



GOLDEN CONTRAILS

August 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



Lest

We

Forget



Continental Airlines Flight 11 was flying into a storm, but Capt. Fred R. Gray was calm. The ride had been free of turbulence for five minutes, and, after a slight course correction, the pilot had begun the aircraft's descent into Kansas City. The night sky ahead was clear.

The 23-year veteran and his crew of seven had left Chicago's O'Hare International Airport at 8:35 p.m. May 22, 1962. It was the carrier's last flight of the evening, scheduled to touch down in Kansas City at 9:36 p.m. before heading on to Los Angeles.

With 37 passengers aboard, the Boeing 707 — able to seat 120 — was two-thirds empty. Passengers like Dale Horn probably had home on their minds. Horn was speeding back to Independence to tell his wife, Joanne, that he'd been hired to manage the Emery freight office in Chicago. Others among the commuting businessmen bantered with the four Continental hostesses, dressed in red berets and sharp, A-line skirts.

The only other woman aboard was Geneva Fraley of Independence, who was traveling with her business partner, Thomas Doty of Merriam. Forty-six minutes into the 61-minute flight, Doty got up to use the 707's rear lavatory.

A minute later, Flight 11 people heard a boom and a swish," says Duane Crawford. The newspaper columnist and retired schoolteacher extends his left arm, palm flat to the ground, and traces the plane's flight path east to west across the horizon. Flight 11 came apart at 36,800 feet — 38 feet of the tail section broke away from the main fuselage. Crawford, 77, falls silent, struck by what

he felt when he first visited the crash site, more than a decade ago. He rests his arms again on a locked gate, with chipped orange paint, outside this alfalfa field in Unionville, Missouri. "They thought it was thunder. Then they smelled the fuel."

Deer and turkey hunters lease this land now, unaware that this is where Continental Flight 11 fell to Earth 50 years ago. The shattered jet came to rest in a copse of trees a half-mile from the road where Crawford has driven today. He can still point to ruts in the field left in 1962 by Putnam County coroner Dr. Charles Judd's four-wheel-drive truck.

"A chill went up my spine, knowing what those people went through. I knew that I had to tell their story, those that died. Their death cast a shadow and caused all these ripples."

Crawford has become Unionville's caretaker for the legacy of Flight 11. But the story was unknown to him when he moved to the rural town in 1979, after a 26-year stint in the Marines. The 707 he knew in 1962 was the one that flew him to Vietnam.

A few times a year, Crawford makes the drive to the crash site in his black Chevy truck, on his way to what he calls "moose country." Trim and gray-haired, he lives in a low-slung brick house slightly north of Unionville, a little less than five miles from where the fuselage came to a stop.

Behind wire-rim glasses, his blue eyes water slightly, maybe from the sun's glare, as he points out where two bodies were found, near the farm of Illa-jean and Cleo Weber.

According to the 2010 Census, 3,805 people call Unionville home. Most residents either farm or drive a truck for a living. The "moose," in this case, are spring calves and the occasional turkey that wanders too close to the road. Crawford makes a left onto the pitted pavement of Highway UU — once a dirt road, this is where onlookers and journalists found their cars stranded in ruts and ditches in 1962.

The farming community has recently seen an influx of Amish and Mennonites from Pennsylvania, so horse-drawn buggies share the road with pickups. Next to farmland mailboxes are wooden signs quoting Scripture. Crawford's truck bounces past one that asks: "Is Thy Heart Right With God?"

The alfalfa field is less than a mile from the Iowa border. Debris from the plane dropped on both sides of the state line, with one 8-foot section of the tail ending up in Cincinnati, Iowa, 15 miles northeast of the main crash site. The wind carried napkins and insulation and other light detritus as far as 120 miles away. Authorities knew that a commercial jet had disappeared from radar, but they didn't know why and couldn't immediately pinpoint where contact was lost.

On the ground, drivers began to report seeing debris in roadways, and local law enforcement started hearing from aviation authorities and the media.

The impact rattled the windows of Terry Bunnell's house, but he thought — as many others, who had heard Flight 11 go down, would say later — the storm had simply lingered. By dawn, though, he wondered if the sound was something else. As the sun rose, the Unionville resident walked south and arrived at the crash site around the same time as Lester Cook and his son, Ron .

Cook would later find one of the jet engines cratered in his yard, but the wings remained attached to the fuselage, wires dangling from the damaged plane.

The cockpit was intact, though the nose had crashed into the earth at a 20-degree angle. The three men in the cockpit were still strapped in, smoke masks attached to their faces. Reports indicated that the crew's emergency checklist was found between the captain and his instrument panel. The plane's landing gear was down.

Bunnell and Cook heard moaning coming from a nearby tangle of clothing and luggage. Takehiko Nakano was alive, lying on his back across a row of three seats. The 27-year-old Japanese engineer, the crash's only survivor, lived another 90 minutes after he was found; he died at St. Joseph Mercy Hospital (now known as Mercy Medical Center) in Centerville, Iowa, later that morning.

Early speculation was that the plane had been torn apart by the severe weather or had flown too high trying to escape it. But the morning after the plane crashed, W. Mark Felt, then the bureau chief for the FBI's Kansas City office, was already hearing another explanation. Explosive residue had been found on one of the bodies.

Thomas Doty arrived at O'Hare International Airport that Tuesday night with Geneva Fraley, a former co-worker at Luzier Cosmetics, with whom he was planning to open a home-furnishings business in June. The two had both stayed the previous evening at the Hotel Sherman in Chicago. Inside Terminal 2, Doty and Fraley purchased life insurance from one of the two circular counters across from the check-in area. A last-minute insurance purchase was nothing unusual for travelers, but the amounts that Doty and Fraley purchased were. Doty paid for a policy worth \$250,000, one that covered accidental death in flight. Fraley picked up \$75,000 worth of the same coverage. Doty, like Fraley, was married. He named his wife as the beneficiary of his new policy; she was pregnant with the couple's second child.

Doty was 34, a graduate of the University of Missouri-Columbia who had moved to Kansas City expecting greatness. But his ceramic-coffin business had gone into bankruptcy in 1961, and by March 1962, he'd left his next job as a salesman with Luzier. A month later, he was charged with attacking a woman at a Kansas City, Kansas, intersection; police said he struck her and took her pocketbook. When police found Doty with a gun and the woman's purse, Doty claimed that he'd discovered the pocketbook while walking around to get fresh air. He was due in court to face first-degree robbery and concealed-weapon charges on May 25.

Ralph Boerster, a 21-year-old psychology student, was working part time in Continental's reservations department when Doty and the other 36 passengers checked in. Boerster's manager had gone home for the night, leaving the young man to oversee the passenger list. The airline managed passenger information from the 18th floor of the Precious Gems Building, at Wabash and Madison in downtown Chicago. There, Boerster handled seat assignments and relayed information on the number of passengers and baggage to the operations side. After Flight 11 pushed away from the gate, he sent those records on to Kansas City Municipal Airport via teletype.

