




GOLDEN CONTRAILS

April 2014

..... 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



Yap Takeoff



Takeoff from Truk



First Continental Micronesia Trip 1968

Paul Ekol - Tiger Matthews - Dave Streit - Pearl Kelly - Terry Togawa
Joan Rikimesch - Ray Brown

Editor's Notes:

Shaun Ryan

Wow! When I started this idea of a special edition dedicated to Air Micronesia, I had no idea of the amount of support I would get in the form of articles, stories and pictures. Boy! Did I get pictures! So many pictures that I can't possibly include them all in one issue so I tried to make a representative sampling and I plan to publish more later. Thank you to all who contributed to this issue of *Golden Contrails*. I will have to have another issue next year to finish telling your stories and showing your many, many photographic memories.

My idea for this issue came from a rare chance I had to bid a temporary Air Mike vacancy on Guam in the 727 while I was holding a Houston 727 captain position. I had been unable to bid Air Mike prior to this time due to my commitments to the Arizona Air National Guard in Tucson. My introduction to Air Mike came when the Guam scheduler, Rich Gallo-way, called me at home in Tucson and asked what kind of a schedule I wanted for next month. I told him I wanted to fly the last half of the month and the first half of the next month and wanted to fly everywhere Air Mike went with particular emphasis on the "Island Hopper". Rick did a great job of building me an ideal schedule and I even got to fly the second roundtrip to Seoul, Korea. It was on the way back to Guam on this trip we got to watch a volcano erupt near Fukuoka, Japan—a sight I will never forget.

I got to spend my birthday on a layover in Saipan and was assigned the "haunted room". None of the flight attendants would stay in it but told me stories of why they would not which ranged from the bed moving across the floor while they slept to glasses

falling off a flat table on the other side of the room from where they sitting. I am happy to report that I experienced none of this.

To cut this short, I was very happy for my chance to fly with the great people of Air Mike and will count it among my favorite flying memories.

As I said, many, many people contributed to this article and I do not have space to list them all so I will just say another thank you to all of you that took the time to send in your photos, stories and memorabilia. I hope that this issue gives the people who never got to experience Air Mike a sense of the closeness and professionalism of the people who helped start Air Mike and who continue to keep it running.

Shaun



From the President

Don Gentry

A special greeting to our Golden Eagle members. It has been a pretty busy spring for your board. The main project was the company travel benefit survey, which Bill Chambers did another outstanding job getting the word out and rallying our members to reply. As a result the outcome was NO Change to our travel benefits, which we feel are the best retiree benefits in the industry. So I want to thank all of you who took the time to respond to the survey. On another front Dave Newell and Charlie Starr put in many hours updating our single member additional contact system, which allows us to have contact for our single members in case of an emergency. Then there was Berdie Bertrand doing his usual good job modernizing and updating our web site, and you will soon enjoy the fruits of Shaun Ryans endless work to produce our Golden Eagles magazine. Now as you may know we are breaking tradition by moving our annual fall reunion from Las Vegas to Denver. All of the information is in the registration form in this issue. In the registration form you will notice that we are asking for your response to an interest in a tour of the UAL/CAL museum and training facility, which is across the street from the hotel and also a possible Central City/Blackhawk casino bus tour, on the afternoon of the 1 st. The hotel will shuttle you to the bus terminal and you would pay for it there. The cost was \$22.00 when I last called. The Golf tournament is set up at The Green River golf club, which is the annual site for the Colo. Open. On a final note I want to welcome our Denver Group headed by Rodger Hill to our Local Area Chapter Group. Rodger has been a big help getting the **word out to our Denver**

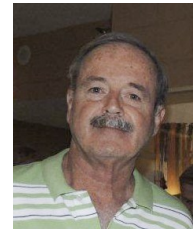


folks. I had the opportunity to have breakfast with the Denver chapter this spring. It was great to see all the old buds. Now all I can ask is to fill in your registration form and come to Denver, and let the fun begin!! Your President,

Don

Notes from your Treasurer

Tom Doherty



Greetings from sunny Naples, Florida. The winter has been very nice in Florida unlike back in my home in New Hampshire where they have had continuous snowstorms. I have been using the boat and it is nice to have year round access as opposed to the short New Hampshire boating season. We have played a little golf and I wish I could say my swing has improved, however it is a work in progress. I just returned from an air show in Punta Gorda, Florida where the Thunderbirds were the main attraction and put on a spectacular show. As you may recall, military air shows were not within the Federal government's budget last year and it was great to see them flying again.

Dues for 2014 have been coming in steadily and I have been crediting them to members' accounts as quickly as they come in. Thanks to all of you who have paid your dues on time. It would be greatly appreciated if any members who have still not submitted their dues would do so as soon as possible. As a reminder, dues are \$35.00 per year for full membership and \$20.00 a year for Associate membership. Also, I would like to thank members who have made generous contributions to the Postage Fund and to

members of the United Family.

Plans are underway for our 2014 convention in Denver on October 1-4. We will be gathering at the Denver Double Tree Hotel. This year will be very interesting in that we will be offering tours of the UAL/CAL museum and training facilities and a bus trip to Central City/Blackhawk. This, in addition to the golf tournament will round out a very fun convention. Our hope is to bring in as many people from the Denver area as possible as well as our members from across the country.

I hope you all have a great Spring and Summer and look forward to seeing you all in Denver at our convention. Just a reminder that all dues and convention registration payments should be mailed to:

GOLDEN EAGLES

C/O TOM DOHERTY, TREASURER

7 MCCORMICK WAY

SALEM, NH 03079-2816

Ladies' Auxiliary

Gail Grover

This is just a short message to let everyone know that even though we are still many months away from our gathering in Denver, behind the scenes there have been Thoughts A Poppin.....

Eagles President, Don Gentry has really been thinking outside the box to make this gathering another one for the books. He is making available several side trips to destinations that will be interesting, fun, and give us a chance to breathe in the fresh Colorado air and enjoy the Rocky Mountain beauty. So for

those who have not attended a Golden Eagles gathering EVER, or for a few years, get yourself to Denver for this one.....We can never know what tomorrow will bring.

The Ladies business meeting will be an important one this year as we will need to nominate and elect our new officers for 2015/2016. We will have a delightful luncheon and as always enjoy our time together.

I have received many offers of help with the "TO DO" list, so I will be "calling" and I am so very appreciative for your willingness to step up.

