



GOLDEN CONTRAILS

April 2013

..... And oft' the setting sun is pleased to trim the Clouds with molten sails
And lace the way of passing jets with golden condensation trails



B-29 "FiFi"

Editor's Note:

Our cover photo is a photo of the only B-29 left that is still flying. It is owned and operated by the Commemorative Air Force (formerly the Confederate Air Force). The B-29 was built by the Boeing Aircraft Company and first flew in 1942 and became operational in 1944. By the end of WWII, 3,970 B-29s had been put in service and continued to fly through the Korean Conflict and into the 1960's. This particular B-29, named "FiFi" arrived in Tucson in late February of 2013 and offered airplane rides and ground tours of the aircraft. This is one of the ways that the CAF can afford to keep up with the maintenance and operational costs of flying this historic aircraft. It, along with a B-17G named "Sentimental Journey" were parked outside the executive terminal and a \$10 admission charge got you out on the ramp to walk around the aircraft. If you wanted to take a ride in "FiFi" you would have to pony up between \$600 and \$1500 depending where you sat on the airplane. Obviously, the most expensive seat was the bombardier's seat in the very nose of the airplane, forward of the pilots. I regret that I did not get any good airborne shots of the B-29 as the takeoff was obscured by ground vehicles and when I raced around the perimeter of the airfield to set up to catch it on final approach, the pilots crossed me up by landing on a cross runway with a tailwind. I have to admit that watching them start those 4350's and taxi out I wondered what it would be like to see over 100 of these magnificent warplanes getting ready for a strike over enemy territory. For those of you that love the lines of the B-17, I have included a nice shot of "Sentimental Journey" below.



Notes from the editor

First of all, I want to thank those of you that have sent in some very interesting and enjoyable submissions for this publication. I now have a slight backlog of articles to publish and will do so in the order they were received. This is not to say that I have enough articles but I am hoping that the pump has been primed and the articles will continue to flow in. I can also use any good pictures you might have of Continental aircraft and the crews that flew them. I think it would be great if I got enough pictures from the “good old days” that we can publish them in this magazine and also make a BOOK that would include all of the pictures and be a permanent piece of Continental Airlines history that we could hand down to our kids and grandkids. With today’s electronic publishing, this could be made available at a modest price to anyone wanting one. I will be happy to act as a clearing house for all the pictures and to assemble and publish the book when we have enough content.

I know that almost everyone out there has a favorite picture or two of Continental airplanes or crewmembers and I think a great collection of memories could be assembled and printed. If you would like to contribute, the best way would

be to email me a copy of the picture(s) at the following address: fl00plt@gmail.com If you need to get them scanned and do not have a scanner, take them to any office supply store and get a high resolution scan and then have them email the pictures to me. If you need to mail them via the Post Office, put them in an envelope with a piece of cardboard to protect them and be sure to label them with your name and address so I can return them. I WILL RETURN THEM! Mail to:

[Shaun Ryan](#)

[6610 N. Sutherland Ridge Place](#)

[Tucson, AZ 85718-1322](#)

P.S. Don’t forget to identify any people in the pictures.



This could turn into a project that will please almost everyone but for it to succeed will require a lot of help from all of you. Start looking through your albums and desk drawers and let’s make this happen!

Shaun



We have to thank B.J. Bellerue for the “flying rules” in this issue.

The Captain's corner

The 2013 convention at the Double Tree Hotel in Houston is rapidly approaching so mark your calendars for Oct. 24th thru Oct. 27th with a one day golf tournament on the 25th.

The business meeting agenda seems to grow monthly as we deal with the changes we need to make in this new merger environment. I feel that the best way to proceed on most issues is to have the membership discuss them and vote on them so this year's business meeting will be of great importance.

Also of great importance is the Golden Eagles website which has undergone a complete renovation thanks to Birdie Bertrand who did a great job.

The board has extended an invitation to RUPA members to join us during our gathering this year, so we are hopeful that we will see many new faces at the BarBQ.

On a side note, some of you may be interested in following my yacht delivery trip from the Nordhavn factory in Xiamen, China to Seattle in July of this year. The website is Nordhavn.com and from there you can link for updates and how we are doing. This is Nordhavn's largest yet...120 feet with a range of 4000+ miles at 10/12 knots.

I should have some good sea stories to share at the Hospitality suite in Houston.

Stay well, stay informed and stay safe...

Paul F. Grover III

Golden Eagles President



"Good judgement comes from experience and experience comes from bad judgement"

Your Co-pilot's Corner—Don Gentry *president elect*

Best wishes to all our Golden Eagle buds. Well it's the time of the year for us to get the word out about our Houston Convention/Reunion. It will be a very special one this year, our 40th annual Convention! We will be at a new location this year, the Double Tree Hotel on Kennedy Blvd., just south of IAH. We had such a good time in Las Vegas last year that it will be hard to do better, but I can assure you that Paul and Gail Grover, along with your Board have a wonderful and entertaining reunion planned. Start making your plans today.