This particular Boeing 707 had been in the news the previous August, when authorities shot out its tires on a runway at the El Paso International Airport to foil a skyjacking attempt. Leon and Carl Bearden were trying to divert the plane to Cuba. The plane returned to Continental's rotation after that, and Gray prepared the flight plan this night to account for the severe weather expected west of Chicago. He decided to fly at an altitude of 39,000 feet, rather than the 28,000 proposed by the dispatcher. "If you were on an airplane, and there was bad weather, and you still wanted to get there, you wanted Freddie Gray up in that cockpit," Boerster tells *The Pitch*.

Flight 11's progress was steady once the plane was airborne. Gray checked in over Bradford, Illinois. At 9:01 p.m., just after the flight was east of the Mississippi River, he asked for an update on the storms ahead of him. Thunderstorms, some capable of producing tornadoes, were expected near Kirksville, Missouri. The radar was functioning normally, and the flight control operator in Waverly, Iowa, recommended that Flight 11 fly south of the storm. Gray instead went north and, after clearing the storm clouds, requested clearance to turn toward the KC airport, and the Waverly operator prepared to pass him off to a controller there. At 9:14 p.m., Waverly made the connection with Municipal Airport, but there was no further word from Flight 11.

Doty got up from his seat and carried his briefcase into the rear lavatory. Inside the case were six sticks of dynamite — the charge would snap the 707 in half at 9:17 p.m. Doty brought down the \$4.5 million jet with \$1.54 worth of explosives.

As a matter of routine when he prepared to go home, Boerster checked the status of his shift's last takeoff: Flight 11.

"I picked up the hotline ... to check and I heard, 'When was the last time you heard anything from Flight 11?' Flight control then responded that it had been 15 or 20 minutes. Soon it was 30 minutes."

He woke up his manager.

Continental representatives began trying to locate contact information for the families of those onboard. At 10:30 p.m., Joanne Horn was asleep, tired from ironing her husband's shirts and watching 3-year-old Kevin and 18-month-old Jo-Ellen.

"It was my husband's boss. He called and told me the plane was down," Horn recalls. "My husband was always the last to leave the office, and he'd call me and say, 'Honey, I'm heading east.' When his boss called [me], he said, 'Well, now he's headed west.'"

Within a few days, Flight 11's last few minutes were being uncovered at the Appanoose County Fairgrounds in Centerville. Continental employees and investigators from the Civil Aeronautics Board (the precursor to the Federal Aviation Administration) began to reassemble the plane using recovered pieces of Flight 11 and a 4-foot-tall stack of Boeing construction manuals. Felt oversaw the FBI's investigation and directed a ground crew toward pieces of the wreckage from a helicopter. As the plane was put back together, the FBI Disaster Squad determined that the blast had originated in the used-towel bin of the rear lavatory, where they'd discovered dynamite residue.

Soon, investigators found that in the days before the flight, Doty had purchased six sticks of dynamite from the Pierce and Tarry Trading Post in Wyandotte County and had studied the use of explosives at the Kansas City Public Library. They also interviewed a witness who had seen brownish-red round sticks in Doty's briefcase before his trip to Chicago but thought they were emergency road flares. (The FAA didn't introduce airport screening of passengers and carry-on baggage until 1973.)

The FBI had its man, but there was nobody to charge.

The news cycle moved on to another Boeing 707. On June 3, Air France Flight 007 rolled off the runway during an aborted takeoff at Orly Airport in Paris, killing 130 of the 132 people aboard. Life magazine shot photos of Horn and her two children for a potential cover story that never ran. By September, Felt was in Washington, D.C., higher up in the bureau and eventually privy to secrets he would tell Bob Woodward under another name: Deep Throat.

The crash has been said to be the inspiration for Airport — Arthur Hailey's 1968 novel, made into a feature film that spawned the disaster genre. The plot: An airline passenger locks himself in a jet's bathroom and tries to blow up the plane, forcing Dean

Martin to make an emergency landing at a snow-bound airport.

"All that is fiction," Crawford says. "In Airport, everybody lived. It was a love story. There's no love story in this. Not at all."

EDITOR'S NOTE;

This cover article was inspired by an email from JoAnn Wintenburgh, to Dave Newell which I have copied here. That led to me doing some research online and finding the article published here. Unfortunately, when I went back to get the newspaper's name to give credit, it had been pulled from the web. There are several other articles available if you Google Continental Flt 11. Thanks to JoAnn for reminding us of this sad anniversary and for providing the cover picture of the memorial.

"For anyone who may be interested.....We are visiting in Missouri and went to Unionville to pay our respects to the Monument that was erected last year in honor of the crew and passengers who were lost in the first in-flight bombing of an American aircraft. The perpetrator caused the destruction of Continental Flight 11 by placing a bomb in the aft bathroom of the flight under the command of Captain Fred Gray in 1962. It is located in the town center. We thought you may enjoy viewing this if you've not already seen it."



From the Editor's Desk..

When I read the email from JoAnn Wintenburg about the memorial to the crew and passengers of CAL Flt 11, it made me stop and think that many of our newer members might not know anything about that tragic event. It took place four years before I was hired in 1966 and the only reason I knew much about it was that I happened to meet the widow of the 2nd officer and had a chance to talk with her. I decided that since the 50th anniversary of the bombing was this year, it would mark a good time to write a story about it.

Enter Google: I searched Google using Continental Flt 11 as the search description. I was amazed at the amount of data that was available and chose an article published in the local (memorial site) paper that seemed very informative. Unfortunately, when I went back to check on the reporter's name and the name of the newspaper, the article had been pulled from Google so I could not give the credit that was due.

Thanks again to JoAnn for the pictures and the inspiration for the research.

I also want to thank Tom and Randi Folwell for their detailed and interesting account of their motorcycle trip from Scottsdale to Alaska and back. I am sure they spent a great deal of time working on the article and I hope my editing it to a more publishable size has not detracted from it.

I also want to mention that I also received another article on a similar trip from another one of our members and to assure him that it will be published in the future. The Folwell article came in first and I try to keep the stories on a First In First Out basis.

I hope this article provides an inspiration to some more of the members out there to send in some of their unique experiences—I am sure the rest of us will enjoy hearing from you. It doesn't require you to be an expert writer or photographer—just tell it in your

own words and attach some snapshots you like. I'll do the rest.

We have had a suggestion from a member that when one of our pilots takes his final flight west, any notifications sent to Dave Newell for inclusion on the "Eagle Net" include as much information as possible such as the pilot base and the equipment last flown, links to the obituary, pictures and any other pertinent information. Dave does his best with what he is sent—including searching old year books for pictures to scan but his job would be so much easier if this was included in the initial report.

Since it would be a duplication of Dave's reports, I usually do not publish obituaries in the magazine but we have lost several of our founding pilots recently and have included their information in this issue. We have also published Tom Schuchat's obituary at the request of his wife, Penny. Tom and Penny were active and supportive members of the Golden Eagles and were always on station to provide a helping hand at the reunions. We will miss them and their willingness to help when needed.



Tom and Penny Schuchat

Shaun

The Captain's Cor- ner



All of us who had a career as a professional pilot were stunned by the details of Asiana 214 crash in SFO. In the many e-mails I read from other pilots there were countless references to Crew Resource Management, and the lack of it in this incident.