Everyone, enjoy your Spring and Summer outings and plan your outing in Denver in October. More details coming in our August issue and on the website as things firm up

Gail



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

Report Period 11/22/2013 – 3/28/2014

CHECKING ACCOUNT

| | |
|-----------------------------------|--------------------|
| Bal. (Checking) from 11/21/2013 | \$ 11,223.05 |
| Inflows (checking) | |
| Membership Dues | \$ 12,995.00 |
| Postage Contribution | 1,385.00 |
| Misdirected CARE donation | 200.00 |
| Total Inflows This Period | \$ 4,580.00 |
| Outflows (checking) | |
| Contrails Printing | \$ 2,389.56 |
| Contrails Postage | 432.16 |
| Convention residual payment | 622.77 |
| Printing | 43.73 |
| Postage | 201.75 |
| Transfer misdirected pmt. to CARE | 200.00 |
| Misc. Office Expenses | 73.17 |
| Web site expenses | 153.94 |
| Membership Brochures | 101.20 |
| Remembrance Donations | 300.00 |
| Total Outflows This Period | \$ 4,518.28 |
| Bal. (checking) 3/28/2014 | \$ 21,284.77 |

SAVINGS ACCOUNT

| | |
|-----------------------------------|-----------------|
| Bal. (Savings) from 11/21/2013 | \$ 18,107.85 |
| Inflows (Savings) | |
| Interest Earned | \$ 1.63 |
| Total Inflows This Period | \$ 1.63 |
| Outflows (Savings) | |
| None | \$ 00.00 |
| Total Outflows This Period | \$ 00.00 |
| Bal. (Savings) 3/28/2014 | \$ 18,109.48 |

A VERY SPECIAL THANKS TO ALL WHO CONTRIBUTED TO THE POSTAGE FUND!

| | | |
|-------------------------|-----------------------|--------------------|
| Sid Alexander | Dave Anderson | Bob Appleton |
| Bill Baddorf | Roger Bartel | Bill Basnight |
| Jerry Becker | Ronald Bennett | Bill Berkley |
| Dennis Bliss | Bill Broshears | Roland Brown |
| Pat Campbell | Andy Childers | James Jet Conger |
| Mike Conlin | H.A. Coop Cooper | Dewitt Davidson |
| Bud Dixon | Tom Doherty | Mike Doyle |
| Spike Duncan | Ray Durden | Mark Farrow |
| Gene Freeman | Don Gentry | Dick Hague |
| Larry Hartman | Roy Henderson | Art Henriksen |
| Dick Hillman | Tom Holder | Henry Nick Hooke |
| Tom Horne | Jerry Hunsinger | Mitch Inman |
| Karen Kahn | Don Keown | Arthur Kidder Jr. |
| Doug Kricken | Larry Kruchten | Don Leseberg |
| Robert Letson | Mike Lichtenfeld | Peter Linzmaier |
| Frank Longo | Eric Mahnerd | Leif Mauritzson |
| Jim McMekin | Hans Muller | Diane Myers |
| Wayne Nakagawa | Tom Neubert | Karl Newton |
| L.E. (Doc) O'Brien | Walter Olsen | Ann Park |
| Jim Patton | Richard Pekrul | Cliff Pleggenkuhle |
| Bob Poland | Jack Quaintance | Frank Rhodes |
| Lou Rich | Jack Roth | Leon Scarbrough |
| Jane Schuring | Bill Sellmeyer | Neil Smith |
| Kathleen Smagacz-Harvey | H.W. (Bill) Smith, Jr | |
| Charlie Starr | Jessica Stearns | Art Swanson |
| Bob Sykes | La Verne Thornberry | |
| Charlie Walker | Ed Wallace | Robert Warner |
| Dennis Welckle | R.B. (Bob) Wilson Jr. | |

CARE ACCOUNT

| | |
|-----------------------------------|------------------|
| Bal. (CARE) from 11/21/2013 | \$ 432.25 |
| Inflows (CARE) | |
| Contributions | \$ 270.00 |
| Interest Earned | 00.04 |
| Total Inflows This Period | \$ 270.04 |
| Outflows (CARE) | |
| None | \$ 00.00 |
| Total Outflows This Period | \$ 00.00 |
| Bal. CARE 3/28/2014 | \$ 702.29 |

A Special welcome to our NEW MEMBERS

| | | |
|-----------------------|---------------------|----------------|
| Steve Allen | Robert Bauer | Donald Coleman |
| Henno (Kiv) Kiviranna | Roland (Phil) Leach | |
| Wayne McKendry | Toby Pechanec | John Philpott |
| Lynn Rippelmeyer | Robert Rombach | Robert Sedey |
| Jack Somerville | Robert Stetser | Gregory Swierz |

NEW PASSWORD FOR ACCESSING CONTRAILS &
ROSTER ON WEB: **speedbrake**

From the President-elect

Captain Bill Chambers, Retired

The good news for this issue is the result of our efforts to prevent changes to the retiree pass travel programs and policies after completion of the recent pass travel survey. We had a bit less than one month to complete the online survey, which was conducted for the purpose of sampling opinions among coworkers and retirees after a few years. This was promised as a follow up after the company announced the (then) new pass travel program.

The original survey was extremely important since it was cited as the basis for our current pass travel program. We asked all retirees and coworkers to participate in the survey. We also suggested what we felt were appropriate responses to many of the survey questions if you liked our current program. Our current program, including vacation passes and boarding priority, enrolled friends, 20% full fare discounts and other great elements. You agreed and responded with a clear message among the 52,000 folks who took the time to complete the survey.

Both surveys included a few troubling questions that were not possible to answer without appearing to support unfavorable changes. It should be noted that in both cases, the company did not use these questions to justify what would be very unpopular changes. We will continue to lobby for improvements to our pass travel program.

However, it is gratifying to see that United Airlines staff involved with this excellent pass travel program are reasonable people who once again have chosen to do the right thing..

Thanks to everyone who responded to the call for a unified message defending our current program. The outcome is very favorable for coworkers and

retirees alike. We will continue to be vigilant, understanding that what we now enjoy can be changed in a moment. Not all change should be expected to be positive.

Company news release follows:

Survey says: NO CHANGES

Quoted from: FlyingTogether>News>United
Daily March 14th

“Nearly 52,000 employees and retirees participated in our pass travel survey earlier this year, and the majority are satisfied with their travel privileges under the current pass travel program. There will be no changes to our current travel program.

The survey results, tabulated by independent survey company Hay Group, showed that many of our employees and retirees use their travel privileges. Among the respondents, 96 percent use personal pass travel privileges at least once a year; 95 percent of respondents use vacation passes and two-thirds use buddy passes at least once a year.

Most respondents positively rated the ease of creating and changing bookings for leisure space travel as well as for creating buddy and vacation ePass bookings, while we need to work on ease of pass travel on other airlines.

This survey was the result of our commitment in 2011 to host a pass travel survey within a few years of harmonizing the pass travel programs of United and Continental. We know how important pass travel privileges are and appreciate your participation.”

Carry-on bag sizes now being enforced on United

Quoted from: FlyingTogether>News>United
Daily Feb 28th

“For several months, we've provided the tools, training and technology necessary to raise customers' awareness of our carry-on baggage requirements. We've also educated customers on our policy.

Along with updates to united.com, MileagePlus members have received emails detailing our policy. We recently launched an email called "Over, Under, Checked," to reinforce our baggage policy before customers arrive at the gate.