I'd like to bring you up-to-date on some the things your Board has been doing these past few months. Charlie Starr and Tom Doherty have been busy updating our roster and getting out our dues notices. Paul and Gail Grover with help from Charlie and Tom finalized the contract with the Double Tree Hotel. Bill Chambers, our Executive Vice President has been doing a great job in the pass travel field, establishing contacts with United's officials as well as helping me with Local Area Chapter project.

Your Golden Eagle Board has found our efforts to represent the interest of our members increasingly aligned with our fellow pilots at RUPA, the Retired United Pilots Association. They are pilots just like us and we have found common ground with the leaders and members of RUPA as we advocated improvements in areas such as retiree pass travel, membership brochures, UAL Retiree ID badges, economy plus seat assignment by non-rev seniority and many other issues. RUPA have not planned a convention for

2013, thus we see this as a good chance to create goodwill by extending an invitation to RUPA and its members to join us in Houston for our convention in October. I feel sure that you will be in agreement with this outreach. We were pleased to have had the past President of RUPA, Ron Jersey at our 2011 convention in Houston and I am sure you received their E-mail invitation to the RUPA golf tournament in Mesquite NV this coming May.

Birdie Bertrand is doing a yeoman job of re-working our web-site, working hard with the host-server to get us a better product.

The Golden Eagle's fun golf tournament, held along with October's reunion/convention will be at the Walden Golf Club on Lake Conroe. This is truly one of the premier golf courses in Texas. Come join us in a fun day. I look forward to seeing you in October.

Don Gentry



“The probability of survival is equal to the angle of approach”

FROM YOUR EXECUTIVE VP Bill Chambers

As of March 2013, recent efforts to get the company to begin adding our membership brochure to packets of information given to each new retiree appear promising. The company has new people in place to handle the brochures as well as new UAL Retiree ID Badges that are to be rolled out sometime during the second quarter of 2013. The Golden Eagles web site is being upgraded with new software, new content and a fresh new look. It will be linked to the FlyingTogether.ual.com company website so that prospective members can easily find our Golden Eagles website. Captain Birdie Bertrand has spent many hours on this project and will have our new website published soon.

As many of our members have become familiar with our new pass travel policies, we have begun to appreciate some of the less obvious details, such as the five year life of each retiree or coworker's Family Vacation Passes. Any unused FVP's will be good for five years after their original issue date. The Pass Rider tab on the Details page in the Flight Search listing software will show whether using a FVP would help. If you and your spouse are looking at flights and see that your desired flight has 35 seats available with five SA-3P non-rev's listed, there is no reason to use a Vacation Pass when a personal pass (SA-2P) will get you the same seats. Just a little extra research and restraint when creating travel plans can give you a nice "bow wave" of unexpired FVP's within just a few years.

One benefit of Golden Eagles membership is assistance or information via email contact with Captain Bill Chambers or other executive board members on any topic related to travel, membership, or other retiree issues. We have a designated company contact who can field questions or problems quickly, if primary support services are not working. We get 3-5 emails a week from people who need help. We must restrict this service to members only. The most important project on our plate this year is the establishment of Local Area Chapters.

Local Area Chapters ("LAC's") Is how we refer to a newly adopted concept that offers members of the Golden Eagles a way to greatly improve the fellowship and camaraderie of membership by dramatically increasing the chance to meet both old and new pilot friends who are members of the Golden Eagles. LAC's are a loose confederations of members of the Golden Eagles who agree to meet with other members living within a local geographic area on a regular basis. Typical LAC's meet for breakfast or lunch at a restaurant, with no agenda except to have fun visiting with other retired or senior working pilots of either the former Continental Airlines or United Airlines.

Each LAC makes its own meeting choices, selects its own leaders, and conducts its own affairs however its LAC members see fit... The intent is to simply provide a place where members can enjoy the company of fellow pilots on a more frequent basis than just our annual convention. All we ask is that LAC's maintain a reasonably high percentage of Golden Eagles members in good standing, and that each LAC remain open to any Golden Eagles member in good standing.

Starting a Local Area Chapter is not difficult provided you live within a general area where at least 20-30 other former CAL or UAL senior working or retired pilots reside. Captain Bill Chambers faced retirement in 2009 with a concern that all the friendships built over 30+ years with Continental Airlines would quickly fall away since there was only the annual Golden Eagles convention to meet other CAL pilots.