The concept of Crew Resource Management or CRM as it is called was the concept, development, and presentation of one of our very own Contintial Captains.....Frank Tullo.

I'm thinking that Frank put this program together about 35 years ago and delivered the program to the pilots himself..I can remember being in his one day class of CRM, and how impressed I was with his delivery. The FAA was impressed as well, and mandated that CRM be taught industry wide. Frank had a secong career making sure that CRM became industry standard.

We will never know how many Asiana 214's DID NOT HAPPEN as a result of CRM being a standard. If ever there will be a Pilot Hall of Fame, Frank Tullo needs to be there as the Father of Crew Resource Management.

I am looking to see a huge turn-out at the convention in October at the Double Tree. The business meeting will be very important with issues to solve, badging questions,nomination and election of officers for the new term are just a few on the agenda.

And....I should have some good "sea stories" about the Nordhavn 120 voyage from China to Vancouver. For the latest update visit Nordhavn.com.

Stay active, stay informed, and above all...stay safe and enjoy the rest of the summer.

Paul F. Grover III
Golden Eagles President

The Co- Pilot's Cor- ner



A special greeting to our Golden Eagle buds. I hope this finds you having a good summer We are looking forward to seeing you in Houston for our 2013 reunion. Things are all arranged for our event at the Double Tree Hotel, thanks to Gail Grover. The golf tournament is being held at one of Texas's premier sites, The Walden Golf Club. We will be entertained by the Liz Talley Country Western Band - she has performed in the local area and been well received As I close, I would like to have you give some thought to taking our 2014 reunion to Denver. I will be bringing this up at our business meeting. Until then bring your best friend and I will see you in October. Your Co-Pilot,

Don Gentry

NOTES FROM YOUR SCRIBE – AKA: YOUR SECRETARY Charlie Starr

By the time you read this, we'll be well into the summer months with The Golden Eagles' 2013 Convention-Reunion in October (25th - 27th) fast approaching. I hope that this summer has been a fine one for you and you've been able to escape some of the heat. Perhaps you have been able to use some of your Family Vacation Passes to visit a favorite vacation spot or visit a family member or friend. Both my wife and I have done a bit of traveling, and have found that, even with rather full flights, judicial planning and use of our SA2-R passes along with occasional use of these vacation passes has gotten us to our destinations and back with little or no problems; sometimes even getting first class seating, and usually always at least getting economy plus seats. Our enrolled friends have also taken advantage of travel privileges. We can be thankful of the representation provided by your Golden Eagles representatives, along with those of other retiree organizations, for helping to obtain these advantages. Our Executive VP, Bill Chambers, has worked especially hard in our behalf.

Speaking of our 2013 Convention and Reunion, if you haven't already made your plans to attend, this would be an excellent time to do so. This year's event will move to a new and more elaborate facility – The Double Tree Hotel on JFK Blvd. near the George Bush Airport in Houston. They are offering a special room rate of \$82, plus taxes, during our event. As always, our hospitality room will be open throughout the Convention for your snacking and favorite beverage while you reminisce with friends. A one day golf tournament is planned on the 25th for those who like to chase a little white ball through the weeds. The annual business meeting, with election of officers and discussions on several other important issues is scheduled for the morning of the 26th. The culminating highlight event will be a Texas-style BBQ banquet-feast along with prizes, a raffle and special entertainment on Sat. night, the 26th. The Double Tree offers free courtesy limo service to and from IAH, just minutes away. Make your hotel reservations directly with The Double Tree at 1-800-222-8733. And be sure to ask for the special Golden Eagles rate.

Golf sign-up can be made by completing the form in this issue of Golden Contrails. Banquet reservations can also be made with a form in this issue. Please note the cut-off dates for both hotel and banquet reservations. This year's event promises to be a real highlight, with a Yee-Haw Texas country flavor.

Update your membership information if needed by using the form below

Last Name _____ First Name _____
MI _____

Spouse Name _____ Phone No. (_____) - _____ -

Address _____

City _____ State _____ Zip _____ + _____

Email _____



Dues for regular membership \$35 per year - for associate members (not eligible for regular membership) \$20

Send to: Golden Eagles C/O Tom Doherty, Treas., 7 McCormick Way Salem NH 03079-2816 jkat-
ed@aol.com

Notes from your Treasurer Tom Doherty

Greetings to all, from rainy New England. We made our way home from Florida in late April by way of Lakeland, Florida and the Sun and Fun Air Show. It was great seeing everything from the old war birds to the home built planes. We finished up the trip by way of Disney World for a day and Gettysburg for two days. Took a tour of the museum and battlefields and toured the spots where various regiments and battalions were marked by stone pillars. It was a very interesting experience.

Reservations for the upcoming convention/reunion are coming in and we are looking forward to a great turnout. Please get your reservation in as soon as possible and remember to include any changes in your mailing address or your e-mail address. Please include your full 9 digit zip code to help with our mailings!

Two of many items to be discussed at the convention's business meeting are the future of our CARE program and whether (or how) to continue it – or what to do with funds that are currently in the program. The other item deals with whether The Golden Eagles should publicize select commercial endeavors presented to the organization that may be of interest to the membership (without endorsing or promoting these). Election of your officers for 2014-15 is also on the agenda.

See you in Houston at the convention!

Tom



Ladie's Auxiliary

Dear

Ladies:

Our gathering in October at the Double Tree Hotel in Houston will be full of Southern Hospitality.....from the great food to the decorations to the attire that I think all will enjoy wearing.....dust off those danc'n boots.

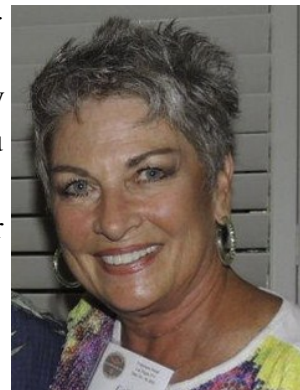
Our business meeting will be of great importance as we will have nomination and election of our new officers for the new 2 year term. If you are interested in filling a position, please contact me and I will present your name to the nominating committee.

Another on going project that will be passed onto the new board is the Remembrance DVD. A photo of a loved one "Gone West" can be sent to Shaun Ryan 6610 No. Sutherland Ridge Pl. Tucson Az.85718-1322...the photo will be returned to you if requested.

The Hospitality suite will open on Oct 24th after the golfers have finished their day of play and for all who arrive at the hotel earlier. We will have beverages and lite snacks available for that evening. Oct. 25th the Hospitality suite will open in the AM for coffee, and b'fast snacks....and will close until 3PM so that we gals can have a chance to ready it all for that evening's festivities. And this year I promise to have signs posted leading to the Hospitality suite and times of activities listed to prevent loosing any of our family members.