The message has been simple:

- Over: One carry-on item that fits in the overhead bin (no larger than 9 x 14 x 22 inches including handles and wheels)
- Under: One personal item that fits under the seat in front of you, such as a laptop case or other small item (no larger than 9 x 10 x 17 inches)
- Checked: Any oversized or extra items that do not comply with the over/under guidelines

We can ensure smoother boarding and fairness to those in later boarding groups by assisting customers with non-compliant bags before they reach the gate, which will ease the strain on customers and employees.

You can find more information on our carry-on policy at united.com/carryon.”

All customers, including non-revs, must comply with the carry-on sizes. RAFA has heard from some travelers that their trusty old rollaboards measuring 9x14x22 have been refused as carry-on if overpacked/bulging. The good news is all employees, retirees and eligible pass riders are exempt from

1st and 2nd checked bag fees when flying on passes, including myUADiscount tickets. Note; the max weight per checked bag is 70 lbs. See the Baggage Policy on Flying Together for more information.

Bill Chambers



Ed. Note: We wish to extend our thanks to Bill for his good work in ensuring we all got the word about the pass survey and for providing help in understanding some of the more complicated issues. We also thank the employees of the United Pass and Travel department for their work in our behalf as well as the for the active employees The following is an excerpt from Bill's letter to these great people:

Dear Donna, Mary, Laura and Michelle,

I thought that you might be interested in my report to be included in the spring 2014 Golden Contrails newsletter, to be published during April. I don't think any of you have the time to read retiree newsletters, so this single article is attached for your review. I will tell anyone who will listen that UAL coworkers and retirees enjoy the very best pass travel benefits among all airlines worldwide due to the terrific people who twice now chose to do the right thing when our very fair pass travel programs and policies were crafted.

I am well aware of the competing ideas that you must have faced when corporate deliberations were argued after the survey results were in. God bless you all for holding fast on this.

Some Comments from your "SCRIBE" – a.k.a. your Secretary – *Charlie Starr*

As I write this, some parts of the country are still having effects from one of the coldest, snowiest winters in recent history. Others of us have already had to break-out the old lawn mowers and weed spraying equipment. Let's just all hope that our summer is more reasonable in temperatures and moisture.

The master database of Golden Eagles now contains almost 1,000 names, with over 800 active members. These next paragraphs can be ignored by about 78% of you. You have remitted your dues at renewal time in January of each year; when you have moved, you have advised of a change of address, and if you changed e-mail providers, you advised of that change as well. Rather, this message is for the remaining 22% (that's 176 people) who either failed to renew their memberships, moved without providing a forwarding address or changed e-mail addresses without notifying. Any of these instances necessitates that a special mailing, a phone call be made or a search be initiated to find you and notify you. Not only are such efforts expensive, but very labor intensive and time consuming. And most frustrating of all – sometimes they produce no results and a member is simply lost into that great void of this world. My message to all: please remember that dues are renewable each January; please let us know if you move, change phone numbers or change e-mail addresses. Each member is important to us; you are part of a family – and no one wants to lose a family member!

Your Golden Eagle Board and Committees have been quite busy over the past months. With a great amount of organization and cooperation with other

groups, I believe we were able to get our point across in the recent pass travel survey that avoided any negative changes to the pass travel program. Our e-mail liaison program has been refined and has been most effective in keeping us informed of items of interest to the membership. Numerous improvements have been made to our web-site. The membership group and Local Area Chapters continues to expand.

Your Board (especially President Don Gentry and Ladies Auxiliary, Gail Grover) have put together what promises to be an even bigger and better Convention/Reunion than we enjoyed last year. The 2014 event will be held in Denver, Oct. 1 – 4, at the Double Tree on Quebec. Ben McKenzie has put together a great one day golf event for those inclined to chase a little white ball through sand and grass. The ever enjoyable hospitality room will be open throughout the event to mix and mingle with your friends over your favorite beverage or snack; tours will be offered to the UAL/CAL museum and training facilities, as well as a tour to Blackhawk/Central City. Both a business meeting and Ladies Auxiliary luncheon will take place on Fri. morning and the ultimate event will be our reunion banquet on Friday, the 3rd with a delicious choice of dinner entries and entertainment by "Sunday Drive" from Knoxville TN. Mark your calendars for Oct. 1 – 4 and make plans to enjoy a great couple of days with many old (and new) friends. Reservation forms for the banquet and the golf event are included in this Golden Contrails, and are on our website www.thegoldeneagles.org

The password for accessing the Golden Contrails and Roster on the website www.thegoldeneagles.org will be:

Speedbrake (all in lower case)



Against the Odds—Air Micronesia 1968

Captain Gary Wilsey

Micronesia since the fifteenth century has been under the control of Spain who then sold them to Germany in 1899, who then lost them to Japan during WW I. Guam, in the Marianas was annexed by the United States at the end of WW I. At the end of WW II, the islands passed to the United States under a mandate of the United Nations.

The U.S. Department of the Interior took over the administration of the islands in 1949 and set about providing a transportation system between the most important of inhabited islands over a distance of almost 3000 miles from east to west.

In 1950 several air carriers were invited to participate and submit bids for air service in the Trust Territory of the Pacific as the islands had become known. Transocean Airlines won the contract and set up headquarters in Guam.

In July of 1951 Transocean began inter-island with four Consolidated PB5Y-5-A amphibians modified to carry ten passengers plus cargo. This service was for the islanders and administrators as the Trust Territory was not yet open to tourists. Transocean operated for nine years until they went into bankruptcy in July of 1960.

Pan American Airways was asked to take over the air service and they allocated one very tired DC-4 and two Grumman SA-16 Albatross amphibians to serve Ponape from Truk. During the seven years under the Pan Am contract, the inter-island service suffered tremendously. Maintenance breakdowns were commonplace and Pan Am considered they were on time if they operated the same day as scheduled.

In the late 1960's, the Department of the Interior in-

vited proposals for improved service and received bids from Pan American, Northwest Orient, Hawaiian and Continental's newly formed airline, Air Micronesia. Pan Am offered no upgrade in service from the DC-4. Northwest's proposal was with the turboprop Lockheed Electra. Hawaiian's aircraft did not have sufficient range.

In its petition for permanent certification, Continental made three pledges: First it would fly jet aircraft-Boeing 727-100s as soon as airfields could be prepared to accept them. Second, to employ native Micronesians as an integral part of the work force and Third, to stimulate the islands' economies by promoting tourism. This was to be accomplished by building six resort hotels in the Trust Territories six political divisions known collectively as Micronesia.

Air Micronesia would provide jet service making it possible to travel from Honolulu to Saipan in one day. This improvement was unheard of at the time and was nearly unbelievable. In November of 1967, the CAB awarded Continental a five year contract to provide air service to the area.