From your Executive VP – Continued

Without a meeting structure on a frequent and predictable basis, he knew that many old friendships would be lost. We all know that isolation, depression or worse can follow retirement and that airline pilots do not live as long as normal people.

Bill started with his Golden Eagles member roster, calling many of his CAL buddies and proposed that everyone meet on the same day, place and time each week. The Kingwood retired pilots now would have an easy to remember place to meet and visit with other pilots.

The members of this group agreed to meet EVERY Tuesday around 0830 at the Kingwood La Madeleine restaurant. All were all asked to tell any potential new members they might know to give us a try. If weekly meetings sound excessive, Consider the Conroe, Texas Golden Eagles, a group that meets EVERY MORNING...they say that most of their members have learned that nothing is more enjoyable than spending time with their pilot friends.

We learned that another group of mostly Golden Eagles members had been meeting every Monday at Hooter's in the Woodlands, so we started meeting once a month with all three groups. We are still working to find a good place and time for these North Houston lunch meetings. The three groups are natural Golden Eagles LAC's since most members are also Golden Eagles who enjoy meeting on a frequent basis. We have had more success building our local groups, which could not be referred to as Golden Eagles LAC's until the bylaws were changed to provide for such a group. The bylaws were changed to support Golden Eagles LAC's in October 2012.

With 40-50 active members on the Kingwood, Texas Local Area Chapter roster, we are blessed with enough of a following that 18-20 retired and senior working pilots will show up on any given Tuesday. The same day format makes any sort of preparation unnecessary provided someone gets there early enough to move four tables together. We arrange for the meeting by providing a place, then we just get out of the way.

Meeting on the same day each week was tough at first. A couple of meetings included only 2 or 3 attendees, but in time we all realized that the friendships built during these impromptu gatherings were exactly what we needed. We have lots of laughs, share experiences, gain perspective on issues that are unique to retired pilots, relive old times spent flying the line, and generally have a great time with good friends. We have a rolling Texas lottery group that is faithfully maintained by Captain Jeffrey Taylor, adding some spice to the meetings. One buck each week is not much, and knows? We might hit the lottery win someday!

If you live in an area where a LAC might work, we can help with advice and tools that should help. We know that the last thing a senior or retired airline pilot wants is a bunch of arrogant bureaucrats telling you and your friends what to do and how to do it. Each LAC has their own leaders, sets their own meeting dates and times, decides whether to have meetings with other LAC's like our north Houston groups, and any other matters of interest to your LAC. We only ask that your LAC include a reasonably high percentage of Golden Eagles members who pay their dues each year, and that your LAC remain open to all eligible UAL pilots, regardless of background

Bill Chambers—Executive Vice President

NOTES FROM YOUR SCRIBE

Charlie Starr—Secretary

NOTES FROM YOUR SCRIBE

At this writing, it's less than a month from income tax deadlines, I'd like to take a moment to remind everyone that it's never too early to make plans to attend the 40th annual Golden Eagles reunion/convention - that's right the 40th convention, a real milestone. This year's event will be October 24-27 in Houston and will be headquartered at a new location-The Airport Double Tree by Hilton-located on JFK Blvd., just south of the airport, with free limo service to and from IAH. Festivities kick off on Thursday evening with the opening of the famous "HOSPITALITY SUITE" where you can enjoy a snack and beverage while meeting and socializing with your friends throughout the convention. For those who enjoy chasing a little white ball through grass and sand, the Eagles will hold a one day golf tournament on Friday, the 25th at Walden Golf Club(see the golf registration form for details). And of course, the above mentioned hospitality suite will be open and stocked with food and beverages throughout the day and evening. The annual business meeting and election of officers will be held Saturday morning the 26th. The Ladies Auxiliary will also hold their business meeting, followed by their luncheon. Saturday evening is the highlight of the convention-a cocktail reception, dinner banquet with entertainment and the ever-popular raffle. Gail Grover, our Ladies Auxiliary president has put together a program to help celebrate this 40th reunion, complete with a huge Texas-style BBQ feast. A Banquet and luncheon reservation form is available in this issue. A special room rate of \$82 per night is available throughout the event (Oct 24-27) Room reservations should be made directly with the Double Tree—the toll free number is 1-800-447-4136(be sure to ask for the Golden Eagles rate) . *It's never too early to make your plans!* I'd like to take a minute to give a tip-of-the

hat to Bill Chambers, our Executive VP, who continues to represent the retirees in dealings with the airline. I hope everyone appreciates the advantages of the United Pass Travel program and United has indicated that retiree ID badges should be available shortly .Also, kudos to Dave Newell for his excellent job of email coordinator. Birdie Bertrand has been hard at work on an upgrade to our web-site, and by the time you read this, it should be complete.

