



GOLDEN CONTRAILS



... and off' the setting sun is pleased to trim the clouds with molten sails,
and lace the way of passing jets with golden condensation trails.

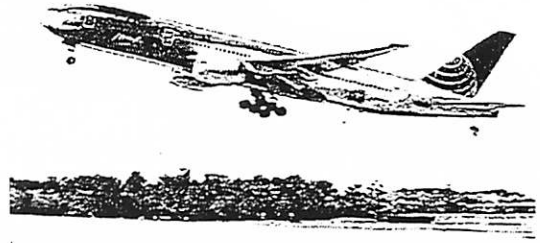
August 2008



CAP THIS PIC... WIN \$50 !!

See insert for details

CAPTAIN'S CORNER



IT'S CONVENTION TIME. That's right it is that time of the year, time to sign up for the CONVENTION. The place is Las Vegas and by the time you get this issue of the Golden Contrails the cut-off date of 8/18/08 will just around the corner. The cut-off date is the last date that the SAHARA hotel will guarantee the reduced rate of \$57.00/nite.

REMEMBER—the Convention dates are Wednesday 9/17/08 in the Hospitality Suite and the Business meeting, Ladies luncheon, and Banquet date is Thursday 9/18/08. The times will be published at check-in.

Rooms at the SAHARA will be available at the \$57 rate starting on the 15th. Call the toll-free number 1-888-696-2121, NOW and make your reservation.

The GOLF TOURNAMENT will start on Tuesday the 16th and Paul Grover has picked a great course and has made some other plans for those that play. See Paul' letter and get your entry in. **REMEMBER THIS IS A FUN TOURNAMENT** so the more the merrier.

When I last checked with Continental, the cut-backs to LAS will not be until after the Convention dates so we might be able to non-rev.

I just got off of the phone with Jim Gamble. He and his puppets are looking forward to performing for us this year. Jim has been through a hell of an ordeal this last year and is looking forward to performing

Remember, you are very important to the success of our organization and our meeting, so plan to join us.

See you in LAS,

Bob Shelton



Greetings to all!!

Well here it is, Convention time again...the years do seem to keep getting shorter! Hope everyone is planning now to make it out to Las Vegas . This should be another fun year with some great entertainment and plenty of time in the ever popular hospitality room! Don't forget to sign up for golf, and I don't want any fighting over who wants me to be on their team! (I know my reputation precedes me!)

As you are making your preparations to attend this year, please reach out to those that you know that may not have joined us yet. Over the past year, I have spoken to several eligible pilots that were not aware of us or if they were, have been hesitant to join in. The future of our organization depends on us keeping the membership growing and informed so help spread the word that we are all about fun and fellowship and many great trips down memory lane.

Looking forward to seeing everyone soon, so pack your baggies and be brave through TSA!! You can do it!

Gary



Hello Ladies,

I hope this issue finds you well and enjoying a relaxing summer! Things are busy here preparing for our convention in Las Vegas in September. We will have some fun entertainment and thanks to our resident decorating genius, Ina Domengeaux, more beautiful and creative decorations. Our theme this year will be "The Wild Blue Yonder".

As I mentioned in the previous issue, this is an election year. We need volunteers or nominations to fill the board positions. If you can help, or know someone that can, please contact me. You will find all of my contact information at the bottom of this letter. Don't hold back girls....you will have lots of help and it is a fun way to get to know a few of our members that you may not have had a chance to meet! The Hookes have volunteered to help out in the hospitality room as well, but we can use someone to "head up" the effort. This is a fun spot, lots of work, but you will enjoy it.

Be sure to check the schedule for our ladies luncheon and get your reservations in. We will have a delicious meal following our ladies meeting. Also, if you have never attended our meeting, make plans to be there, it is a fun time of sharing and catching up on old friends as well as meeting some great new ones!! I have been told that some ladies never see this, so gentlemen, if I have gotten you to read this far....please let your lady know about our activities!!

Looking forward to seeing you all soon.

Ranelle 4@hotmail.com 281-357-4454

EDITORS' CORNER



FRONT COVER... No matter who wins the captioning contest, it will be fun for us to read some of the entrees. They will be displayed in the Hospitality Room after the September 18th business meeting.

SKYDIVING FROM A 707... This piece from *Anonymous* was supplied by Shaun Ryan. What a hoot!

MARTIN AVIATION WARPLANE MUSEUM... Early this year Kyle Kawakami, Legal Consultant to this Orange County (John Wayne) Airport museum construction project, introduced Sue and me to "Pat" Kenna, President, Martin Aviation, who conducted us on a tour of the then fledgling effort. The finished Museum will be opening soon, exhibiting and flying warplanes as well as contemporary units. Note the name under the B-25 pilot's window of the benefactor of this project, MajGen William Lyon, and the *Guardian of Freedom* logo.