Until we meet again...Happy
Trails to you

Gail F. Grover
ggskyhag68@cox.net



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

Report Period 3/17/2013 – 7/25/2013

CHECKING ACCOUNT

Bal. (Checking) from 3/17/2013	----- \$ 15,965.58
Inflows (checking)	
Membership Dues	----- \$ 4,860.00
Banquet/Luncheon deposits	----- 295.00
Postage Contribution	----- 175.00
Total Inflows This Period	----- \$ 5,330.00
Outflows (checking)	
Contrails Printing	----- \$ 2,024.60
Contrails Postage	----- 401.44
Delinquent notice printing & postage	----- 60.67
Website fees & maint.	----- 275.00
Misc. Mailings/Office	----- 15.21
Remembrance Donations	----- 250.00
Total Outflows This Period	----- \$ 2,757.92
Bal. (checking) 7/25/2013	----- \$ 18,537.66

CARE ACCOUNT

Bal. (CARE) from 3/17/2013	----- \$ 432.17
Inflows (CARE)	
Contributions	----- \$ 00.00
Interest Earned	----- 00.00
Total Inflows This Period	----- \$ 432.21
Outflows (CARE)	
None	----- \$ 00.00
Total Outflows This Period	----- \$ 00.00
Bal. CARE 7/25/2013	----- \$ 432.21

SAVINGS ACCOUNT

Bal. (Savings) from 3/17/2013	----- \$ 18,102.97
Inflows (Savings)	
Interest Earned	----- \$ 2.42
Total Inflows This Period	----- \$ 2.42
Outflows (Savings)	
None	----- \$ 00.00
Total Outflows This Period	----- \$ 00.00
Bal. (Savings) 3/16/2013	----- \$ 18,105.39

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

Tom Buckley	Tom Long
Jim McDonald	Jim Patton
Kathleen Smagacz-Harvey	Charlie Starr
Marilyn Walker	James Waters

If your name was omitted, please let us know, so you can be recognized

A Special welcome to our NEW MEMBERS

Chester James	Roger McClure	Jack Norman Brad
Purvis	Dairis Shifers	Robert Van Treese
J. B. Whitehead	Bill Wright	

I know we keep saying this in every Contrails issue – but, please let us know if you change mailing address, phone number or e-mail. If we don't know how to contact you, we can't send you valuable information. Also, please include your full 9 digit zip code; reduced postal rates apply when using this for mailings. Changes can be sent to Tom Doherty, Treas. (ikated@aol.com) or to Charlie Starr, Sec. (cws1932@cox.net).

Have a great summer, stay cool and see you in
HOUSTON – Oct. 25-27, 2013

IMPORTANT NOTE - NEW PASSWORD

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

vortex

You will want to write this down somewhere

FROM YOUR EXECUTIVE VICE PRERSIDENT

BILL CHAMBERS

Our recent focus has been upon working with the company to finalize the development of a UAL Retiree ID Badge similar to the old CAL Retiree ID Badge. Many of our members have availed themselves of this new perk by ordering their badge online, emailing a digital photo and using a credit card to pay \$35 for production and FedEx delivery of their new badge. Over 1000 UAL (and CAL) retirees have ordered a retiree badge in the few weeks since the badges have been available. Most have received the new badge within a week after submitting their order. The small number of errors have been quickly corrected. This program has not yet been presented on our UAL website, so the demand has been impressive. Here are some key facts about the retiree badges:

You do NOT need a badge to nonrev anywhere on the UAL system, nor do you need a downloaded and printed verification letter for online (UAL and UAL Express) travel. In fact, UAL has never had retiree ID badges before now.

A UAL Retiree ID Badge, like the old CAL Retiree ID Badge, is a perk that makes offline travel and hotels, cruises and a large number of travel industry discounts much easier to obtain than with a verification letter.

We first asked for a UAL Retiree ID badge during our meetings and email discussions over the new UAL Pass Travel Policy. The answer was “no” due to cost and a potential mountain of badge requests by UAL retirees.

We successfully argued that most of UAL’s 66,000 retirees may not want or need a badge since many never nonrev frequently, with verification letters easily downloaded for any nonrev travel. A badge worn during travel is evidence of pride in our new company, like a golf shirt or ball cap with the UAL logo.

Select **EMPLOYEE PROFILE>**

Is your CAL Retiree ID Badge still good until the expiration date? Yes, but since the primary use of both the badges and letters is to verify your status as an airline retiree, you lose credibility by flashing a badge from a defunct airline.

Some badge users report getting crew line TSA access at some airports.

Don’t try to swipe your badge – there is no magnetic strip to read.

The UAL Retiree ID badge has NO EXPIRATION DATE.

Cost is \$35 payable with either a credit card or PayPal. If you want to pay with a credit card, just ignore any PayPal choices.

You will need a head & shoulders digital photo against either a blue or off-white background, as well as a scanned government photo ID (passport, driver’s license, military retired ID, etc.) with both of these files emailed as file attachments.

Ready to order or for FAQ and official info: goto flyingtogether@ual.com

Select **EMPLOYEE RES** (sign in as if you are booking a travel plan)

Look on the left side of your screen and select **QUICK LINKS>**then

Select **EMPLOYEE PROFILE>**

scroll down to

Saved EmployeeRES Information.

Look for

Click here to obtain your Retiree Badge

If you wish to obtain a retiree verification letter, select Click here to obtain your Verification of Eligibility letter. For help via email, contact: badging@united.com

Bill

See next page for further instructions



Below are the steps to pay directly with a credit/debit card (without creating a PayPal account). This process should take 90 seconds.

Retiree Badge
 Initial \$35.00 USD
 Add to Cart

Enter the number of badges you are ordering (make sure the total is the correct amount my selecting, "Update").

Your Shopping Cart

Description	Item price	Quantity	Amount
Retiree Badge Retiree Badge: Initial	\$35.00	1 Update Remove	\$35.00

[Check Out](#) OR [Check out with PayPal](#)
 The safer, easier way to pay

[Don't have a PayPal account?](#)
 (Optional) Join PayPal for faster future checkout

You are then presented with the area to pay directly with a credit/debit card.

Pay with your debit or credit card, or with Bill Me Later®

Country: United States

☐ Bill Me Later®, a PayPal service
 Get more time to pay on this purchase
[See terms](#)

☒ Credit Card

Card number:

Payment Types:

Expiration date: mm / yy

CSC:

[What is this?](#)



From this point, just fill in your name and shipping address and you are finished.

