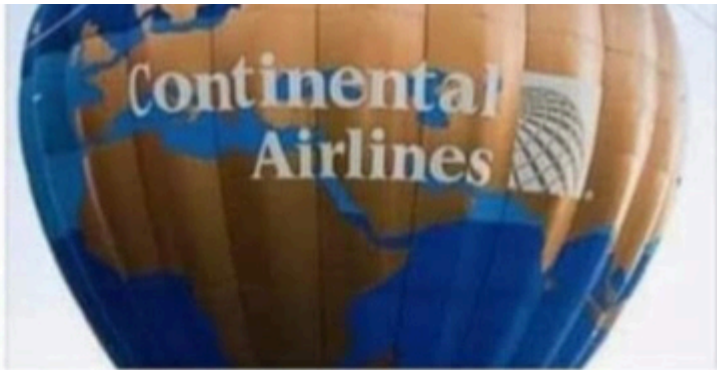
brucesprague@mac.com

EXCON SOCIAL CLUB REUNION

The EXCON social group, formed by former Continental Flight Attendant Pete Ramsey, is having a system wide reunion at [Papás On The Lake](#) on Lake Conroe, Tx on May 6, 2024 from 1 pm to ?. The Golden Eagles is happy to support the efforts of the EXCON Social Club since its mission is in line with that of the Golden Eagles organization....that being to preserve the Continental spirit and friendships that we all enjoyed during our working years at Continental Airlines. The reunion is open to all former CAL employees from all departments, all cities and all are encouraged to attend. The announcement is posted below.

Time to start planning now for the EXCON system-wide reunion in Houston/Lake Conroe on Monday, May 6, 2024 at Papas On The Lake from 1 PM - until ? As our memories get further in the rear view, we need to rekindle some of that Continental magic. All former employees, all departments and all cities are invited.

Come join us at the lake....it should be lots of fun!



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

Single-Pilot Cockpits: US Pilot Union ALPA Weighs In On The Dangers

The single-pilot cockpit concept is currently being developed by several aircraft manufacturers.

SUMMARY:

- ALPA warns against the dangers of single-pilot cockpits, citing increased workload for the remaining pilot and the loss of constant monitoring and redundancy provided by the second pilot.
- Implementing eMCO would mean no direct help in case the single pilot becomes incapacitated or has a psychological break, posing a significant safety risk.
- The loss of checks and balances on a single pilot's decision-making could compromise the safety of the aircraft, as recent incidents have demonstrated the need for a flight crew with multiple Pilots.

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

USAF Offering \$600K Bonus To Encourage Pilots To Stay Longer

The total retention package will depend on the length of the contract, and could reach up to \$600,000 over 12 years.

SUMMARY

- US Air Force introduces retention bonus of up to \$600,000 to keep skilled pilots and combat shortages.
- Bonuses range from \$15,000 to \$50,000 per year, depending on aircraft type and contract length.
- Non-financial incentives, like preferred location and assignments, also form part of the efforts To attract and retain pilots.

Bob Pardo, Vietnam War pilot famous for Pardo's Push maneuver, dead at 89

The Texas fighter pilot is remembered for successfully executing a daring rescue, "Pardo's Push"