PERSONALS NEWS COLUMN... You should be aware that Shaun Ryan has become editor for this column. Appropriate information should now be sent to his postal or computer mailbox.

BACK COVER... K.D. Thompson has requested that I publish my poem, *THE AIRMAN'S WORD*, in *Golden Contrails*. At the risk of seeming grandiose, here it is, superimposed upon the fantastic picture with which you honored me at banquet two years ago. I wrote the poem in 1956 while flying AA DC-6 coach flights from ELP-SAT-HOU.

At the time, I was newly elected a Deacon in the Meneely Memorial Presbyterian Church on Montana Street in El Paso. I had undertaken to memorize some of the Psalms of David, resulting in the theme for this poem. The thoughts and feelings are the same today as they were then.

Skydiving from a 707?

By Captain Anonymous

Shortly after upgrading to 707 F/O, I had an opportunity to pick up a trip from open time that seemed ideal – it was a Chicago turn, all night and in a 707 320C. For those of you who remember when we were paid more for night flying and for the weight of the airplane, you can see why this would tempt me.

I showed in LAX at the appropriate time and met with the rest of the crew and took the crew bus to the terminal. We had about 80 people on board and launched right on time. About the time we were abeam DEN, the fuel control in the #1 engine went south and the engine started to compressor stall with fire coming out both ends of the engine. This obviously started me to wondering about the advisability of picking up this particular trip but I didn't have a clue what was to follow!

After shutting down the engine and calling the company, we did a big spiral down to DEN and landed at Stapleton. Luckily, they had a 707 720B sitting on the ramp so the plan was to swap aircraft and continue on to ORD with our passengers.

The captain of our trip (now deceased) suggested that since we now had an extra leg, maybe I would sit at the panel and let the S/O fly to ORD. This was quickly agreed to and I moved back to the seat I had just spent two years occupying during my MAC days. Unfortunately, we flew the 320C on MAC and I had not seen the panel of a 720B and its pressurization panel for 2 years. This became obvious when we started our takeoff roll on 35L and there was a loud rushing air noise. The captain turned around and looked at me but all I could do is shrug

and turn on the turbocompressors to no avail. When we rotated and the gear was retracted, it got quiet again but the cabin was now climbing at the same rate as the aircraft. (ie, extremely fast) We leveled off at 10,000 feet heading east and attempted to diagnose the problem. I had every bleed and every T/C on line but we were not pressurizing. The captain suggested that maybe the automatic cooling valve in the electronic bay had failed and was stuck open. I was then dispatched to climb down into the radio rack and see if the valve was indeed still open. I was opening the hatch in the cockpit floor and trying to remember what radio had to be removed to get to the valve and as I started to climb down the ladder, the S/O who was sitting in the F/O seat turned to the captain and said something that I could not hear. The captain turned to me and said, "see if you can kick that damn thing closed".

I continued down into lower 43 and turned to look in the electronics bay. I was looking at the various radios and trying to remember from my initial training which one hid the suspect valve. I was starting to step into the electronics bay when something did not seem right. I think I sensed it more than noticing it and I can remember saying to myself, "when did they paint the hatch black?" When I looked down at the hatch where I would have stepped, I was looking down 5000 feet to the ground! The hatch had been left open and because the warning light was located to the right of the F/O seat, it was not noticed until just as I was climbing down the ladder. That was when the S/O told the captain that the hatch was open and since the captain thought I had heard this, he told me to try and kick it shut. I had to lean over the open hatch to release the catch and lower the hatch into place and you can bet I had a strangle hold on the radio rack! We had turned off all the air bleeds before I went down to the electronics bay so if I did find an open valve, we would not blow out everyone's ear drums when I shut it. With no airflow from within the aircraft, there was absolutely no air noise from the outside air moving past the open hatch at 250 KIAS!

After securing the hatch and checking for possible soiled trousers, I climbed back up into the cockpit and said in a shaky voice, "the #@** hatch was open" or some such brilliant observation. When the captain realized that I had not heard the S/O's warning, he came out with a statement that made me realize how captains were thinking on an entirely different level than us mere crew members. His comment was, "My God, how could I explain to the FAA how I lost my co-pilot in flight!"

I received this story in the mail and have no idea who wrote it but it seems entirely credible to me. If any of you have similar stories, send them to me and we will try to spread your word.

Thanks,

Shaun

July 18, 2008

Members:

As many of you know, our Editor and Publisher Captain Dick Grigsby, is a talented poet. The logo of the Golden Contrails and the "golden condensation trails" quote are his.

Earlier this spring when Captain Dave Moran was seriously ill I learned that Dick had sent Dave one of his poems, "The Airman's Word". I enjoyed it very much and thought Dick should publish it in the next Contrails which he has agreed to do.