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) _____

Ladies Luncheon Price number total
\$25.00 each x _____ = \$ _____ .00
Includes soup, trio luncheon salad, rolls, beverage and desert

Banquet Dinner (Texas style BBQ) \$45.00 each x _____ = \$ _____ .00
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
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 **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

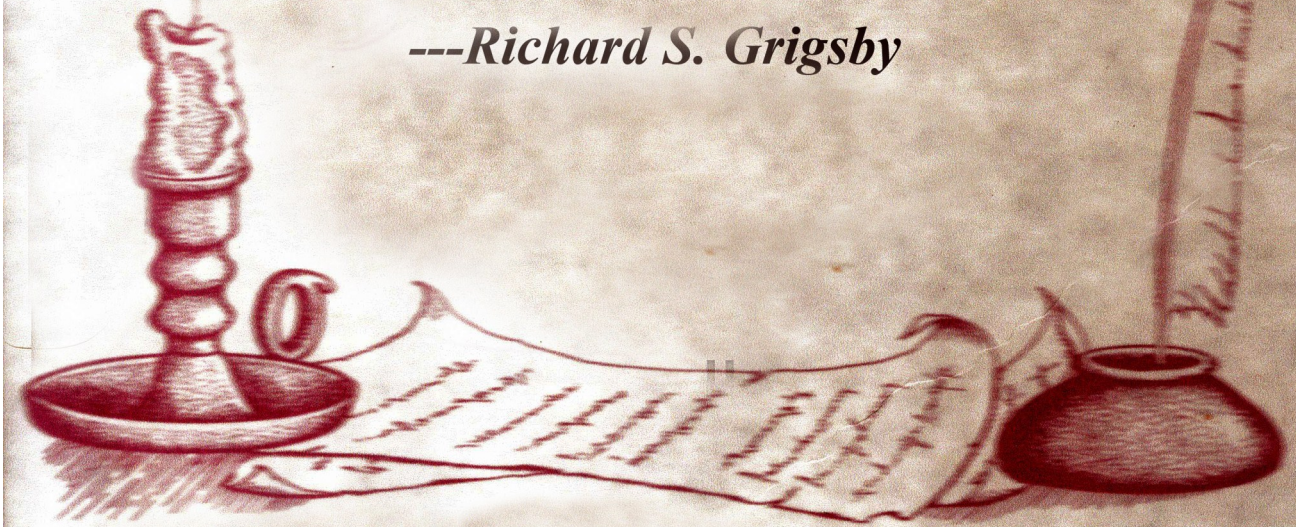
IMPORTANT – MAKE HOTEL RESERVATIONS DIRECT WITH HOTEL (Deadline Oct. 4th)

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: 1-800-222-8733. Local number in Houston is 1-281-848-4000. The Double Tree's address is 15747 John F. Kennedy Blvd., Houston TX 77032 Complementary limo service to and from IAH

Hawaii Nei

The distant orbs stand vigil yet
o'er island crests their subtle powers have wrought
from fiery ocean mounts, with rainbows blest
and endless patience bought

---*Richard S. Grigsby*



*As Published by
The National Library of Poetry*

This is the work of our Golden Eagles Poet Laureate and founder of Golden Contrails, Dick Grigsby. He explains that "Hawaii Nei" refers to all 1500 isles of the Hawaiian Chain.

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: flvggh@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: _____

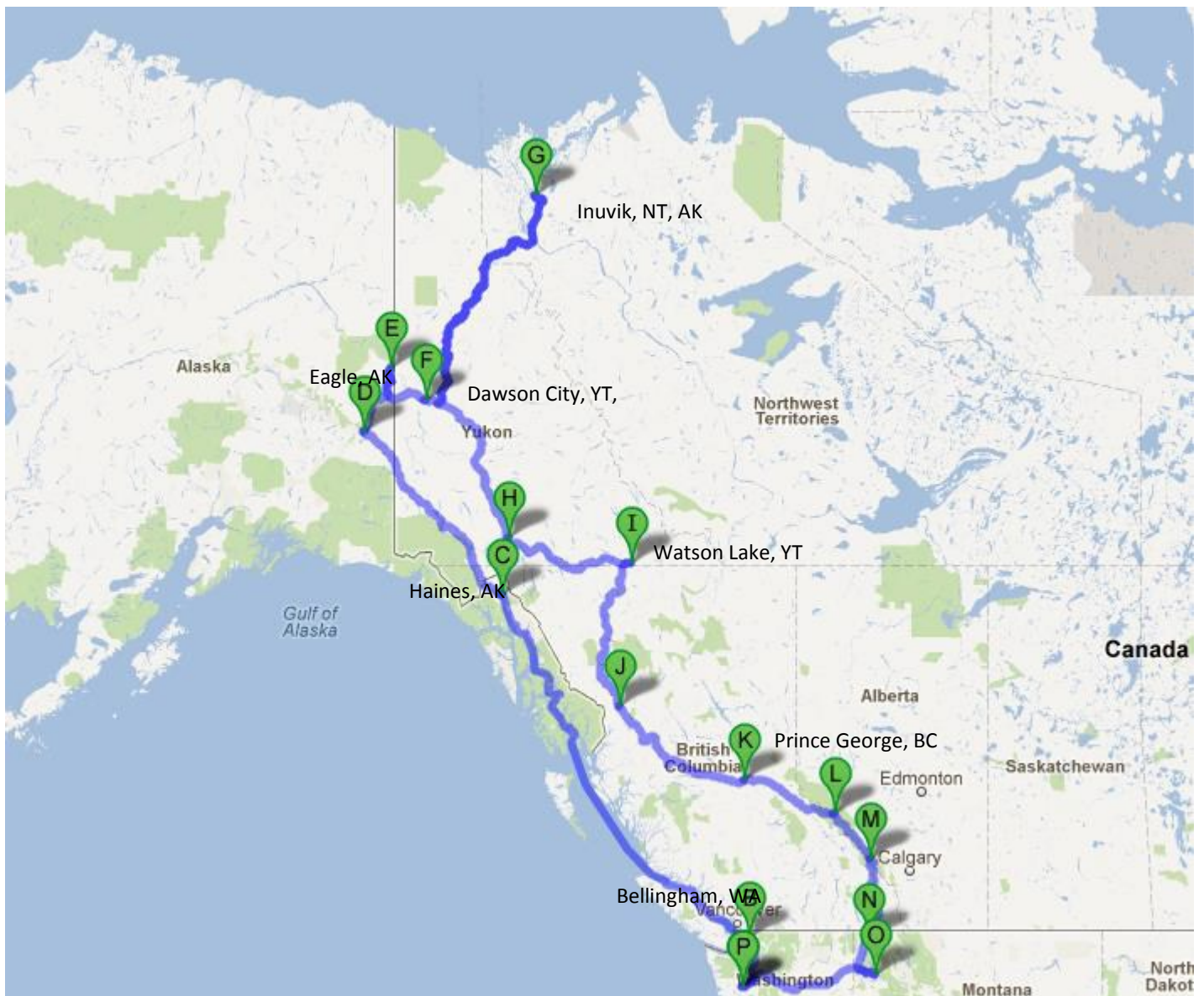
Email: _____ **Phone** _____

HANDICAP (IF APPLICABLE): _____

Anybody can play **handicap or no handicap ** Never Played? It's ok. We just have fun!

North to Alaska and Canada - By Motorcycle!

The following is a submission by Tom and Randi Folwell describing their extended trip from their home in the Scottsdale area to Alaska and Canada by way of the Alaskan Ferry Service from Bellingham, WA to Haines, AK and then by motorcycle to the northern point of Inuvik, Northwest Territories, AK. This took them right at 3 months and Tom has graciously allowed me to edit the narrative to fit in this issue. The first part of the journey from Scottsdale to Olympia, WA, was fairly uneventful with the exception of Tom cutting his shin bone loading his motorcycle in the RV and requiring 6 stitches. The second half from the port of Bellingham, WA to their return several weeks later was entirely by motorcycle and is the most challenging part of their journey



Hi Everyone:

This is the second phase of our summer travels. I arrived at my brother's house in Olympia about 12 days before Randi and I were to leave for our motorcycle trip to the north. I hung out with my brother, got the motorcycles ready and did a few things with Jim and his wife Cartha. Here are pictures of our motorcycles starting off in my brother's driveway and how clean they look.



