



Golden Eagles President Captain Gary Small provided the sad news that Golden Eagles member Mike Perry took his last flight West on July 3, 2020. The Golden Eagles sends condolences to Mike's family and wishes them peace and comfort at this difficult time. Rest in peace Captain, and Godspeed on your final flight West.

Additional information will be provided as it is received.



Captain Mike Perry

Tribute to Captain H. M. “Mike” Perry

H. M. “Mike” Perry Mike got the aviation bug from his father Hank when he was a child. A longtime general aviation enthusiast, supporter, and pilot himself, Hank encouraged Mike to get an early start on learning to fly. Mike’s student pilot’s certificate came before the Colorado driver’s license; the FAA pilot’s license made it to his wallet while he was still in high school. With aviation firmly entrenched in his bloodstream, Mike was determined to carve out a career in the cockpit. In addition to flying numerous general aviation aircraft, Mike’s path to the left seat of an airliner also included time and experience building in cargo aircraft ranging from Twin Cessna’s in the Hawaiian Islands, to Aero Commander’s and Convair 440’s in the Rocky Mountain region. All up and coming pilots have to pay their dues along the way; most of Mike’s dues were paid during his cargo flying days. This flying often

involved less than mechanically sound aircraft that also lacked the performance capabilities needed to operate in the Rockies with a comfortable margin of safety. These aircraft placed heavy demands on young pilots; learning had to take place quickly to survive, but the wisdom gained would serve them well for the rest of their career. One notable Winter cargo flight in a fully loaded Aero Commander west of Denver in icing conditions resulted in both engines losing power due to collapse of improper alternate induction air hoses being installed during maintenance. Mike and a sharp Air traffic controller both had enough familiarity with the terrain to quickly plan a heading before radar contact was lost to allow as much time as possible to regain power (without the aid of GPS, terrain mapping, and ATC low altitude warnings). When he broke out below the clouds he was in a valley between obscured terrain above his altitude. A cool head under extreme pressure, some good stick & rudder, and the wise decision to close the alternate air resulted in gradually regaining enough power just in time to get back on the ground safely. The bookend aircraft during Mike's professional career spanning four decades were effectively that tired Aero Commander, and the shiny new 787 Dreamliner; quite a contrast to say the least for a guy that appreciated every incremental improvement in the aircraft he flew along the way, and where he got to fly them. During his Continental/United career, Mike flew the 727, 737, 757, 767, DC-9, DC-10, MD-80, and 787; crew bases included DEN, HNL, GUM, CLE, EWR, and IAH. One of his favorite assignments was the challenging flying as a 727 Captain for Continental Micronesia based in Guam. In addition to his flying, Mike was instrumental in Air Mic pilots getting a much needed cost of living pay increase while actually contributing to an improved labor/management relationship. Another highlight was flying the DC-10 based in Honolulu and flying throughout the East/West, and South Pacific, as well as across the North Atlantic to Paris. Mike and his wife, Dr. Kathleen Perry, eventually moved to the Houston area where they adapted as they always have to career and life changes. Totally devoted to each other, Kathleen's character and kindness shone through during Mike's health challenges. They were a great match, they were always there for each other. An extremely intelligent individual, Mike's curiosity regarding many things led him to always have a book in his hands. He quickly became extremely knowledgeable in that which interested him; economics & finance, technology, politics, and above all, his faith which was very well informed and strong. Mike Perry was a great personal friend to many of us. He was a solid & trusted aviation colleague that through his presence, was an integral part of maintaining the Continental pilot culture of professionalism while enjoying the ride as much as possible. His style and class was definitely appreciated by, and rubbed off on many a fellow pilot. While his leadership skills were strong and effective, he was humble and kind; one of the best colleagues any pilot could ask for. Mike Perry has paid his dues in full in this world and he left it in better shape than he found it. He has earned his well-deserved trip home. Blue skies and tailwinds Mike.



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