Bob Pardo, who made his mark in Air Force history for using an unorthodox maneuver, Pardo's Push to save the lives of his wingmen during a bombing mission during the Vietnam War, has died at 89. Pardo, who died Dec. 5, is remembered as a war hero who championed the Air Force maneuver, Pardo's Push, which saved him and his teammates during a daring mission in 1967. His bravery earned him the Silver Star. On March 10, 1967, Pardo and weapons officer 1st Lt. Steve Wayne were on a bombing run against an enemy steel mill north of Hanoi in North Vietnam territory in an F-4C Phantom. The pair were flying alongside Capt. Earl Aman and 1st Lt. Robert Houghton. During the mission, ground fire damaged both Pardo's and Aman's aircraft, and both quickly lost fuel. Without enough fuel to return to base, Pardo had to react quickly. "I knew if I didn't do anything, they would have to eject over North Vietnam into enemy territory, and that would have resulted in their capture for sure," Pardo said "At that time, if you were captured by civilians, you were probably going to be murdered on the spot." Pardo, acting quickly, positioned the plane to push the nose of the aircraft against the second plane's tailhook, a retractable hook on the underside of the plane used to assist in landing. Pardo successfully decreased the rate of descent of the second jet by 1,500 feet per minute, making it back over the border to South Vietnam. All four airmen were able to eject and lived to tell the tale. Pardo was reprimanded for his actions since his maneuver resulted in the loss of two F4s instead of just one. However, he was later decorated for his quick thinking and heroic actions. Bob later said "Being an Air Force veteran means a lot to me, especially having the honor of serving in combat,". "It doesn't give me any extra privileges, but I can guarantee you, it makes me feel better about who I am."



Golden Eagles member, Captain Jim Hughbanks, has provided an anecdotal story pertaining to Bob Pardo, which is presented below:

Jim`s story:

I met Bob Pardo in 1982 when flying to an airshow at the Boulder, CO Municipal Airport. I was in my Stearman biplane on downwind for landing and heard a Learjet call approaching for landing about the same time. Because I was much slower, I advised on the unicom frequency that I would break out of traffic and allow the faster Learjet to land first. Upon parking next to the Learjet at the airport, the pilot walked over and thanked me for allowing him to land first. He introduced himself as Bob Pardo, and we became friends. We learned that we had much in common from our military experience. We both flew combat missions over North Vietnam, Bob in the Air Force flying the F4, I in the Navy flying the A4. Bob was awarded the Silver Star for his actions, and I received the Distinguished Flying Cross (DFC) for my service in Vietnam. Bob later encouraged me to join the Red River Rats, an organization of pilots who had flown combat missions North of the Red River which separates North and South Vietnam.



Bob was flying the Learjet for the Coors Company after his retirement from the Air Force. It was some time later when my wife and I were having dinner with Bob and his wife Kathrine at their home that he received a call from the Air Force personnel office. After taking the call, he announced that "they have rescinded my reprimand, and instead have awarded me a Silver Star!" I was honored to be present with Bob when he received the word that he had been awarded the medal. Needless to say, we celebrated a bit that night! My wife Janet and I socialized with Bob and his wife on many occasions, and I flew co-pilot for him in the Learjet periodically. Bob was a good friend, great guy, a pilot's pilot and a true patriot. He will be missed.

ED: *As long time friends of Jim and Janet Highbanks, my wife Kay and I socialized frequently with them; and on one of those occasions, we were fortunate to meet Bob and Kathrine Pardo at a dinner at Jim`s home. I was saddened to hear of his passing, and wish him smooth air, favorable winds and clear skies for his last flight West. RIP Colonel Pardo. Dave Newell*

FAA Approves AerSale Mixed Reality Headset Allowing 737 Pilots to "see through Clouds"

Headset said to utilize synthetic vision to improve visibility in low visibility situations

SKYLENS™ (HWD) HEAD WEARABLE DISPLAY

- Dual system provides both pilots with the same information
 - Improving crew resource management, decision-making and overall situational awareness
- Panoramic display allows pilots to look 180 degrees to either side
- Projects key Primary Flight Display Symbology (PFD) including extended runway centerline, touchdown zone and remaining runway
- Light-weight and comfortable
 - Allows for preferred pilot seating location (no seat adjustment needed)
 - Wearable over glasses and headphones
- Only HWD display certified for commercial operations



Article submitted by Golden Eagles member Captain Don Coleman

The FAA recently approved an STC authorizing the use of the AerAware headset device called the SKYLENS (HWD) head wearable display as part of a comprehensive enhanced flight vision system. This mixed reality headset allows transport pilots better situational awareness, particularly in low visibility situations.