We left Olympia on the 17th of August and headed north to Bellingham where we would board the Alaskan Ferry. The ship left Bellingham at 7:00PM and we were on board for the next 2 and 1/2 days as it headed north with stops in Ketchikan, Wrangel, Petersburg, Juneau and

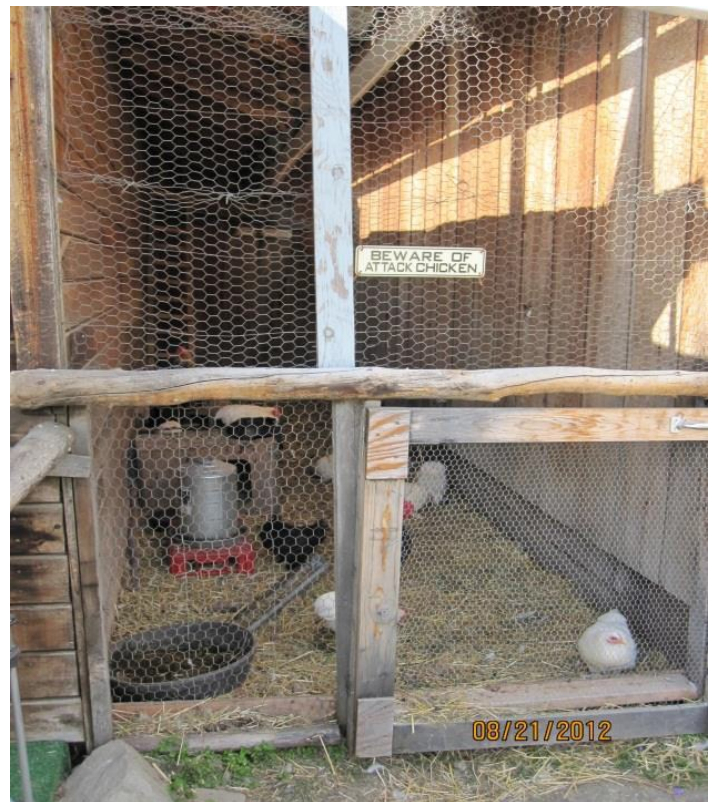
finally Haines, AK. We had been joined by four of our friends at Bellingham, one of which left at Haines as she did not ride motorcycles.

Here are some photos from the trip from Bellingham to Haines on the ferry:



We disembarked at Haines and soon were on our bikes, headed northwest on Alaska Hwy 7. We crossed the border into British Columbia but soon crossed back in the Yukon where we stopped in Haines Junction for lunch.

From Haines Junction we continued our trip northwest and stopped in Beaver Creek, YK for the night. Randi did not like the looks of the hotel we were going to stay in or the price so we camped across the street with a camp site costing us \$17.00, not bad. When we got up in the morning there was a slight drizzle but in the next few hours we were out of it and on our way to Eagle, AK., via Chicken, AK. The last time we were riding motorcycles in Alaska, Randi and I were on Suzuki DR650s and with being on these new Triumph dual-sport adventure bikes we covered a lot more miles in a much faster time. We were in Chicken (there really is a town named that) around lunch time. Here are a few pictures of Chicken.



This is proof that an actual chicken coop exists in Chicken, AK. (notice the warning sign)



From here, we are heading to Eagle, AK and we are losing one of riders due to the type of road we are riding. Brian is on a Honda STS 1300, a great bike but it does not work well on dirt roads and we have been on dirt roads for the last 30-45 miles. Needless to say, Brian has had enough (most STS riders at this point would have turned around sooner but he is a truly seasoned rider and we all were proud of him), Brian is not going to Eagle but headed on to Dawson City to make sure we have rooms and scout the town out for all activities that are available to us once we arrive.

The ride up to Eagle is 90 miles, all dirt roads and the road is closed for six to seven months during the winter period depending on weather. It was a great ride - we crossed a few rivers, no bridges - in America we build bridges and in Canada they use ferries. What a great ride, up to the ridge line and down to the river and back up to the ridge line.

Below are a few pictures while we were in Eagle. This was part of the early gold rush in 1898 and is located along the Yukon River. The only place to stay in town was a B & B and was somewhat on the rustic side. The high light of the trip to Eagle was the museum and a small tour of the town since the town only had two blocks of buildings.



We have now arrived in Dawson City, the jumping off point for the 500 mile ride to the north to Inuvik and below are a few pictures around town.



After our 2½ hour tour, we departed to Dawson City, this city is in the Yukon on the east side of the Yukon River.



Upon our arrival in Dawson, we got ready for the big trip north to Inuvik the next day. We had planned on being on the road by 8 AM but with four of us in the group, the temperature was just below 40°, and we did not get away until around 9. Below are some pictures as we traveled along.



The church above was located at Fort Macpherson and is a 115 miles from Inuvik and we still have not crossed the Mackenzie River. The Mackenzie is the 13th largest river in the world and only drops about 600 feet from its source. Below are a few pictures of downtown Inuvik, Northwest Territo-



ries. After we walked around and had lunch, we headed out of town towards the half-way point of Eagle Plains in Yukon and it was a 250 mile ride with two river crossings by ferry. The other two guys with us had left earlier to fly to Herschel Island to see where the explorer Amundsen had been when he discovered the Northwest Passage. As we headed south on a gravel/dirt road towards the Mackenzie River, we ran into our friends parked alongside the gravel road. Roddy had spilled his motorcycle and it was wrecked and could not be

be ridden and with cracked ribs he was in no shape to ride



If you notice in the above picture, the center motor-cycle has no side bags(panniers), no windshield and the top box is all bent up. Angus is resting on the back of my Triumph Explorer. Below are a few more pictures before we arrived in Eagle Plains for the night. About 75 miles out of Eagle Plains, we encounter a massive rain storm that turned the road in a very slippery sheet of mud and Randi and I had our hands full just keeping our bikes upright.

When we awoke in the morning at Eagle Plains the fog was so thick I could not even see across the parking lot and it was still raining. I thought for sure we would be stuck another day but after a few hours and breakfast the fog had cleared and it stopped raining so after gassing up and hosing the bikes off, we were on our way to Dawson City.

We arrived in Dawson around 5 PM. We checked into our hotel, a hot shower and out to dinner. We had a day to kill while we waited for Angus to return from Inuvik the following day. We washed our bikes, took a tour of the town and kept our fingers crossed that Angus would arrive around 5 PM and sure enough he showed up just a little after 6 PM and he was a welcome sight. We all had dinner that night with the plan to leave the next day around 8 AM for towns south. Leaving Dawson City, we

traveled down Canadian HYW 2 and got as far as Whitehorse, The weather had been overcast for most of the day and when we departed Whitehorse it was still overcast. The next stop was Watson Lake which has the sign post forest and here are a few pictures below.