Dick advises that he wrote the poem in the 50's while flying the old DC-6's on the American Interchange between Houston & El Paso. I hope you will enjoy it as I did.

K. D. Thompson

July 16, 2008

Greetings Members:

We all are aware of the serious crisis the airline industry is in and the necessary actions that must be taken in order to survive. Along those lines I have a few items I would like to address concerning pass travel.

The company puts out DNU (Daily News Updates) through coair.com and I would suggest that you log on, go to the DNU's and check out the Jan. 15, 2008 article concerning enhancements to the Continental Pass Line, 866-359-3727, or if in the Houston area, 713-324-7277. Also note that your password is your birthday, (mmddyy).

Delta and Southwest have now changed over to the ZED (Zonal Employee Discount) fares for pass riding for those retirees who are eligible. I believe this brings all the majors into the ZED fare structure and the only carriers that may still have 'service charge only' passes are the locals or feeders. Remember that the ZED fares are based on mileage per segment from a low of \$25.00 for 1 thru 450 miles to high of \$97.00 for 7101 thru 9999 miles (plus applicable taxes) so they can add up.

The next item is the purchasing of the ZED fares at ticket counters. Because there may be a lot of ticket agents who are not familiar with writing these tickets it can be very time consuming. I would suggest if you are planning on purchasing any ZED fare tickets you contact the Pass Line number above or your local (800) Continental reservation number. From them you can find out the hours of operation at the airports you will be using; thus you should be able to plan your trip to the airport. I would recommend allowing additional time for your first trip in case they are busy with operations and you may have to wait until they have some slack time. With the upcoming reduction in capacity, parking of aircraft and furloughing, I would hope we would all demonstrate patience, tolerance and understanding throughout these difficult times of pass riding.

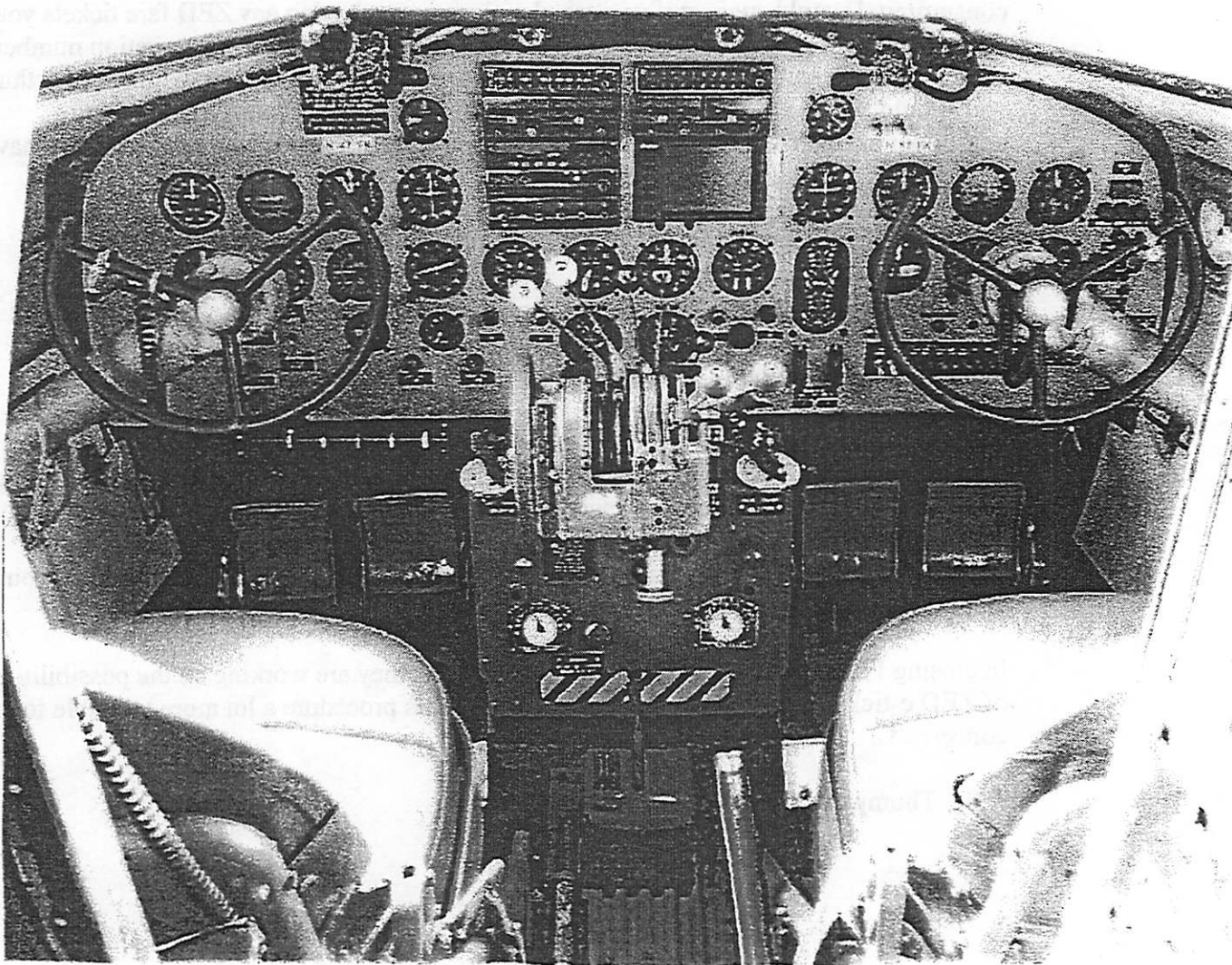
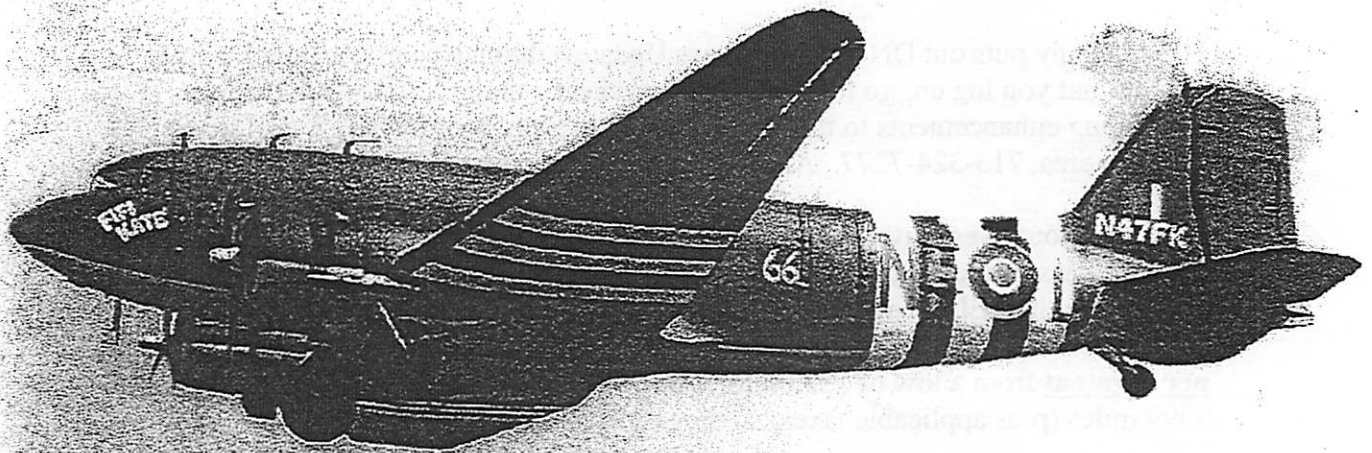
The good thing about the ZED's is that unused portions are completely refundable and you can fill out a form that is found on-line through coair.com. I covered this in the December Contrails and will repeat for those who may have missed it.