According to AerSale (makers of the AerAware system), the “Enhanced Flight Vision System” recently received approval by the Federal Aviation Administration (FAA) for the Boeing B737NG product line. This achievement marks the world’s first commercial EFVS system to achieve a 50% visual advantage and the first large transport aircraft to be certified with a complete dual-pilot EFVS solution featuring a Head-Wearable Display.”

The device is similar to a HUD (heads up display). It displays aircraft performance information without having to look down at the instruments. What makes this device unique is that it also superimposes synthetic terrain into the pilot’s line of sight. Much like advanced helmets for fighter pilots, the terrain information displayed matches the pilot’s head movement showing relevant terrain display with a 180 degree field of view. In theory, this means that you get the benefits of the HUD without the limiting field of view.

The device requires installation of the Universal Avionics/Elbit Systems EVS–5000 multispectral cameras. To operate the system, it requires a total of 4 internal cameras and 6 internal sensors according to the [product’s brochure](#).

The Benefits of the Device.

While the company’s website is relatively vague on the specific benefits, it does state that the device enhances safety through improved situational awareness and results in improved efficiency for the operator since it reduces the likelihood of diversions and go-arounds in low visibility environments. While the concept appears promising, devices like this are still in its infancy. The company states that pilots have a 50% visual advantage to the naked eye. It also “reduces published visibility in low visibility conditions minimums by 50%.” The sales brochure does say it can be comfortably worn with glasses and headsets. It will be interesting to see if there is any information released on how long you can comfortably wear the device in flight as mixed reality devices and helmets are typically fatigue inducing over time.

The installation is said to take 3-5 days per aircraft plus training for pilots. The device is currently certified for the Boeing 737NG only, likely making the devices targeted for existing and new Boeing Business Jet customers. You can view the video by clicking on the link below (will take you to the AerSale website). <https://avgeekery.com/aersale-skylens-head-wearable-display/>

Alaska Airlines CEO Angry As United Re-Evaluates 737 MAX 10 Order

ED: Reference to video in SimpleFlying provided by Golden Contrails editor

The fallout continues with the 737 MAX and Boeing’s quality control issues. These continued issues with the type have prompted United Airlines to redraw its future fleet plans. Expressing frustration over the ordeal, Chief Executive Officer of United Airlines, Scott Kirby, said that the company will build a plan without the type in its fleet since it has taken Boeing too long to certify the 737 MAX 10. Meanwhile, Alaska Airlines’ CEO is quoted as being “more than frustrated” with Boeing. Click on link below for video in SimpleFlying: <https://simpleflying.com/boeing-issue...>



New Members

Richard (Rick) Wells



Tom Howard



Patrick Decker



Jay Redmon



Fred Kenyon



Michael (Mike) Lynch

No Photo

Andrew Bolle

No photo

James Armstrong



WELCOME ABOARD



"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.”



.....Random Musings.....