Most of you know that, after I served as your treasurer for a number of years, Tom Doherty took over that position in 2011 while I assumed secretarial duties. However, I still receive many dues payments, address changes, etc. This creates the unnecessary step of forwarding these to Tom. Please send dues, postage donations, information changes, etc. to TOM DOHERTY—TREASURER, 7 McCormick Way, Salem, NH 03079-2816. **And remember, it's important to notify Tom of any changes in address, phone or e-mail. You would be amazed at the number of "lost souls" each year (and the effort it takes to track them down). Also, a brief reminder for those few who have still not sent in 2013 dues—please send your check to Tom.**



DUES RENEWAL-PERSONAL INFORMATION UPDATE FORM

Last Name _____ First Name _____ MI _____

Nick Name _____ Spouse Name _____

Address _____ City _____ St _____ Zip _____

Phone () _____ - _____ Email _____

Dues are \$35 per year (\$20 per year for Associate Members-those not eligible for membership)

NOTES FROM YOUR TREASURER

Tom Doherty



Greetings from sunny Naples, Florida. It has been a busy winter with all the hundreds of dues renewals and information changes that I have received. At this time all membership records have been updated. For those of you who may have wondered, although all mail was sent to my New Hampshire address, it has been forwarded to me in Florida on a weekly basis. It was my decision to continue having all correspondence mailed to New Hampshire and then forwarded rather than taking the risk of having mail sent to two different addresses or having members confused over which address to use. Please continue to send all dues and convention reservations to my New Hampshire address. I appreciate your patience as once you have sent mail to me, it takes 7-10 days for it to be forwarded to Florida and several additional days for me to process your information into the membership file alphabetically.

It has been a lovely winter here. Time has been spent golfing, seeing the sites, and visiting with friends. My wife and I are leaving from Miami March 24th for a cruise to the eastern Caribbean. Unfortunately, we are risking our lives by traveling on Carnival Cruise Lines. Hopefully you won't see us on CNN along with other news stories of engine failures, overflowing toilets and people sleeping in tents on deck. That is not the vaca-

tion we signed up for. After our cruise, we will be closing up our condo and driving back north. We hope to make stops at Disney World and Gettysburg along the way and be home by the first week of May.

If anyone has not sent in dues for 2013, please do so as soon as possible. Please be reminded to mail all dues payments, address changes/corrections and convention reservations to:

Golden Eagles

C/O Tom Doherty, Treasurer

7 McCormick Way

Salem, NH 03079-2816

E-mail: jkated@aol.com

Have a great Spring

Tom



“Flying is not dangerous-crashing is dangerous.”

FROM YOUR BEAN COUNTER (aka: TREASURER'S REPORT)*Tom Doherty treasurer*

Report Period 12/04/2012 – 3/16/2013

CHECKING ACCOUNT**Bal. (Checking) from 12/4/2012----- \$ 6,640.78**

Inflows (checking)

Membership Dues-----\$ 12,310.00

Postage Contributions-----1,095.00**Total Inflows This Period-----\$ 13,405.00**

Outflows (checking)

Contrails Printing-----\$ 2,162.40

Contrails Postage-----429.00

Delinquent notice printing & postage-----155.60

Website fees & maint.-----1,049.88

Misc. Mailings/Office-----2.32

Transf. misdirected CARE donations-----281.00**Total Outflows This Period----- \$ 4,080.20****Bal. (checking) 3/16/2013----- \$ 15,965.58****CARE ACCOUNT****Bal. (CARE) from 12/4/2012----- \$ 121.14**

Inflows (CARE)

Contributions (\$281 transferred)----- \$ 311.00

Interest Earned-----0.03**Total Inflows This Period----- \$ 311.03**

Outflows (CARE)

None----- \$ 0.00

Total Outflows This Period----- \$ 0.00**Bal. CARE 3/16/2013----- \$ 432.17****SAVINGS ACCOUNT****Bal. (Savings) from 12/4/2012----- \$ 18,101.19**

Inflows (Savings)

Interest Earned----- \$ 1.78**Total Inflows This Period----- \$ 1.78**

Outflows (Savings)

None----- \$ 0.00

Total Outflows This Period----- \$ 0.00**Bal. (Savings) 3/16/2013----- \$ 18,102.97****A VERY SPECIAL THANKS TO ALL WHO CONTRIBUTED TO THE POSTAGE FUND!**