Log onto coair.com and on the home page across the top from Powered by Google, put your cursor on **Pass Travel** and then down to **Other Airline Information**. Click on this link and the last item under Information will be "**OA (other airline) Ticket Refund Form**". Print out and fill in this form, (with copies for your records), and mail to the address shown along with your unused coupons. Refunds will be mailed to you or your credit card will be credited.

In closing I have good news from the company that they are working on the possibilities of ZED e-ticketing which would certainly make this procedure a lot more tolerable for all concerned.

K. D. Thompson, Travel Liaison

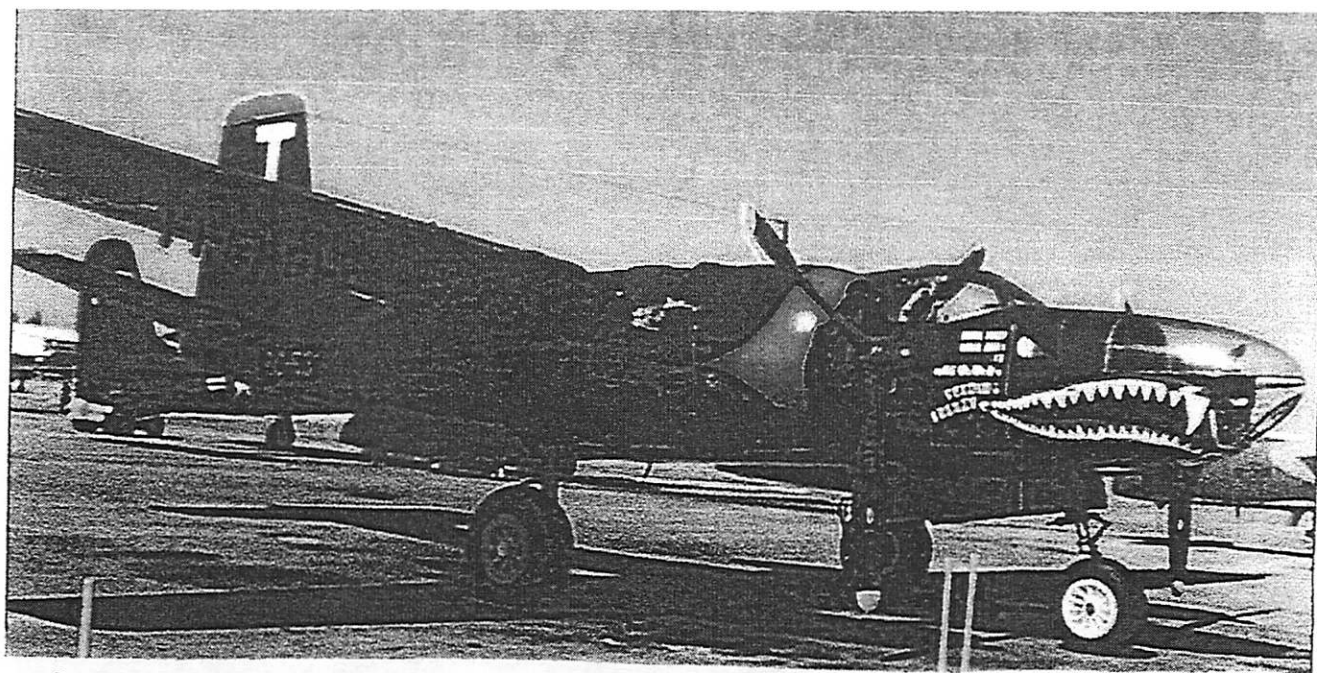
Martin Aviation



A-26 Invader / 44-34538

"Feeding Frenzy"

Martin Aviation



Serial #: 44-34538

Construction #: 27817

Civil Registration:

N6839D

N34538

Model(s):

A-26B

B-26B

Consort 26

Name: Feeding Frenzy

Status: Airworthy*

Last info: 2004

History:

Delivered to French AF as 44-34538, Jan. 3, 1951-1955.

- Based in Indochina.

- Returned to USAF, Oct. 22, 1955.

Open Storage, Clark AFB, Philippines, 1955-1958.

Rock Island Oil & Refining Co., Wichita, KS, 1964

- Registered as N6839D.

- Converted to Rock Island Consort 26 configuration, Hutchinson, KS.

Hughes Aircraft Co., Culver City, CA, 1966-1987.

- Fitted with extended radome nose for missile sensor flight tests.

Gower Lebel Inc., Seattle, WA, 1988-1990.

A & T Productions, Inc., Pacific Palisades, CA, May 1990-1997.

- Registered as N34538, Sep. 1990.

- Restored and fitted with A-26C nose.

- Flown in USAF black scheme.

- Flown as 434538/BC-538 "Feeding Frenzy"

Ron Kent, Kelowna, BC, Mar. 12, 1997.

Martin Aviation Inc, Santa Ana, CA, Apr. 12, 1999

Dimensions:

Wing Span: 70 ft. (21.34m)

Wing Span (B-26K): 75 ft. (22.86m) including tip tanks

Length: 50 ft. (15.24m)

Height: 18 ft. 6 in. (5.64m)

Height (B-26K): 19 ft. (5.79m)

Wing Area: 540 sq. ft.

Crew, Three (Bomber)

Weights:

Empty: 22,370 lb. (10,145 kg.)

Loaded (Original): 27,000 lb. (12,247 kg.)

Loaded (Later): 35,000 lb. (15,876 kg.)

Overload (Original): 32,000 lb. (14,515 kg.)

Overload (Later): 38,500 lb. (17,460 kg.)

Performance:

Max. Speed: 355 mph (571 km/h)

Initial Climb: 2,000 ft/min (600 m/min)

Service Ceiling: 22,100 ft (6736 m)

Range (Max. Bomb Load): 1,400 miles (2253 km)

B-17G Flying Fortress N9563Z

“FUDDY DUDDY”

Martin Aviation



Primary Function:	Heavy bomber
Contractor:	Boeing
Crew:	10 (Pilot, Co-Pilot, Engineer, Bombardier, Radioman, 5 Gunners)
Unit Cost:	\$276,000 (B-17G)
Powerplant	Four 1,200 h.p. Wright R-1820-97 radial piston engines
Dimensions	
Length:	74 feet, 4 inches (22.66 m)
Wingspan:	103 feet, 10 inches (31.65 m)
Height:	19 feet, 1 inch (5.82 m)
Weights	
Empty:	36,135 lb
Maximum Takeoff:	54,000 lb (gross)
Performance	
Speed:	300 mph (483 km/h)
Ceiling:	35,000 ft (10667 m)
Range:	1,850 miles (2979 km)
Armament	Thirteen .50 caliber machine guns, up to 17,600 lb.(short range) bombload
Service Life	
First Flight:	July 28, 1935 (prototype) December 2, 1936 (Y1B-17A)
End of Service:	May 1945
Number Built:	[12,726 total]