On December 1, 1967 the Air Micronesia survey team left for Micronesia. The team consisted of the following personnel: John Bender, Barney Barnwell, and Bill Robinson from Continental; Erik Lund from Boeing; Frank Der Yuen from Aloha Airlines and a representative from Mobil Oil. They leased a

SA-16 from Pan Am and landed at all the short, unimproved runways to determine if it would be possible for Air Micronesia to start service. This resulted in the B727 being tasked to serve Honolulu, Majuro, Kwajalein, Truk, Guam, Saipan, Yap and Koror. Johnston Island would be an operational stop if required. The DC-6B would serve Guam, Rota, Saipan, Yap and Koror. The two leased SA-16s would continue to serve Ponape from Truk. The survey team returned to Los Angeles on December 24th, 1967.

On January 17, 1968, Air Micronesia signed a five year contract with government of the Trust

Territory. Dominic P. Renda, senior vice president of Western Airlines was hired as Air Micronesia's first president and was based in Saipan. Carlton Skinner, former governor of Guam, also played a big part in getting the airline started and is regarded as "one of the founding fathers".

In February of 1968, Don Leseberg and I arrived in Guam to spend some time with Pan Am crews. We would ride the DC-4 and SA-16 to find out what these island runways were really like.

The problem runways would be Truk, Majuro, Yap, Koror and Rota. They were mostly carved out of coral by the Japanese before or early in World War II. One of the biggest problems was the growth of algae in the coral surface which when wet made the surface very slick. Also, the maximum length of any of these runways was 5000 feet. Our 727-100 was the perfect airplane for this type of operation. We had installed -200 wheels, tires and brakes (including nose wheel brakes). We also had chine tires on the nosewheel to deflect runway standing water away from the engine intakes. A Teflon coating was put on the underside of the airplane wing and flap area and a retractable lower rotating beacon completed the modifications. (*ed note—these mods were apparently courtesy of Alaska Airline that was using 727-100s on gravel runways*) We would also be using approach and landing procedures that would ensure minimum airspeed touchdowns. All the island runways were coral except Yap which was red clay with crushed coral on top. None of the runways had lighting so we were restricted to a day-light operation.

Bids were posted in January, 1968 with a two year freeze. The 727 crews would be based in Honolulu and the DC-6B and SA-16 crews in Guam.

Flight training was conducted in the Los Angeles area at airports with shorter runways (ONT, SBA) so the 727 crews could work on their short field technique. We wanted touchdowns as near to 1000 feet from the end of the runway as possible.

The original Air Micronesia flight attendants came from the Continental seniority list. They were: Tiger Matthews, Pearl Kelly, Karen Berg and Elaine Williams. The six Micronesian flight attendants came from the six districts of Micronesia.

Air Micronesia aircraft maintenance was based in Guam but in reality might be performed anywhere. All airplanes had their own mechanic on board plus a flyaway kit of spare parts for that individual airplane.

Our DC-6B, aircraft 961, had been in service on the United Interchange between Seattle and Tulsa. Continental flew the portion from Denver through Wichita to Tulsa. Upon termination of the Interchange Agreement, the airplane was placed in flyable storage. When the Air Mike contract was signed, the aircraft was flown to Santa Monica for installation of the upper cargo door, dual HF radios and an APN9 Loran. After completion the airplane was ferried to the Continental hangar in Los Angeles by Don Leseberg, George Childress and De Blum for final loading and fueling. On arrival at the hangar, incorrect ground power was plugged into the airplane which caused the instrument transformers to fail. This caused an indefinite delay while trying to locate replacement parts. Continental maintenance was no longer familiar with the airplane which necessitated a call to Western Airlines maintenance to trouble shoot the problem. This caused a further delay and some labor problems with Western mechanics at the Continental hangar. After two days, the repairs had been completed and Don Leseberg and crew left flying straight through to Guam with fuel stops at Honolulu and Wake Island—total time 14 hours.

Later, Captain George Childers, F/O Jim Rickner and S/O De Blum flew the Guam—Yap—Koror proving run.

The 727 proving run left Honolulu on May 11, 1968. On board were two flight crews: Captain Joe Henry, F/O Paul Eckel, S/O Jim Conger;

Captain Dave Streit, F/O Mil Harr, and S/O Frank Hall. The flight attendants were Tiger Mathews and Karen Berg. The AMCS was Ray Brown and passengers Red Stubben, Ted Haueter, John Bender, Barney Barnwell, Bill Knowles and Bill Roberson. A representative from each department of the airline were also on board. Other passengers included Tom Fydell and Frank Chenoweth from the FAA, Frank Der Yuen from Aloha Airlines, Erik Lund from Boeing and Wayne Parrish, Publisher of *American Aviation Magazine*.

The proving run would operate exactly the same as the regularly scheduled flights through all the islands. We did not show a block time from Honolulu to Johnston Island because it was an operational stop only. The Honolulu-Majuro block time was 5:05, Majuro-Kwajalein was :45, Kwajalein-Truk 2:30, Truk-Guam 1:35, Guam-Saipan :30. Total distance 4300 NM. Saipan to Okinawa was roundtrip once a week with a block time of 3:00.

On May 16, 1968 the 727 aircraft (475—Ju-Ju) under the command of Captain Dave Streit, left Saipan's Kobler field enroute to Honolulu with a total of seven stops along the way. At all the uncontrolled fields, after radio contact, a flyby at 500 feet was required to check the runway for vehicles and people (*ed. Note—and Livestock!*) since some of the runways were active roads. First at Truk and then each of the other island airports nearly everyone was out to greet the airplane. The inaugural flight was completed smoothly and flawlessly.

At the end of 1968, after 230 days of flying, Air Micronesia had carried 45,772 revenue passengers and flown 3,000,000 revenue ton cargo miles with a schedule completion of 96.7 percent. Over 83 percent of passengers had been delivered within 15 minutes of their scheduled arrival time.

During this first year of operation, we even had time for a special new employee to make his presence known—the “mail dog” at Truk.

He would meet the airplane and carry the mail bag to Ops providing ample opportunity for photographs by the tourists.



The Boeing 727-100QC was a workhorse. It served all the islands mentioned earlier month after month until aircraft 476 arrived in Guam on November 30, 1972. Pohnpei's new 6000 foot runway opened in 1970. The runways at Yap, Koror and Rota were upgraded and the 727 proving run was flown on December 2, 1972

The start of Air Mike is truly remarkable in that in a span of six months it was up and running. This was only possible because of a dedicated, highly skilled workforce of Continental Airline employees. Everyone just made it happen, no matter what the obstacles might be. Truly amazing.

Gary Wilsey

Special thanks to all provided me with research information: Flight Ops —Barney Barnwell, Don Straight, Bud Battley, Don Leseberg. Maintenance: Chuck Celeski, Don Leseberg. Station Personnel: Ray Brown, Bob Grimes, Gene Hassing.