We had to back track a few miles for the turnoff south on Canadian HYW 37 which was a very rural road with hardly any traffic on it. Maybe most of the roads are rural in this part of the country. The



only reason we went this way was the fact Randi and I had not been down this road before. The pictures below are a gas stop and we found this parrot on the back of this truck. He has been living in northern British Columbia for about

15 years and says he likes it up this way except for the winters but since the owner can get work up this way he is stuck living in the Dease Lake area.

Since leaving Watson Lake, we figured we would find a place to stay near Meziadin Junction but as we stopped for gas it started to rain and there were no



places to stay. In fact, we called over to Stewart, AK and no rooms so we headed further south and at this time we had traveled 425+ miles. We booked some rooms in Smithers, BC and finally showed up there at 9 PM and 635 miles that day and we only had an hour of bar time left. The last two & half hours of riding was in and out of the rain and night time, not good!

The next stop was Prince George, a fairly good sized town in north central BC. Leaving Prince George we were headed to Jasper, Alberta. As we worked our way into the mountains, we took a few pictures along the way.



When we stopped in McBride for lunch we picked up another rider by the name of Fritz and he had a bike just like Randi's and he was with us for a few day and during our stay in Jasper. After McBride, we stopped at Rearguard Falls and took a few pictures and then continued on to Jasper with a few pictures below. As we arrived in Jasper, it was raining and I took a few pictures of the local area. There was one of the most magnificent rainbows I have ever seen and it was right in the parking lot where we parked our motorcycles. We were only going to stay one night but the weather to the south was forecast to rain for another day



and then clear up.

After our second day in Jasper, we headed south down Canadian HWY 93 to see the ice fields and visit Lake Louise. With our friend Angus along, we are traveling into new territory as we head south.



The above pictures are from our travels south with a stop at the ice fields that are formed by glaciers. The picture of Lake Louise with the glacier in the back ground gets smaller every year. When Randi and I were here 4 or 5 years ago, the glacier in the back ground was much larger, I guess global warming is here for the time being. From Lake Louise, we headed south through Radium Hot Springs with a camping stop at Fort Steele for the night. It was a nice campground as you can see by the below picture.



The next day we headed south to cross into the US at Eastport, Idaho and had our last lunch together with Angus in Bonners Ferry. This concluded the northern portion of our journey and after several stops enroute, we arrived home in Scottsdale by mid September and agreed that a good time was had by all.

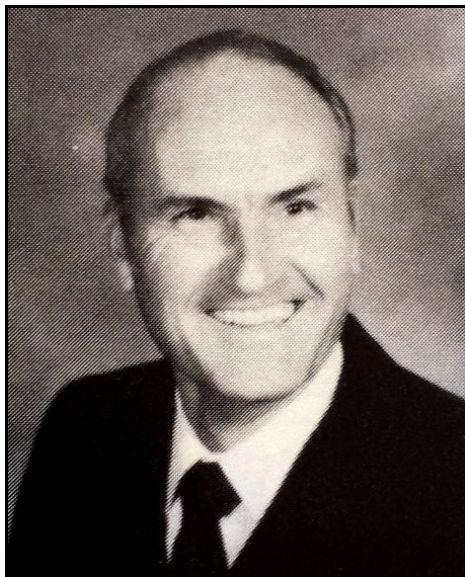
Jack, was one of those guys that you meet once in your lifetime ; you go forward from that time hence better for the experience. Captain Jack did more for our pilot group than any one pilot ever did....as an ALPA Rep both in National affairs, as a pilot negotiator in so many labor and working condition contracts and in numerous other factions. His work in Golden Eagles never ended from the day it was formed to the day he retired.

He was a formidable cuss when I negotiated across the table from him but always fair, always with the good of the pilot group as well for the Company, forever, highlighted. No animosity was ever noticed as none was intended.

I remember being paired with him on many DC-3 flights; how, I wondered will this giant in the blue uniform ever manage to land this aircraft in a west Texas 30 knot crosswind! His long legs resembled a pretzel as he wrapped all 6' 5" of this son of the state of Oklahoma in gyrations never intended by the designer of the DC-3. He was a hell of an aviator. During the Vietnam war and our operation in those foreign areas he volunteered to help us, if needed, when we implemented our Doppler Navigation system....his help was exemplary and I remember when he and I, sharing the cockpit, were "run out" of Wake Island after the demolition officer counted the load of artillery shells on the pallets...."hell, I have been run out of better places than this, he replied!".

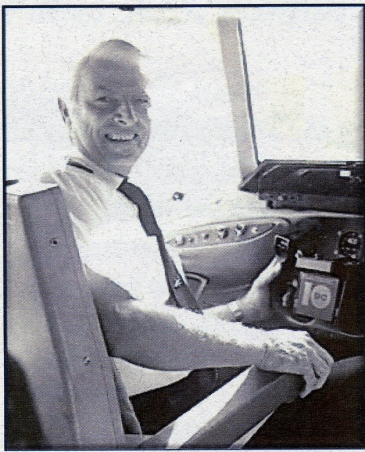
Jack participated in most of the new aircraft that the boss purchased...his expertise, in this area was matched by the size of his body. He was invaluable.

If you were his friend or just someone who met him in passing you received the same treatment....count your blessings if you were one; you were endowed....you were one of the lucky who tread the same path and the same sky as Captain Jack Alley. Life was better for knowing him and somewhat less now that he has gone but he is, in all probability closeted this day with his close buddy Captain Amous Cann planning their next adventure.



This tribute to Captain Jack Alley was written by Captain Bill Knowles and was one of many that were submitted . For those of us who were lucky enough to have known him, we are far better for the experience.

Captain Jack Alley



**Captain
Walt Honan**

In Loving Remembrance

Walter A.S. Honan, 95, passed away April 30, 2013 in El Paso, Texas. He was born in Derby, CT on July 13, 1917. Walt served in the Army Air Corps during World War II flying CBI transport missions as a HUMP pilot. Captain Honan retired from Continental Airlines in 1977 with over 31,000 hours of flight time. He was preceded in death by his wife of 59 years, Flora and is survived by Ann, his wife of 12 years. Walt is also survived by daughters Heather Honan and Katherine Tague, grandchildren Kimberly Erck, Katherine Silguero, Jerelyn Bradshaw (Robb), Leslie Tague and Kristopher Terrell as well as ten great grandchildren. Graveside services will be held Monday May 6, 2013 at 11:00 am at Fort Bliss National Cemetery. Funeral arrangements entrusted to Harding-Orr & McDaniel Funeral Home, 320 Montana Avenue.