- 1 - I'd kill for a Nobel Peace Prize.
- 2 - Borrow money from pessimists -- they don't expect it back.
- 3 - Half the people you know are below average.
- 4 - 99% of lawyers give the rest a bad name.
- 5 - 82.7% of all statistics are made up on the spot.
- 6 - A conscience is what hurts when all your other parts feel so good.
- 7 - A clear conscience is usually the sign of a bad memory.
- 8 - If you want the rainbow, you have to put up with the rain.
- 9 - All those who believe in psychokinesis, raise my hand.
- 10 - The early bird may get the worm, but the second mouse gets the cheese.
- 11 - I almost had a psychic girlfriend, but she left me before we met.
- 12 - OK, so what's the speed of dark?
- 13 - How do you tell when you're out of invisible ink?
- 14 - If everything seems to be going well, you have obviously overlooked something.
- 15 - Depression is merely anger without enthusiasm.
- 16 - When everything is coming your way, you're in the wrong lane.
- 17 - Ambition is a poor excuse for not having enough sense to be lazy.
- 18 - Hard work pays off in the future; laziness pays off now.
- 19 - I intend to live forever ... So far, so good.
- 20 - If Barbie is so popular, why do you have to buy her friends?
- 21 - Eagles may soar, but weasels don't get sucked into jet engines.
- 22 - What happens if you get scared half to death twice?
- 23 - My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."
- 24 - Why do psychics have to ask you for your name
- 25 - If at first you don't succeed, destroy all evidence that you tried.
- 26 - A conclusion is the place where you get tired of thinking.
- 27 - Experience is something you don't get until just after you need it.
- 28 - The hardness of the butter is proportional to the softness of the bread.
- 29 - To steal ideas from one person is plagiarism; to steal from many is research.
- 30 - The problem with the gene pool is that there is no lifeguard.
- 31 - The sooner you fall behind, the more time you'll have to catch up.
- 32 - The colder the x-ray table, the more of your body is required to be on it.
- 33 - Everyone has a photographic memory; some just don't have any film.
- 34 - If at first you don't succeed, skydiving is not for you.
- 35 - If your car could travel at the speed of light, would your headlights work

There was an old priest who got sick of all the people in his parish who kept confessing to adultery. One Sunday, in the pulpit, he said, "If I hear one more person confess to adultery, I'll quit!"? Everyone liked him, so they came up with a code word. Someone who had committed adultery would say instead that they had "fallen." This seemed to satisfy the old priest and things went well until the priest passed away at a ripe old age. A few days after the new priest arrived, he visited the mayor of the town and seemed very concerned. "Mayor, you have to do something about the sidewalks in town. When people come into the confessional, they keep telling me they've fallen." The mayor started to laugh, realizing that no one had told the new priest about the code word. But, before he could explain, the priest shook an accusing finger at him and shouted,
"I don't know what you're laughing about, because your wife has already fallen three times this week!"

A cowboy walks into a seedy old café in Wyoming.

He sits at the counter and notices an old cowboy with his arms folded staring blankly at a full bowl of meaty chili. After a few minutes of just watching him staring at the chili, the young cowboy bravely asks the old cowboy, "If you ain't gonna eat that, mind if I do?" The older cowboy slowly turns his head toward the young wrangler and in his best cowboy manner says, "Nah, you go ahead." Eagerly, the young cowboy reaches over and slides the bowl over to his place and starts spooning it in with delight. He gets nearly down to the bottom and notices a dead mouse in the chili. The sight was very shocking and he immediately barfs up the chili back into the bowl. The old cowboy quietly says, "Yep, that's as far as I got, too."

Wandering dejectedly in the Garden of Eden, Eve told God, "I'm lonely. I'm tired of eating apples by myself." "Okay," God said, "I'll create a man for you." Eve said, "A man! What's that?"

"He's a creature with aggressive tendencies and an enormous ego. He won't listen very well; he'll get lost easily, but he will never ask for directions. However, he is big and strong; he can open jars and hunt animals. And he'll be fun in bed." "Sounds great!" said Eve.

"Oh, and one more thing," God said. "He will want to believe that I made him first"

It was Sunday when the brain surgeon discovered a huge leak in his basement pipe. He rushed upstairs and called the plumber. "AAA Plumbing? This is an emergency! Get over here quick!"

"Okay, but I charge extra for Sunday emergency service." replied the plumber. "Anything! Just come and stop the leak!" said the panicked surgeon. The plumber arrived, took out a tiny wrench from his bag, and lightly tapped the pipe. The leak stopped. The plumber handed the relieved man a bill for \$500. "What?" screamed the surgeon, this is unbelievable! Why I'm a brain surgeon and I don't make \$500 for two minutes work!" "I know, agreed the plumber. "Neither did I when I was a brain surgeon!"