Photographic Memories



SA-16 Landing in Truk Lagoon



Johnston Island



Landing in Majuro

Photo courtesy of Steve Grimes



First jet to land on Truk 1968.
Biggest event since WW2



Pohnpei



Hermina, Linda Smith & Candy



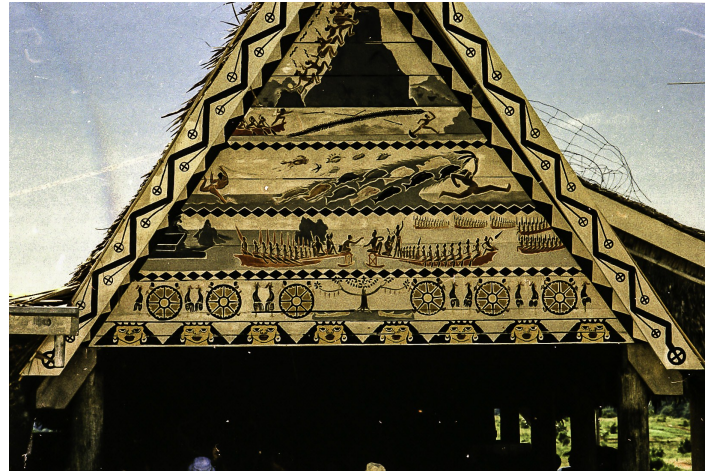
Air Mike DC-6



Yap Terminal



JuJu takeoff Majuro



Koror Terminal



Maria Kahele



Saipan Airport Dog



Joe Ramsdale



Two Fork Lifts and a Pickup Truck



First All-Female Crew on Air Mike



*Jack Grady with remains of 727 that
Landed short at Yap*



On final at Truk



Keith Jaeger



Rock Islands of Belau



Dave Streit



JuJu - Guam ramp sunrise



Pohnpei



Ted Herbert and son Jim



Ready for takeoff—Truk



Jerry Hunsinger in Japanese Zero—Yap

Only on Air Mike

By Dick Floreani

Former Chief Pilot at Guam

Being a fight crew member on Air Mike often presented challenges, opportunities, and adventure that were unique, especially in the early days of the 1970's and especially on the island hopper. One of these "opportunities" was searching for missing fishing boats. These most often were small, open hulled fishing boats that would venture outside of the reef, suffer a malfunction and go adrift. Often these boats would never be heard from again.

It was not uncommon when, after landing on one of the Marshal or Caroline Islands, for the Captain to be approached by the island's Chief of Police and be told of a missing boat. He would be given its description and where it most likely would be. In typical island passivity it went unsaid what was expected of the Captain. Most of us took advantage of the situation as a means of providing justification for staying low after takeoff and explore reefs, atolls and villages we had only been able to look down upon from altitude. In this manner during my 25 years of flying island hoppers, I got to see at close hand almost all of the outlying islands. I loved it. And every once in a great while a boat would be discovered and the crew rescued.

Again I had an opportunity for a boat search mission when I was the Air Mike Chief Pilot in the late 1980's. One day I received a phone call from Ed Bernau in Corporate Planning informing me that a Japanese man wanted to charter one of our 727's to search for his company's missing fishing vessel. It was a new state of the art Tuna fishing boat with an eight man crew. It was on its maiden voyage from Japan to fish in the waters northwest of Yap. The ship had stopped sending position reports 36 hours ago. He was convinced that something unfortunate

had happened and was flying to Guam to arrange a search. Could we be charted to perform a sea search? I did not know. I had never heard of us doing it before but I told him I would find out and get back to him.

My first thought was that the Coast Guard should be handling this. However Coast Guard rules would not allow them to participate in a search unless the vessel was overdue by at least 72 hrs. Ed said the owner did not want to wait that long. Money did not appear to be a problem.

I discussed this with the legal department in headquarters in Houston and they said as long as we conducted it under FAR part 121 rules our insurance would cover us. So I told Ed it was a go and a take-off was set for the next morning.

Meanwhile the Coast Guard was told Air Mike was going to do a search and would appreciate any help in planning a search area. When they learned that the boat owner was paying for an airline charter they waived their 72 hr. rule and got fully involved. They also got the Navy to participate with a P3V Orion patrol plan. The Coast Guard used a C-130.

The Coast Guard had an extremely helpful computer program that predicted the most likely spot to find the target. You told it the last known location of the vessel and the location of the first missed position report. You next told it what it was looking for; a floating vessel, a life raft, or people in life vests. The computer would analyze the currents, the surface winds and the elapsed time and come up with a predicted location point, PLP. We decided that we were most likely looking for a life raft. The Coast Guard worked on this throughout the night and by launch time a plan was developed for a three airplane

search. The three planes were each given a rectangle of about 20 x 30 miles. The rectangles were arranged so that all three slightly overlapped at the PLP. We were also assigned a common frequency and proceeded to the search area about 45 minutes W of Guam.

Aboard our aircraft we had a full crew of flight attendants and eight members of the missing crew's family. Our scheduler Rich Galloway was in charge of cabin to cockpit communications. He instructed each person to look for a yellow raft and if they saw it to push the FA call button. The cockpit would immediately be rung and we could mark the Lat and Long. Everyone was hopeful and became extremely vigilant once we reached the search area. I found that the Omega system in coordination with the auto pilot made it easy and accurate to fly parallel line searches. We did this at minimum clean maneuvering speed and at an altitude just below the cloud bases, about 1200 ft. We quickly discovered how fatiguing it soon becomes when there is nothing to focus on but water, water, and more water. After well over an hour, that is how we were beginning to feel when suddenly we heard, "Tally Ho." The Navy aircraft had spotted a raft.

The word was passed back to the cabin and they erupted in joyful exuberance. While we proceeded to the location the Navy Orion was making several passes. They reported that they could only see two persons in the raft. But the ship had a crew of 8. That was not good news. We then got to the location it was hard to miss. The yellow raft was floating within the confines of a brilliant lime green circle. I made 3 or 4 low passes with 15 degree flaps and we all got a good view of the raft and the survivors who waved on each pass. It was apparent to all that here were indeed only 2. The joy and merriment that had filled the cabin was now replaced with wailing and sobs. The family members were distraught. It was with mixed emotions that we preceded back to Guam. The results of the search were not what had been de-

sired but the search was indeed successful. Furthermore, the accuracy of the PLP was amazing.

The surviving crew members were picked up by a Japanese marine safety patrol vessel about 24 hours later. From them we learned what happened. In the dark of the night, their fishing vessel had been hit by a large ship. Their craft split and rapidly sunk. The two survivors had been sleeping on deck. That ship owner was correct - something unfortunate did indeed happen to his new vessel.

While this search did not provide me with an opportunity to investigate any new islands it did provide me with one more unforgettable Air Mike memory.