Lew Aaronson	Bob Appleton	Bill Basnight
Ronald Bennett	Bill Berkle	Steve Bliss
Doug Bodkin	Dick Boudreau	Bill Broshears
Harold Burton	Steve Cady	Annette Collins
James Conger	Russ Coonley	Coop Cooper
Wesley Coss	Dewitt Davidson	Tom Doherty
Carl Domschke	Spike Duncan	Ray Durden
Bob English	Mark Farrow	Gene Freeman
Bill Fuqua	Pete Fusco	Don Griffin
Stephen Grimes	Dick Hague	Bernie Hallee
Mrs. L. V.Hart	Larry Hartman	Tom Heidorf III
Roy Henderson	Chuck Henry	Charlie Hill
Dick Hillman	Tom Holder	Walt Honan
Jerry Hunsinger	Don Keown	Arthur Kidder
Robert Kinsey	Kenneth Lakes	Blake Lamar
Tom Laney	Mike Lichtenfeld	Peter Linzmaier
Frank Longo	Eric Mahnerd	ButchMeier
Richard Masterson	Fred Morton	Shirley Musser
Diane Myers	Phil Nash	Ann P. Park
Cliff Pleggenkuhle	Jack Quaintance	Frank Rhodes
Janie Riels	Rene' Robert	Jane Schuring
Samuel Shirck	Charlie Starr	Jim Stephens
Art Swanson	Bob Sykes	Allen Timms
John Vansworth	MikeWade	Jim Walsh
James Waters	Roger Williams	Bob Wilson

*If your name was omitted, please let us know***A Special welcome to our NEW MEMBERS**

Larry Battersby	Bill Bauer
Randy Bauer	Ron Bauer
Edward DeChant	Connie Becker

IMPORTANT NOTE**NEW PASSWORD**

Effective with the date of this edition, the password to view **GOLDEN CONTRAILS** magazine and the **roster** on the website www.thegoldeneagles.org will be:

nosecone

You will want to write this down somewhere

“There are three simple rules for making a smooth landing:
Unfortunately, no one knows what they are.”

Ladies Auxiliary

Dear Ladies,

I have been following the Golden Eagles website redesigns for several weeks and Birdie Bertrand—you have done an Amazing job. I did not know we needed such a “jolt” as it was always an informative site to visit.

I have been invited to have this letter put on our new website....being the first to do so I am humbled and hopefully it is worth the space it is being given.

For those of you who are reading this on line you must be a supporter of furthering the interests of the Golden Eagles by your “hit” or at least curious about this organization. What I can say to you is this...wherever the Golden Eagles gather there is LIFE, ENERGY and CAMERADERIE...no matter the wings that donned your chest.

For those of you who will join us October 25th through the 27th at the Double Tree Hotel in Houston, that life, energy and camaraderie will be celebrated and with the Ladies Auxiliary board and volunteers revved up and ready to roll, we can't wait to show off and share our spirit of family and togetherness with our new United family.

Fondly,

Gail F. Grover

Ladies Auxiliary President

(702) 525-9134

ggskyhag68@cox.net



Part of our Ladies Auxiliary Team

Black Mountain

By
Dick Grigsby

W e sat on the mountain, Richard and I

Black Mountain they had called it. Why? The pathway upward had been dotted with tiny daisies, alive with purple-tinged cactus pears, bright blooms atop. Our granite –strewn perch was pleasantly warm in the desert sun. Why *Black* Mountain?

I glanced up to the spot where the Duke’s tail had fallen. A thin white scrim curving over the summit ridge muted the light below.

Of course! This is the lair of the lovely lenticular, that treacherous Circe, veiling violence with her mantel, luring the modern Argonaut to his doom.

Today is Good Friday, I thought. Why *Good* Friday for such a soul-shattering day? Words tumbling about the rocks...Golgotha...what a horrible name! Golgotha, place of the skull, the Cross. Black Mountain, place of the shear, the Crash!

What a way to die. What better way for him, really? Where is he? Down there? In that gully?
NO!

Easter is coming soon. “He is not here. He is risen He lives.”

Well then, so does he!

Time to go, Son.

So long, Larry. So long for now

R. S. Grigsby

A Bad Day at the Office

By

Paul Kalisch



On March 5, 1959 we were flying in a formation similar to this. We were in Northern Canada over ice and snow.

It was the dead of winter when we took off in a three ship formation of KC-97's from Harmon AFB, Newfoundland. Our mission was to refuel 3 B-47's over the Gaspé Peninsula in Quebec, Canada.

Our heavy tankers struggled for nearly an hour to reach refueling altitude. We each linked up with our B-47 for a large offload of JP 4. As our boom operator hooked up to the bomber, I (the co-pilot) turned on the large A-1 pumps that could transfer 600 gallons of fuel a minute.

Suddenly, #3 prop began screaming wildly as the tachometer went off scale above 4500 rpm. The A/C (Aircraft Commander) called "Breakaway, Breakaway, Breakaway", which was the signal for the bomber to disconnect, pull back and descend while the tanker pulled up. The prop was speeding so fast we deduced the feather motor must have burned out as all efforts to feather failed. By de-

scending into more dense air and putting a load on the prop lowered the rpm to around 2200 but it was still out of control.