Mitchell /44-29465

"Guardian Of Freedom"



Wing span:	Wing Span: 67 ft 7 in (20.59 m)
Length:	Length: 51 ft (15.55 m)
Height:	Height: 16 ft 4 in (4.98 m)
Wing Area:	610 sq ft (56.67 m ²)
Weights:	
Empty:	19,530 lb (8,858 kg)
Gross:	26,122 lb (11,848 kg)
Maximum T/O:	35,000 lb. (15,876 kg)
Performance:	
Maximum Speed:	285 mph (458 kph) at 15,000 ft (4,572 m)
Cruising Speed:	230 mph (370 kph)
Service Ceiling:	24,200 ft (7,376 m)
Normal Range:	1,350 miles (2,172 km) with 3,000 lbs (1,360 kg) of bombs
Maximum Range:	2,200 miles (3,540 km) with ferry tanks
Powerplant:	
Two R-2600-29 Wright "Cyclone" 14 cylinder, air cooled radial engines developing 1,700 hp (1,268 kW) each for T/O	
Armament:	
Eighteen .50 cal (12.7 mm) M-2 Colt-Browning machine guns. Up to 3,200 lbs (1,451 kg) of bombs	

As I write this report for the summer edition of *Golden Contrails* (a few weeks earlier than I normally would), there are 44 members from 2007 who will not be reading it; yes, we have lost this many members during this year. Sadly, several of our good friends have "gone west"; but many of these 44 have simply vanished. Either their mail, or e-mail, have been returned "undeliverable" or phone service disconnected – no forwarding address. And, some have evidently decided to just drop membership in the Eagles. As a courtesy, multiple reminders of dues have been sent (at an additional cost to the Association), but no reply was received. Don't become "LOST". Please, remember to let us know if you move, change phone numbers or e-mail addresses. The post office will only forward mail for a short period, and e-mail is never forwarded when you change providers.

Thanks to many generous contributors to the postage fund and to those who have paid their annual dues (some for several years in advance), our treasury is in good financial shape. We have maximized our accounts by opening certificates of deposit, and your officers look at ways to make your dues dollars go further. I'll remind everyone again in the December issue of *Golden Contrails* (when 2009 dues will be payable) – but – remember, dues are annual – that is, due in January of each year. No individual reminders are sent; but rather a notice is published in the December issue of *Contrails*. New memberships have been a bit slow this past quarter, in spite of many recent retirees. If you know of an eligible member, please urge them to become a Golden Eagle member. They'll thank you! Membership applications can be downloaded from the Golden Eagles' web-site www.thegoldeneagles.org

I know that we all feel the pinch of ever-increasing prices (especially gas) and of a slumping economy, but I'd like to urge everyone to consider making a charitable donation to **The Golden Eagles Cares Fund**. This fund is a separate, charitable fund that The Eagles have used every year for the past five years to help fellow Continental individuals and families that have been devastated by disasters or misfortune. Contributions to this fund have been a bit slow in 2008 and this will certainly impact our ability to help these families through your CARE program. Please consider making a donation to "The Golden Eagles Cares Fund" – you can send it to 4328 Sunset Beach Circle, Niceville, FL 32578-4820. Your donation can make a difference!

As of this writing, there are only about 60 days before your Golden Eagles 2008 Convention/Reunion in Las Vegas. Time is really getting short for making your hotel and banquet reservations. The Sahara Hotel has given us an August 18th cut-off date for guaranteed-rate room reservations (somewhat earlier than normal – the Sahara's toll free number is listed on the banquet reservation form). Deadline for banquet reservations is September 10th. I'll be on the road after Sept. 12th and won't be available to take your last minute meal reservations except by cell phone after that (850-543-0466). This year's event promises to be a really great one, make your plans and reservations early and don't be left out. A banquet reservation form is included with this edition; why not fill it out, make your meal selections and mail it, along with your check, today? And don't forget to sign up for the big golf tournament; you don't have to be a Tiger Woods to play and have fun.

Finally, let me wish everyone a safe and happy summer season – see you in Las Vegas!