Dick Flareani

Air Mike 1972 –1995

Pohnpei Pig Tales

Air Micronesia was a valuable link to the islands for both people & cargo. In order to accommodate the increased freight loads, the Boeing 727-100 airplanes were configured with a sizeable storage compartment aft of the cockpit in addition to the lower holds below deck. On one flight our load included three live pigs in a crate bound for Pohnpei.

Shortly after takeoff, the head flight attendant made her way from the rear of the plane through the cargo area to the flight deck. She greeted us with, "I see you boys brought your dates for tonight!" The Captain slowly turned around, smiled and replied, "no – those are your replacements!" Needless to say for the rest of that trip, we did not get the amount of service we would usually receive.

Scott Tomlinson

Memories of Air Mike

I had the great privilege of flying Air Mike twice – first as one of the original First Officers out of HNL in 1968 and again flying the first trip out of the GUM jet base in 1982 as Captain.

The four original crews were Captains Gordy Nygren, Joe Henry, Dick Hughes and Dave Streit. First Officers John Jensen, Mil Harr, Paul Eckel and myself. Second Officers Jimmy (Jet) Conger, Carl Armani, Armand Eknayan and Frank Hall.

Quite a diverse group! But, we, along with our compatriots flying the DC-6 and SA-16 out of Guam, became one of the most cohesive flying squadrons in the Airline business.

The pilots, hostesses (that was their title!), mechanics, agents and everyone else in Air Mike made the operation work with very little help from the outside.

Imagine, taking off for a one runway destination several hours away and knowing you were either going to land on that runway or in the ocean – no alternate choices, just Jet A.

It was some what of a challenge, but Continental pilots proved the better of it – the former PanAm guys predicted we would end up in the ocean if we tried to land a jet airplane at Truk!.

We navigated with dual mechanical dopplers and Loran A (good for a course line or a speed line, but never both!) Also, weather radar was a primary nav aid.

Charley Teague and his mechanics (both flight and ground) did an outstanding job of keeping JuJu in the air. JuJu (N475) was pressure washed every night in Guam to reduce corrosion from the coral and salt spray.

Some examples of our flight mechanics work:

Changing a tire & brake assembly in a thunderstorm at KWA.

Securing a fractured thrust reverser at TKK so the flight could continue.

I lost A hydraulics on initial flap retraction taking off from Palau due to a cracked flap drive motor case. The flight mechanic worked most of the day and evening to plumb around the failure so we could get the airplane off to the side of the runway so the parts could be flown in from Guam.

Hostesses, the likes of Tina (Tiger) Mathews and Pearl Kelly gave us outstanding cabin service and cabin security. (Not withstanding the hundreds of chicken & rice frozen meals we had to consume.)

Memories:

Flying a charter in the middle of the night to Manila for Black Construction and not having any Company personnel at Manila!

Flying athletes to Port Moresby in the middle of the night for the South Pacific games and having Guam Radio saying “Good night and good luck – call if you get back” when we reported 0 degrees south. We eventually raised Moresby Radio on VHF a couple of hours later. Additionally, our area charts (from WWII) had the notation “Mountains in excess of 8000 feet reported within 20 miles of the airport.”

Early morning departure from Guam and getting a Fire Warning on number 3 at gear retraction followed almost immediately with a Fire Warning on number 1. Captain Joe saying “Shut off the bells, let ‘em burn- we are going to land.” Seems there was an EO to change the fire loops accomplished

night before. Needless to say, the old loops were quickly reinstalled.

Layovers at the Fujita Guam Tumon Bay Beach Hotel. Guam ground transportation was via the pilot owned Holden (Australian Chevrolet). (*Guam Bomb, Ed.*)



The inaugural flight to Narau was an experience. The Company had requested that the airport have orange markers 1000' from each end of the runway and a center line for the grass and coral runway. When we made our low pass over the runway, the orange markers were visible and there was a very distinctive center line. By the way, it was procedure to make a low pass over the uncontrolled airports to check for the wind sock, fire truck and that the runway was clear. The Company suggested this pass to be a 500' and 200 KIAS. Seemed to work out a lot better at 200' and a little faster! We had a procedure where the First Officer stayed in his seat until the Flight Mechanic could inspect the flap tracks for debris before flap retraction. When the mechanic gave me the flaps up signal he also was shaking his fist at me. When I deplaned, I understood. The whole bottom of the aircraft was dripping black oil. The airport had gone down to the port and used bunker oil to make the centerline and I had lowered the nose gear on landing into this mess.

Once, arriving at Truk in light rain, we made our low pass and had come around for landing. The runway was obviously very wet (and very slick). Just at touchdown, all four of us yelled "pigs." There was a mama sow and two piglets on the centerline about 1500' from the threshold (500' ahead of us). I held the nose up and we thought we had missed them. Unfortunately, the sow ran and the left main got her. The piglets were not harmed.

On my Captain's IOE out of HNL in December

1981, we did not get any unusual NOTAMs for Johnston Island. When we were on downwind to land to the east, the tower casually mentioned that "half of the runway is closed." We asked which half and he responded "looks like the right half." As we turned final, we could see some type of barrier down the center of the 150' wide runway and I said we will use 30 flaps. Normally, all landings were ref +5 at 40 flaps. As we got closer, I decided that we may



On Final-Johnston Island

better stay at 25 flaps. On short final, it became evident that the barrier was in fact 4' tall saw horses. We landed with 15 flaps that barely cleared the saw horses.

Our Second Officers did our weight and balance and many times, it was necessary for the Station Agents to weigh all the individual passengers to maximize payload.

Empanadas at Saipan. 7-11 at Narita. Bonzai cliffs at Saipan. Talafofo Falls and Caves at Guam. Tank farm (WWII) at Guam. Stone money at Yap. The lagoon at MAJ. Rocket launches at Johnston and KWA. Macy's at KWA. Dried mangos at Manila. Giant clam shells at Palau. Lagoon of Lost Ships at Truk. Ponape pepper. Typhoons! Been there, done that! I GOT THE T SHIRT.!

Harold Simpson

Notes on the startup of Air Micronesia....Bill Knowles, Flight Manager International

In 1968 Continental Airlines was awarded routes throughout the Pacific Islands commonly known as Micronesia which also included operations through Honolulu, Guam and Tokyo; the routes had previously been operated By Pan American Airways which operated a DC 4 over the main routes. Prior to the award it appeared that Northwest Airlines was our greatest competitor....Northwest planned to operate Lockheed Electra's [turbo prop aircraft] while Continental proposed using Boeing 727 jet aircraft on the long segments.

Landing strips throughout the Micronesia were mainly coral topped runways; strips unable to sustain B727 operations would be served by a Douglas DC 6 aircraft; a SA 16 Amphibious aircraft would provide medical support .All aircraft would be crewed by the crews of the successful bidder.

The routes were awarded to Continental Airlines in 1968. The management of the jet crews fell under the management of the Flight Manager-International [Bill Knowles] and the DC-6 and SA-16 crew base would be managed by Captain Don Leseberg.