A crewmember looking out a side window at the engine stated that the nose dome was getting red hot and then reported it was getting white hot. We told him to get away from the window because the prop and nose dome would soon depart the airplane. Anticipating this, we feathered the adjacent engine (#4). No sooner had this been done when the prop separated from the #3 engine and came right outside my co-pilot's window and sat there for a moment and the instant #4 prop stopped, the #3 prop went straight out to the side, hitting the feathered prop and bending a blade back over at a 90 degree angle.

We were now alone in the sky and needing a place to land. An RCAF fighter came up on our wing, and surveyed the damage. Just having him there was comforting. He departed with low fuel and a

US fighter came up on our wing and surveyed the damage. He said, "Wow, what a mess!". The closest runway was Chatham RCAF Base (about 100 miles south) so we headed there. As we started down, we picked up the latest weather: "Clear with a severe crosswind and a notam of glaze ice on the runway". So much for Chatham and we asked our engineer if we could climb on two engines to clear

the high terrain between us and Loring AFB in Maine. He said "Go for it". We made a successful approach and landing at Loring but what we didn't know was that our #2 engine was trying to quit all the way down final and the engineer was keeping it running with the primer button. It turned out that a valve in the carburetor had fallen out!



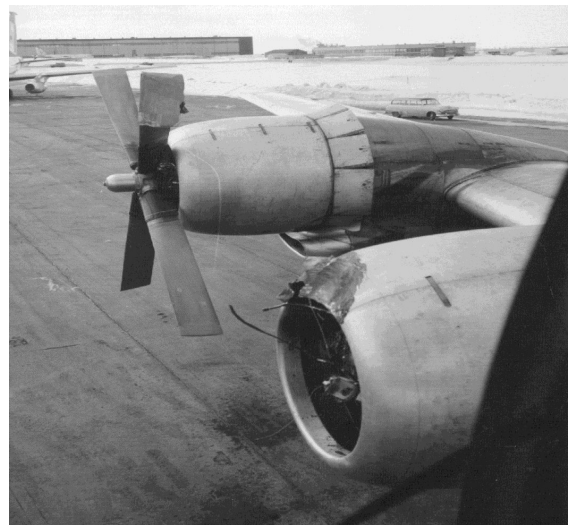
Here is a better view showing how severely the prop blade was bent. If this prop had not been feathered just before the #3 let go, it would have torn the whole engine off the airplane.



This is crew number T-04 in front of aircraft 726

A/C Lt. Lovdahl, CP Lt. Kalisch, Nav Lt. Lang, Engineer Msgr Pritchard

R/O Ssgt McCallum, B/O Ssgt Droscholl



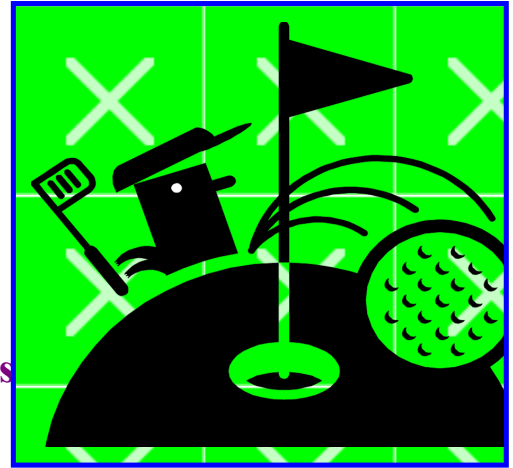
Golden Eagles Golf 2013

Where: **Walden Golf Club**
Montgomery TX
936-448-4668

When: **Friday Oct. 25th 2013**
Start Time- 10:00 AM

Cost: **\$60 per player, Including Cart, Range Balls**
Prizes

RSVP Deadline: Oct 10, 2013



Make Check Payable to:

Gary Humphries
6610 Course View Ln.
Spring TX 77389
Tel: 281-788-7225
Email: flyggh@hotmail.com

Directions: *From Double Tree Hotel: Take a right out of the hotel to Beltway 8, turn right onto Beltway West to merge onto I-45 North, go to TX 336 [exit 88] stay left on frontage road to 336 loop. Turn left, go about 10 miles to TX 105. Turn left and go about 5 miles to Walden Rd [Chase bank across the street and an Exxon station on the corner]. Turn right and a Wal-Mart will be on your right., go about 3.5 miles, driving range will be on the left and entrance to the club will be on the right*

Please Print

MAIL FORM WITH YOUR CHECK

NAME : _____

ADDRESS :

Email: _____ **Phone** _____

HANDICAP (IF APPLICABLE): _____

**** Anybody can play ** handicap or no handicap ** Never
 Played ****

It's ok. ** We just have fun!