GOLDEN EAGLES TREASURER'S REPORT**3/01/2008 – 7/12/2008****Golden Eagles Checking Account****Golden Eagles CARE Fund**

Balance from 3/01/2008	\$ 11,803.49
Inflows (checking) 3/1/2008 – 7/12/2008	
Dues Received	\$ 6,115.00
Postage fund contributions	799.50
Banquet Deposits	1,420.00
Total Inflows this period	\$ 8,334.50
Disbursements (checking) 3/01/2008 – 7/12/2008	
Office supplies	\$ 59.14
Printing/mailing - office	107.91
Remembrance donations	150.00
Contrails printing/postage	2,932.40
Loan to Golf Tournament	500.00
Web-site maintenance	175.00
Misdirected CARE payment	10.00
Total disbursements this period	\$ 3,934.45
Balance (checking) 7/12/2008	\$ 16,203.54

Balance from 3/01/2008 (CARE)	\$ 855.20
Inflows this period 3/01/2008 – 7/12/2008	
Donations Received	\$ 40.00
Transfer from checking (misdirected)	10.00
Interest earned	0.89
Total inflows this period	\$ 50.89
Disbursements this period 3/01/2008 – 7/12/2008	
None	\$ 0.00
Total Disbursements this period	\$ 0.00
Balance 7/12/2008 CARE Fund	\$ 906.09

Golden Eagles Certificate of Deposit

Opening Balance	\$ 10,000.00
Interest income	\$ 153.60
Balance 7/12/2008 (CD)	\$ 10,153.60

The following have graciously contributed to the postage fund, helping defray from the ever-increasing costs of mailings.

Sid Alexander
Joe Allee
Bill Arcamuzi
Jerry Becker
Charlie Brooks
Roland Brown
Steve Cady
Jim Caldwell
Laverne Cann
Jerry Dixon
Joseph Dole
Tom Doherty

Denis Duffy, Jr.
Bob English
Martin Fedigan
Evans Ferris
Herb Gullaksen
Tom Home
Bette Ireson
Jim Jamison
Walt Jennings
John Kaczmarek
Larry Kruchten
Ron Lemon

If I have omitted a name, please excuse my computer skills.

Frank Longo
Leif Mauritzson
Norman Meyer
Jim Minor
E. R. Dick Moore
Ralph Musser
Walter Olsen
Joe O'Neill
Ann Park
Richard Pekrul
LaRue Pierce (Johnson)
Dennis Pistoll

Ron Redmond
Walter Smelich
Charlie Starr
Loren Steinbrink
Don Straight
Allen Timms
Guy Ullman
Marilyn Walker
Robert Warner
James Waters
B.R. Whitaker

To determine your dues status – look at the number after your name on the address label of this magazine. That number is the year through which your dues are paid. A “W” (instead of a number) represents a surviving spouse of a member; “Hon” is for an honorary member, and “LIFE” is a lifetime member. If there’s an error, just let me know.

For your information. Roger Johnson passed away last evening March 27 from cancer. He was a Frontier pilot and retired a Capt. on the 737 in Cleveland. A grave side service will be held at the Fairmount Cemetery at 9:00 AM. The cemetery is located at 430 So. Quebec St., Denver (303-399-0692). A memorial service will be held at 10:00 AM at Christ the Savior Lutheran Church at 1092 So. Nome, Aurora. The day of the above services are on Tuesday, April 1st.

Would you pass this information along to the Golden Eagles/Continental members ~ thanks, Larry Nelson

Kenny Morgan

Captain Kenneth Earl Morgan was born September 5, 1919 in Wichita Falls, Texas. He passed away May 21, 2008 in Blanco County. Kenneth served in the 556th Army Air Force from August 1945 to September 1946 as a flight instructor. He was a member of the Masonic Lodge for over 50 years and earned his 32nd degree. He was a commercial airline pilot (Captain) for Pioneer Airlines and later for Continental Airlines from 1948 until his retirement in 1980. He has lived at his home on Crabapple Road since 1968.

Kenneth is survived by one son, Ken Morgan of Fredericksburg , along with his wife, Anne-Marie Morgan and their five children. Preceding him to the spirit world was his wife Kathryn Morgan, eldest son, Guy Morgan and sister , Elizabeth (Morgan) Smith. Kenneth Morgan was a man of faith, known far and wide for his goodness, kindness, love and joy of life.

Note from Shaun:

My sincere thanks to Rube Cage for providing the previous obituary. I called him on a weekend and two days later I received my copy in the mail. Those of us who

knew Kenny realize that you could never distill his personality into a few words in a newspaper and even come close to describing the essence of one of the nicest men I have had the privilege of knowing and flying with. I am sure that everyone who called him friend probably has one or more stories about Kenny and if you would like to share with the group, please forward them to me at f100plt@gmail.com and I will see that we get them published. We have lost an important part of Continental Airlines history and he will be missed by all who knew him.

From: Jim & Margy

To: a.hollingsworth@comcast.net

Sent: Wednesday, June 18, 2008 6:51 AM

Subject: Joy French

Please allow me to extend my sincerest sorrow and condolences at Joy's passing. In recent years I lost contact with Joy but, like many at old Continental remember her for the happiness she brought with her on many flights. "Old Continental" was like a family and like so many others it may have been the best of times for me and much of those memories involve people like Joy. In her absence may we all remember the good and happy times.