I've started telling everyone about the benefits of eating dried grapes. It's all about raisin awareness.

I've started investing in stocks: beef, vegetable, chicken. One day I hope to be a bouillianaire.

If you boil a funny bone, it becomes a laughing stock. Now that's humerus.

I accidentally rubbed ketchup in my eyes. Now I have Heinzsight.

Did you know muffins spelled backwards is what you do when you take them out of the oven.

I was walking in the jungle and saw a lizard on his hind legs telling jokes. I turned to a local tribal leader and said, "That lizard is really funny!" He replied, "That's not a lizard. He's a stand-up chameleon."

I tried to come up with a carpentry pun that woodwork. I thought I nailed it but nobody saw it.

Singing in the shower is fine until you get soap in your mouth. Then it's a soap opera.

The Black-Eyed Peas can sing us a song but the chick peas can only hummus one.

Then there was the time Fruit of the Loom took Hanes to court... it was a brief case.

How much does a chimney cost? Nothing, it's on the house.

My friend said she wouldn't eat cow's tongue because it came out of a cow's mouth. I gave her an egg.

Once upon a time there was a King who was only 12 inches tall. He was a terrible King but he made a great ruler.

Ran out of toilet paper, now using lettuce leaves. Today was just the tip of the iceberg, and tomorrow romaines to be seen.

My friend Jack says he can communicate with vegetables. That's right...Jack and the beans talk.

I want to tell you about a girl who only eats plants. You probably have not heard of herbivore.

I was struggling to understand how lightning works and then it struck me.

Six cows were smoking joints and playing poker. That's right. The steaks were pretty high.

I went to the paint store to get thinner. It didn't work.

I once dated a girl who broke up with me because I only have 9 toes. Yes, she was lack toes intolerant.

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 2024

Names in red denote Gone West since last update



Gold star denotes Golden Eagles member

Previous years not timely reported:

Terry Warner	Dec	2022
John Campbell	Jan 28,	2023
James Manfredi	Feb	2023
Thomas Smith	Aug	2023
Mark Allen Woods	Nov	2023
Michael Hampton	Nov 26,	2023
Steve Ballew	Dec 28,	2023

Current year 2024:

Richard Holt	Jan 28, 2024
Ric Sproat	Jan 30, 2024
Randy Jarmon	Feb 3, 2024



"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."

To Dick Hillman:



Nov 6, 2023

From Guy Ullman:

I liked Dick Hillman and, obviously, he was very accomplished. He beat the odds and will be missed. He went to bat for me with Red Stubben.



To John Campbell:



Jan 28, 2023

From Wayman Curry:

John was more fun to fly with than a barrel of monkeys...With him being one of the Monkeys. One of the original "good guys"!



From Guy Ullman:

Very sad news! John was a wonderful inspiration to me when we flew the B-747 out of HNL together. He sent me a few pictures a couple of years ago which I will always cherish. What a great man and Captain he was.



To Ric Sproat:



Jan 30, 2024

From Jerry Hunsinger:

Ric was a great guy, and I'm glad I knew him. We never flew together as we were close in seniority, but we sure had our share of laughs together over the years. Phyllis and I drove down to Scottsdale last year to have lunch with a bunch of the guys at the Scottsdale Airport. It was the last time I saw Ric. God bless you Ric, I wish for you smooth air and blue skies for your flight west.



From Cass Zabinski:

I am very sorry to hear the sad news about Ric Sproat. I often wondered what happened to him. He was one number ahead of me in our Continental class, Dec 1966. Because of the closeness of our seniority number, we were always training partners during upgrading or in reductions. We were good friends in the 70's based in Denver, golfed and skied a lot together and I dined with he and his second wife. He will be missed and was good guy.



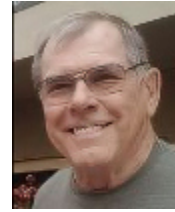


That's it for this issue folks.

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



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Golden Contrails

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