THE GOLDEN EAGLES REUNION/CONVENTION OCT. 24 – 27, 2013

Houston Airport Double Tree Inn by Hilton

Reservations form for Oct. 26, 2013 Reunion Banquet and Ladies Luncheon

(All meals include tax and gratuity)

PLEASE PRINT

Last Name _____, First Name _____

Address _____

City _____ State _____ Zip _____ + _____

Phone (_____) _____ E-mail _____

My significant other half (spouse) or guest(s) will attend ☐ Spouse/Guest(s) name(s) _____

	Price	number	total
Ladies Luncheon	\$25.00 each	x _____	= \$_____.00

Includes soup, trio luncheon salad, rolls, beverage and desert

Banquet Dinner (Texas style BBQ)	\$45.00 each	x _____	= \$_____.00
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BBQ Brisket, Chicken & Sausage, potato salad, slaw, beans,
corn on the cob, corn bread, desert, beverage

No. in party _____

Meal Total: \$_____.00

Prices include tax and gratuity plus banquet entertainment

Please Remit this amount

Please send this completed form along with a check for both the banquet and /or luncheon– (and number of each) , payable to:

Golden Eagles

C/O Tom Doherty, Treasurer

7 McCormick Way

Salem NH 03079-2816

Deadline for meal reservations is Oct. 15th. Banquet or luncheon reservations after this date subject to availability. Refunds for cancellations after Oct. 15th subject to refunds from hotel

If you are including a dues payment or postage donation, please send a separate check for meal reservations

IMPORTANT – MAKE HOTEL RESERVATIONS DIRECT WITH HOTEL (Deadline Oct. 4th)

Hotel room reservations and payments **must be made directly** with the Houston Double Tree. Be sure to ask for Golden Eagles group rate of \$82.00 per night (plus taxes). For our golfers - rate is good for the nights of Oct. 24th, 25th, and 26th. The **Double Tree's toll free number is: 1-800-447-4136**. Local number in Houston is 1-281-848-4000. The Double Tree's address is 15747 John F. Kennedy Blvd., Houston TX 77032 The hotel provides free transportation to and from the airport.



My Most Memorable MAC Trip

Cam Ranh Bay

Republic of South Viet Nam

I was a fairly new 2nd officer on the 707-320C and had made several trips into Viet Nam including Saigon, Phu Cat, Da Nang and felt like I was a seasoned crewmember. On this particular trip in 1968, I was paired with a brand new captain—new on the 707 and new on MAC. He was getting his line check on the first few legs of the trip and had been signed off after our arrival in Clark AB in the Philippines. I had never met him before and it became obvious that he had a bit of a temper. (How much of a temper I would soon learn!). We had a special trip into Cam Ranh Bay out of Clark and none of us had been there before and I was looking forward to it as I had heard it was a beautiful coastal base.

Enroute, we did some notam searches and found out that the main runway, 02R-20L was 10,000 feet and paved and suitable for our heavy 707. The shorter runway, 02L-20R was a PSP steel planking runway and was only suitable for fighters. It also advised that if you were a heavy and landing on 02R, to not turn off the runway until the 3rd turnoff as you

could not taxi across the inside runway. On final the tower reminded us of this restriction but after making his first unsupervised landing of a 707 and still having a reusable container, the captain threw all 4 engines into reverse, breathed a sigh of relief and turned off at the second turnoff. We now found ourselves on a taxiway between the the runways and we could not taxi forward. About this time, I noticed a discernible redness creeping up the back of the captain's neck. Also, World Airlines "Stars and Stripes" 727 landed behind us and of course turned off at the third turnoff. This prompted a comment on the radio from tower to the effect: "Yeah! Three cheers for World—they turned off at the proper turnoff!"

This resulted in the slight redness turning bright red and creeping up to the ear region on our captain. He picked up the mike and with his hand shaking, mashed the button and shouted, "Cram it up you're a** tower!" He then put all 4 engines in reverse and backed out on the runway behind us, taxied down to the 3rd turnoff and taxied to the ramp.

After we had parked and run the checklist, I figured that since I was a captain in the Air Force Reserve, maybe I could go up to the tower and try to smooth over the possible violations that might be forthcoming. By the time I opened the door to the tower, I knew things were not as serious as I had supposed because the two tower operators were practically rolling on the floor laughing! In between gasping for breath, they said, “No one ever told us to shove it up our a** before!” They then further added that when we put the four en-

gines in reverse thrust and backed out on the runway, all they could see was a miniature sand storm moving around. The aircraft was completely hidden from view. The sand at Cam Ranh was a very fine white variety and with four engines in reverse, the 707 was moving a lot of sand. To make this long story a little shorter, they assured me that there would be no violations as a result of our actions but to please tell the captain not to back his airplane out on an active runway again!