The airline would be named Air Micronesia; Domenic Renda became President of this subsidiary airline. A proving run of all segments was planned 90 days after the award date. Could this be accomplished? Let us examine, briefly, the chores necessary to make this possible.

1.Crew bids for all 3 aircraft posted and pilot training scheduled for those pilots who needed same.

2. The aircraft[B727] required a "Gravel Kit" installed account the operation on coral [gravel] runways. Alaska Airlines utilized a similar mod account their operation on gravel runways.

3. Permission to land at Johnson Island and Kwajalein Atoll and the right to purchase fuel had to be negotiated with the Federal Government.

4.New landing techniques to be formulated for the

B727 account the engines ingestion of the coral if normal engine reversal [after touchdown] was utilized. Frangible wood markers were installed, on the coral runways, 1000 feet from the approach end of each runway to designate the touchdown point on these short runways.

5.Land based navigation aids could not provide necessary crew aids hence it was determined that we would install a self contained navigation system as presently equipped in our Boeing Intercontinental 320c fleet. The B320C aircraft were presently used on our long overwater flights from mainland USA to Vietnam, Thailand etc. This installation was completed and while the same installation on the B320C aircraft had been approved by the FAA it was necessary to conduct overwater flights with the FAA for approval. Another delay. We assembled the necessary personal and spent the better part of a day flying offshore between San Diego and San Francisco to prove the validity of the newly installed system. It was approved.

The list went on and on!

The day finally arrived when we had to move the B 727 to Honolulu [one day only was allotted for the move]....the proving run was scheduled to leave Honolulu the following day for Micronesia I planned the flight to be from Oakland to Hilo as this was the shortest distance on paper, for the crossing. Oakland to Honolulu was not legally possible. We topped the tanks off at Oakland but the forecast winds made the planned crossing an impossibility. We looked at Oakland to Cold Bay Alaska and thence to Honolulu....no joy there as well. We made the decision to execute the original plan [Oakland to Hilo] and, at the ETP if we did not have sufficient fuel for the completion we would return to Oakland and try again later.

We departed Oakland with numerous Continental staff members aboard and several FAA officials involved in the approval of the operation. Approaching the ETP the picture became a little rosier and we not only were able to continue our south- westerly flight we were able to proceed to Honolulu as a destination.

. It had been a long day and the start of the proving run was the next morning. On arrival in Honolulu we were advised that an approval for an enroute fuel stop at Johnson Island had been received [fuel only, no passengers to be boarded.]

We departed Honolulu the next morning on the official proving flight, first stop Johnson Island where we received a welcome from the base commander, fueled the aircraft, and then on to Majuro, Marshall Islands and the first of the coral runways. The installed navigation equipment performed as planned, Majuro conditions were VFR and the landing was completed without incident...the terminal building consisted of a hastily built structure of bamboo and palm tree fronds..there were about 200 locals to meet us and we were welcomed by a boys marching band led by a Catholic priest in full church garb marching 3 times around the aircraft. Father Leonard Hacker and his school band. The good Father would become a personal friend as would Amata Kabua the chief of his tribe on Majuro and both would be ardent supporter of Air Micronesia in days to come.

The coral runway was inspected after landing with the FAA in attendance [no problems] however it was discovered, after the departure takeoff, that the exhaust from the rear mounted engines would dig a trench behind the aircraft on rotation necessitating a coral patch job before any aircraft could return for a landing. Coral was dug from under the water surface and spread, smoothed and packed while the coral was still wet...[being alive the coral would adhere and form a base]. Later I would spend numerous days at Majuro and Truk [another coral runway] with local District Administrators in discussion of this runway problem.

The next stop was Kwajalein Atoll which was the US military base for the atomic testing that had earlier taken place in the Marshall Islands [Eniwetok etc]after landing and parking in front of the base

headquarters, where we would refuel, I was informed by an Army captain that the base commander wished to see us ASAP. Captain Stubben, VP Flight Operations and I were escorted to the Colonels office where we cooled our heels for some time in front of the Colonels desk; finally he looked up and asked who was in charge of this flight. After introductions he informed us that "I do not care who you are or where you are from but get the fuel you need and get off my island and do not expect to ever return." Wow! Welcome to Kwajalein!

At arrival in Guam later Captain Stubben placed a call to our headquarters in Los Angeles, talked to Dick Adams Senior VP Operations and Maintenance about the conversation with the Base Commander at Kwajalein. This report was promptly given to Mr Six, President of Continental and then passed to our people in Washington DC within the hour. More on the results of this when I report on the inaugural flight from Saipan to Honolulu.

After Kwajalein came Truk Island...Truk, unlike the two previous Marshall Islands is an Island and not an Atoll.

Flying over Truk, on our arrival, I could not help but think of the remarks made at the CAB hearing by one of the Flight Operations team of the other main applicant for this new airline. That carrier had submitted their application based on using turboprop Lockheed Electra aircraft while we based our application on the use of Boeing 727 jet aircraft. He said "if Continental is awarded the certificate I will go to Truk to watch their Boeing Jet go off the end of the runway into the Pacific."

It was my first view of this "water to water 5100 foot coral runway" and from 10,000 feet it sure did look short. Wayne Parish, Publisher of American Aviation was seated just behind me in the cockpit jump seat, he asked "is that Truk? IS THAT THE RUNWAY? I do not think that Wayne was entirely at ease until the

landing was completed.

The landing was uneventful and hundreds of natives from surrounding islands had gathered to see a jet aircraft.....it was their first view of a jet and when they were allowed to approach the aircraft there was a low, rumbling “OH, OH” from the assembled group as they reached up and caressed the skin of the fuselage. We lowered the rear air stair door and opened the front passenger door and let them walk thru the aircraft....it was an exciting time seeing the reception of people ,who had arrived in outrigger canoes, to our shiny jet aircraft. One of the Catholic Fathers, in residence at Truk, told me that the Diocese had shown movies of jet aircraft for several weeks before our arrival because they feared the reception, from the local population, to our arrival. Later we would find that one of the island chiefs would not get on our aircraft because of the “fire in the tail.”

Truk had been, in World War 2, the communication headquarters of the Japanese Navy and their headquarters were constructed of 12 foot thick walls [it was in 1968 the headquarters of the West Pacific diocese of the Catholic Church]; on a later trip I would spend more time there as the guest of the Bishop and his Fathers.

The Truk Lagoon was littered with sunken Japanese ships as a result of many bombing visits there from our U.S Navy. It has since become one of most popular diving destinations in the world.

On to our final stop, of a most interesting day, the Island of Guam where we would headquarter for the next several days while completing the FAA approval flights.

We flew to Saipan, as a part of the proving flight, the runway was pockmarked with weeds and small scrub but otherwise usable. On to Tokyo would complete the proving run for the segments flown by the B727; we returned to Guam so that the FAA team could accomplish their inspection of the DC-6 and SA-16 op-

eration under the guidance of Captain Don Leseberg.