Thomas Roman Schuchat (1935 - 2013)

Obituary



Schuchat, Thomas Roman Aug 10, 1935-March 25, 2013. Thomas Roman Schuchat was surrounded by loved ones as he passed peacefully from this world on March 25, 2013. After a brief, but brave battle with pancreatic cancer, God called him home. He is survived by his wife, Penelope Schuchat, of Dallas; his son, Justin Thomas Schuchat & his wife, Lara Salomon Schuchat of Seattle, WA; His daughter Jennifer Schuchat Nichols & husband John Nichols of Ft. Worth, TX; his grandchildren Sydney Jane Schuchat & William Justin Schuchat (also of Seattle, WA) and granddaughters Adelaide Grace Nichols & Ruby Stella Nichols (also of Ft. Worth, TX). Tom was an extraordinary son, father, husband, grandfather, and friend. He was humorous, generous, fun-loving, and hard-working. Always generous with his time, talents and gifts, he put others first and was always ready and willing to lend a helping hand. His life was truly a beautiful example of extravagant generosity. Originally from Kirkwood, MO, his career with Continental Airlines brought him to Dallas. After graduating from the University of Missouri with a BS in 1957, he served in the US Air force until 1965. He went to Vietnam in 1964 for the build up and flew MAC charter flights into Vietnam until 1969. In 1965 he was hired as a pilot with Continental Airlines becoming Captain in 1968. During his amazing 30-year career with Continental he got his type rating on nearly every airplane the company had. After 30 years of dedicated service, Tom retired as Captain from Continental Airlines in June of 1995. He returned to fly as a 2nd officer until Dec. 2001 when he officially retired from flying. During retirement, Tom enjoyed restoring old cars, gardening, playing golf and making pottery. He touched the lives of so many people and will be deeply missed by his family and friends. Our hearts will always ache, but we treasure the time God gave us with you! Capt. Schuchat has flown West and we wish him fair winds on his final journey. A memorial service for his family and friends will be held at St. Matthias' Church in Dallas on April 13th at 9:30 a.m. followed by a reception. St. Matthias' Church 3460 Forest Lane Dallas, TX 75234 ph# (214) 358-2585. Tributes, last respects and condolences can be sent to Restland Funeral Home & Cemetery 13005 Greenville Ave. Dallas, TX 75243 ph# (972) 238-7111. In lieu of flowers, a memorial contribution can be made in his name to the American Cancer Society by visiting them on-line or mailing a donation to ACS, P.O. Box 22718, Oklahoma City, OK 73123-1718. To leave his family an online condolence or to share memories of Tom, please visit www.Legacy.com





Air Mike Issue?

This is for all of you that flew the Continental/Air Micronesia operation and would like to share your memories with the rest of the Continental team. Since I was fortunate enough to spend several months on special assignment on Air Mike (voluntarily) and remember that as some of the best if not THE best flying I have ever been involved in, I would like to dedicate a whole issue of *Golden Contrails* to those people who helped make Air Mike a household word in the Micronesian Islands.

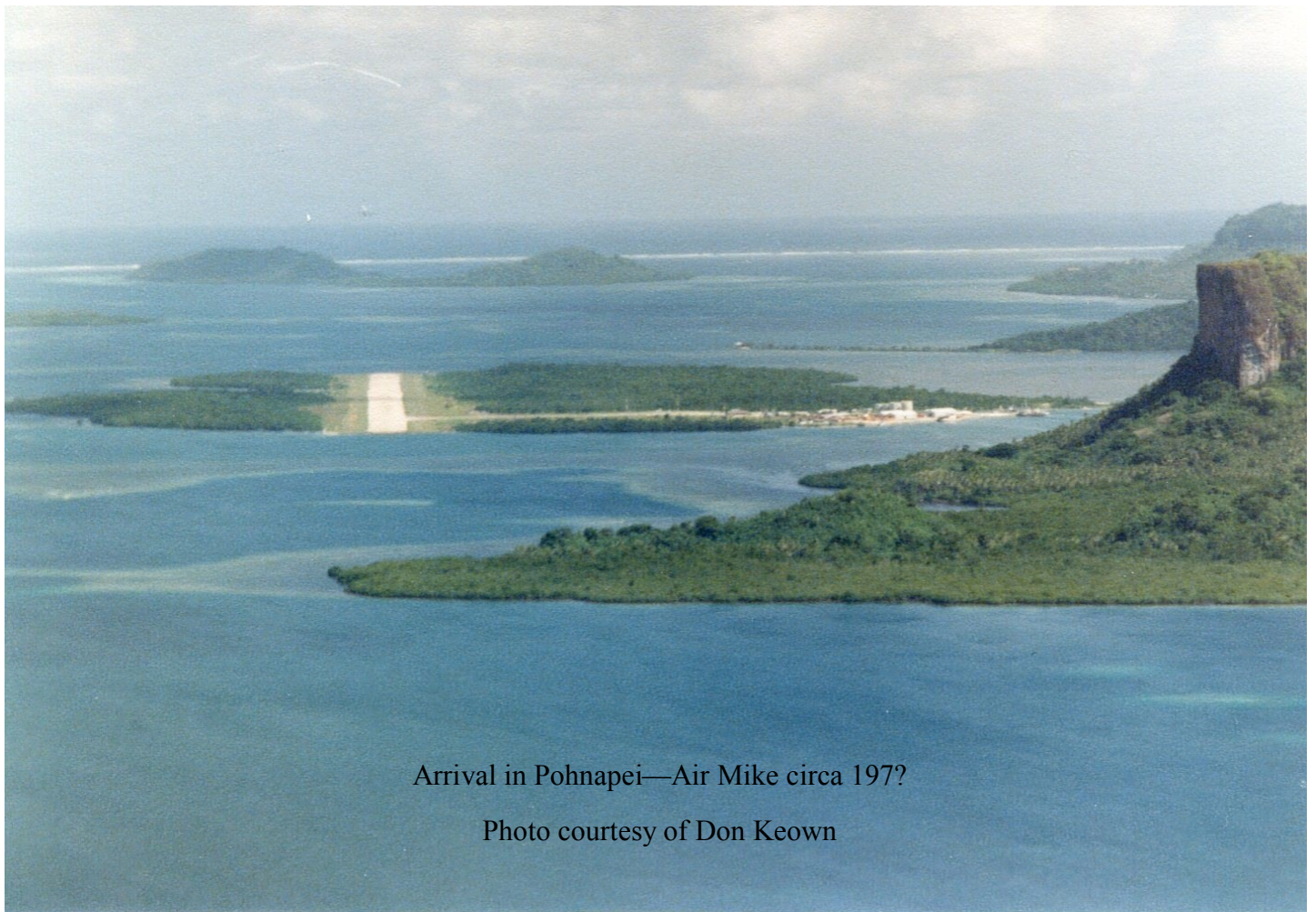
I have some pictures that have survived from my brief tour on the garden island of Guam and lots of memories of the fine people that made up one of the greatest flying organizations in the world. I also received some more pictures (see back cover) from Don Keown and they got me thinking that there must be many more of you out there with a treasure trove of pictures sitting in a shoebox or maybe even on your computer. If we could get a large collection of pictures and stories from the years past, we could make one great issue devoted entirely to Air Mike and the people who flew it, maintained it and made it work under sometimes primitive conditions. If you have any pictures of people, planes, places etc., send them to me either by email (f100plt@gmail.com) or snail mail (Shaun Ryan, 6610 N. Sutherland Ridge Place, Tucson, AZ 85718-1322) All photos mailed to me will be returned and don't forget to label the pictures if you can remember the names of individuals or of places pictured.

Golden Contrails

c/o Charlie Starr

4328 Sunset Beach Circle

Niceville, FL 32578-4820



Arrival in Pohnapei—Air Mike circa 197?

Photo courtesy of Don Keown