Editor's Note:

My thanks to Captain Virgil Hemphill for sending this clipping from the El Paso Times Sunday paper dated February 17th of this year. I wish the quality could have been better but scanning newsprint is a difficult task. It is still nice to see that one of our favorite captains is still active in aviation. Way to go Harry!

Pilot toils to restore rare antique airmail plane

By Alex Branch
THE FORT WORTH
STAR-TELEGRAM

HAMILTON, Texas — Harry Hansen was a Continental Airlines co-pilot in 1961 flying from Dallas to Abilene when his captain pointed down to a decrepit airplane parked next to a farmhouse near Lake Worth.

An aficionado of old aircraft, Hansen was intrigued. After the flight, he learned that the farmhouse was on Amon G. Carter Sr.'s Shady Oak Farm. Hansen knew Carter's son, Amon Carter Jr., from a previous job flying for oilman W.A. Moncrief.

So Hansen called Carter Jr. and told him he was interested in the aging airplane. Carter Sr. had died in 1955.

“He asked me, ‘What do you want that old piece of junk for?’” said Hansen, now 79. “I said I wanted to restore it one of these days. And I was there the next morning to get it.”

The aircraft that Carter gave him was a Travel Air 5000, a rare and iconic plane that today is considered the oldest known piece of the Carter family's aviation legacy in North Texas, according to the Veterans Memo-



Harry Hansen displays his Travel Air 5000 airplane on Feb. 7 in Hamilton, Texas. The Veterans Memorial Air Park in Fort Worth hopes to purchase the plane, which once belonged to Amon G. Carter.

RON T. ENNIS / THE FORT WORTH STAR-TELEGRAM

rial Air Park in Fort Worth. It was one of only 14 such planes built and was operated by National Air Transport when it first added passenger service to its Chicago-to-Fort Worth airmail route in 1927.

Now it is an aviation artifact

that organizations supporting the air park hope to return to Fort Worth. They're seeking financial pledges and a grant to raise the money to buy the airplane, which Hansen plans to auction later this year.

“This is the oldest piece of

aviation history that we have,” said Jim Hodgson, executive director of the air park. “We really feel it belongs here.”

Air park officials say they hope to raise \$200,000 to buy, transport and continue rehabilitation of the aircraft.

Hansen told the Fort Worth Star-Telegram said he has slowly restored the plane in his hangar in Hamilton during the past 10 to 15 years but didn't have time to do it all. He had a friend rebuild the wooden wings out of spruce. He refurbished other parts like the rudder, elevator and aileron, he said.

Plenty of work remains. The plane, which has a 51-foot wingspan, needs “skin,” the cotton fabric covering the outside. The engine must be restored. Age and health will keep Hansen from finishing it.

“As you get older, you don't get to do everything you want to do when you are younger,” Hansen said.

Bill Morris, who researches aviation history, documented the Travel Air 5000's story for the air park.

The aircraft grew from a 1925 effort by a group of investors in Chicago, New York and Detroit looking to connect the cities with airmail service. They formed the airline National Air Transport, also known as NAT, which would become United Airlines in 1931.

Carter Sr. and other local Fort Worth business leaders began working to put Fort Worth on a

NAT mail service route. In November 1925, the airline was awarded a contract by the U.S. Post Office to carry mail between Fort Worth and Chicago.

Initially, NAT moved mail on 10 Curtiss “Carrier Pigeons,” open-cockpit biplanes designed for airmail delivery, according to the air park's literature. But the airline soon wanted to add passenger service to the mail flights.

The Travel Air 5000s were developed by Wichita, Kan.-based Travel Air Manufacturing Co., which was founded in 1925 by three young aircraft designers — Walter Beech, Clyde Cessna and Lloyd Stearman. All three would go on to become giants in the aviation industry.

Only 14 Travel 5000s were built. With their enclosed cabins, the planes could fit four passengers behind the pilot, Morris said. But they had to squeeze in with the bags of mail.

“If you had a big load of mail, you might only be able to put three passengers in there,” he said. “If it's Christmastime and you have a bunch of packages, you definitely aren't going to fit four. There was no center aisle and certainly no stewardess.”

“If God meant man to fly, He'd have given him more money”

Golden Contrails

C/O Charlie Starr

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Many thanks to Pam Meyners for sending this picture of Captain Frank Vincent with his great-grandson at the Denver Air and Space Museum. According to the email accompanying the picture, Frank is in his 90's now and in good health. I can remember flying with Frank and he was a good pilot and a true gentleman. Maybe we could convince some more of the senior retirees to send in pictures—especially if they don't get to the conventions on a regular basis. We would all appreciate hearing from them.