All operations were reported as “satisfactory” by the FAA...Air Micronesia was a go

A few days later we departed Saipan on the inaugural flight of “Air Micronesia” eastbound to Honolulu. Note: Guam, is not a part of the Micronesia Federation however it was a main stop on the overall route.

I mentioned the unfriendly Colonel at Kwajalein on our westbound flight; well when I landed at Kwajalein enroute eastbound to Honolulu [I had been told to ignore the Colonel’s closing remarks] I was informed that 3 days after the Colonel made his remarks to us he received orders to proceed to Vietnam ASAP. It seems that he was speaking for himself and not for the Department of Defense or the United States Government.

Flight crews were moved to their base in Honolulu [for the B 727], supervisory pilots checked out on the route and in turn checked out the line pilots. In typical Continental fashion everyone did his very best to insure the success of the operation.

And a success it was and a success it is [to this day] from that proving run some 45 years ago and while Majuro and Truk now have regular airport structures and hard surfaced runways the spirit of all those who proudly can say “I was part of the formation of Air Micronesia”, will endure forever.

Captain Bill Knowles (ret)

Flight manager, International



Boys' Marching Band -Majuro

THE GOLDEN EAGLES REUNION/CONVENTION OCT. 1 - 4, 2014

Denver Double Tree Inn – Corner of Quebec and 32nd Ave.

Reservations & Meal selection form for Oct. 3, 2014 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 Aux. Luncheon | \$26.00 each | x _____ | = \$ _____ .00 |
| Banquet Dinner (Grilled Chicken) | \$46.00 each | x _____ | = \$ _____ .00 |
| Banquet Dinner (Seared Trout) | \$49.00 each | x _____ | = \$ _____ .00 |
| Banquet Dinner (Grilled Fillet of Beef) | \$54.00 each | x _____ | = \$ _____ .00 |
| Banquet Dinner (Bone-in Pork Chop) | \$48.00 each | x _____ | = \$ _____ .00 |

No. in party _____ Meal Total: \$ _____ .00

Prices include tax and gratuity plus banquet entertainment

Please remit this amount

Special dietary requests or needs can be accommodated with advance notice

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 Sep. 26th**. Banquet or luncheon reservations after this date subject to availability. Refunds for cancellations after Sept. 26th subject to refunds from hotel

☐ If you are interested in a tour of the UAL/CAL museum and training facilities, check here

☐ If you are interested in a bus trip to Central City/Blackhawk on the afternoon of the 1st, check here

IMPORTANT – MAKE HOTEL RESERVATIONS DIRECT WITH HOTEL (Deadline Sep. 20th)

Hotel room reservations and payments must be made directly with the Denver Double Tree. Be sure to ask for Golden Eagles group rate of \$92 per night (plus taxes). For our golfers - rate is good for the nights of Oct. 1 - 3. **The Double Tree's number is: 1-303-321-3333.** The Double Tree's address is 3203 Quebec St., Denver CO 80207 Complementary limo service to and from DEN airport

Golden Eagles Golf 2014



WHERE: GREEN VALLEY RANCH GOLF CLUB
(Home of the Colorado Open Championships)
4900 Himalaya Road, Denver CO
(303) 371-3131

WHEN: Thursday, October 2, 2014; Start time 9:00 a.m.

COST: \$55/Player - includes Green fees, Cart, Practice Balls and Prizes

RSVP: September 18, 2014

Make check payable to: Benny McKenzie
103 Branding Iron Cove
Georgetown TX 78633-4885
(512) 869-8203; (936) 203-3104 (c)
email: bmmcgolf@aol.com

Directions: From Double Tree Hotel (15 minutes)
North on Quebec to I-70, 0.6 mi.
East/North on I-70/Pena Blvd to Green Valley Ranch Blvd 6.9 mi
East on Green Valley Ranch Blvd to Himalaya Road 1.9 mi
North on Himalaya Road 0.2 mi

MAIL FORM WITH YOUR CHECK (Please print)

NAME: _____

ADDRESS _____

EMAIL _____ **PHONE** _____

HANDICAP (IF APPLICABLE): _____

ANYONE CAN PLAY (LADIES WELCOME) * HANDICAP OR NO HANDICAP * NEVER PLAYED? It's OK.

WE JUST HAVE FUN!!!

Email Notification Program Spring Update

Dave Newell - Email Liaison



The email notification policy is being reviewed in this report since it is not published in an easily accessible form as a reference for members and since we have recently added many new members who may not be familiar with the policy.

The email notifications are intended to advise our members of the death, serious illness or injury of Golden Eagles members or their immediate family. This information is also provided for non-member former Continental pilots if the information is received from a Golden Eagles member, but information regarding their family members is not provided. Email tributes to a deceased Golden Eagles member are shared with our members when submitted by a Golden Eagles member. Obviously good taste and wording that is respectful of the surviving family members is appreciated when submitting these tributes.

Notices are also sent to our members via email regarding important issues such as pass travel information, insurance matters, notice of the publication of the Golden Contrails magazine and membership roster with the current password, details of the annual convention and other communication regarding administrative and other issues within the Golden Eagles.

Apparently many members are unaware of the membership roster which is updated quarterly and published along with the Golden Contrails magazine. Many email requests for contact information for Golden Eagles members are sent to the Golden Eagles via email when that information is available to the member on the web site at www.thegoldeneagles.org under the Contrails and

the Password headings; accessing either of these headings will provide further access to the member roster. The current password is required to access both the Contrails and the member roster.

The Golden Eagles bylaws do not permit the organization to support any commercial enterprise, therefore requests to notify our members of any commercial offerings must be declined.

If a member wishes to temporarily discontinue receipt of email notices due to travel or other reasons, that request will be honored upon receipt of the email so requesting and the member will be temporarily removed from the email contact list. Due to the time and labor intensive process of keeping track of the dates that a member wishes to have email notices discontinued it will be necessary for the member to provide notice to the Golden Eagles at such time that they wish to have the sending of email notices to them resumed. At that time their name will be returned to the email notification list.

It is important to remember that in order to continue to receive communications from the Golden Eagles and to keep their data in the member roster accurate, members must provide notice of any change in their email address and other contact information. This notice may be sent to the Treasurer Tom Doherty at jkated@aol.com, the Email Liaison Dave Newell at davebnewell@gmail.com, or the Secretary Charlie Starr at cws1932@cox.net.



Route Map of Air Micronesia circa 1990



H.H. Harvey - Ed Brown - Tiger Matthews - George Childers
on the Island of Yap with the Chief of Yap

Golden Contrails

C/O Charlie Starr

4328 Sunset Beach Circle

Niceville, FL 32578-4820



Landing at old airport—Majuro

One of many photos from the 70's taken by Ted Herbert and Ed O'Quinn