She's in a better place and her suffering has ended. It is we who must continue. That will take some time to relieve our pain and then only the good times will be remembered. Let's hope that occurs quickly.

JIM

Ken,

I received the following information from Golden Eagle member, Jim Keltner, and would ask to have it posted on your e-mail list.

Thanks,
Charlie Starr - Golden Eagles Treasurer

Marvin Fields passed away on March 15, 2008 in his home of Newhall CA. Marvin flew for CAL for 17 years. He was an avid bicycle rider - and was known for his bright yellow jacket while riding. He rode his bicycle from coast to coast, from border to border and even into Alaska. He is survived by his wife of 43 years, Eleanor Sue, his son Noel, daughter, Kathy Fountain, along with two brothers and several grandchildren.

A call from Charlie Walker who was notified by Ellie Frazier that Tom passed away on May 17, 2008. He was 89 and lived with his wife, Ellie (nee Kruger) on Lopez Island in the San Juans. He had pneumonia and cancer and will be cremated without services.

Ellie's address is:

Ellie Frazier

126 Airport Road

Lopez Island, WA 98261

From: Christine and Gene Newman, Jr.

Hello! We hope this card finds you well. We are writing today because Gene is turning 90 this summer on July 27th. Amazing!!!!

We would like to celebrate with a memory book and cards or letters from his friends and family. If you would like to send us a letter about your favorite "Gene" memory, to be included in the memory book, you can write to Christine Newman (17703 Rodeo Drive, Madera, CA 93638).

Note from Shaun: Due to the lag in publication, you will not be able to get any memories to Chris before Gene's birthday but I am sure any will be gratefully received after the event. If you would like to send them directly to Gene, his current address is:

Cedar Creek

541 N. Westberry Blvd.

Madera, CA 93637

A note written on May 29, 2008

Dear Friends at Golden Contrails,

Thank you for the many years you have sent *Golden Contrails* since John Fannin "left your crew". I think it is time you took me off your list. I seldom see a name I know and if I do is usually bad news.

Sincerely, Jane Fannin.

Note from Shaun: Jane we will miss you. I had the very great pleasure of flying with John on several occasions and enjoyed every minute of his company. He was a true gentleman and a professional pilot.

Email from Bud Battley: Monday 2 Jun 2008

Golden Eagles member and retired Texas International Captain, John Hodge passed away Tuesday the 27th of May at his daughter's home in Dallas. A memorial service celebrating his life will be held Saturday, June 14, at Klein United Methodist Church located just east of the Kuykendahl FM2920 intersection. In lieu of flowers, donations can be made to the KUMC Troop 878 John Hodge Memorial Scout Fund for deserving scouts in need of financial assistance. Condolences may be addressed to the family at the residence of his daughter:

Renee and Paul Schneider

9503 Craigway

Spring, TX 77389

Maggie Jacobsen, former ALPA officer and one the most prominent women in U.S. labor relations passed away on Jan 7, 2008.

Jacobsen began her career in 1962 as a flight attendant for Continental Airlines where she became active in ALPA's former Steward and

Stewardess Division, which in time time elected her national secretary-treasurer.

In 1993, U.S. President Bill Clinton nominated her to the National Mediation Board, the federal agency that oversees collective bargaining for the airline and railroad industries. She served on the Board for 8 years , including 3 years as chair.

Note from Shaun: I had the pleasure of flying many times with Maggie and also of having some very pleasant conversations with her. It was obvious to me that she was due for something important and she certainly lived up to my expectations.

Warner receives Conservationist of the Year Award

Fort Lupton/Brighton rancher, Robert L. Warner, was awarded the Colorado Soil and Water Conservationist of the Year Award for 2007 by the Soil and Water Conservation Society at the Annual Conference of the Colorado Association of Conservation Districts (CACD) in Colorado Springs on November 14. Bob is a Colorado native and was raised on the same ranch, near Fort Lupton, he has been operating for the past 38 years. He is very active in conservation of natural resources and has installed contour terraces, established native and introduced pastures, improved stock water facilities, and installed cross-fencing which has helped the grazing management of his Red Angus and Black Angus cattle.

He improved his irrigation program by installing underground pipelines, gated pipe, concrete ditch lining, land leveling, and installing pivot irrigation systems. He has participated in many of the programs offered by the NRCS over the years. Conservation is a lifestyle for Bob. He also serves as president of the Board of Supervisors for the West Adams Conservation District and Director for CACD and the National Association of Conservation Districts.

Marvin Raymond Fields

Marvin Raymond Fields of Newhall, CA, passed away Saturday, March 15, 2008.

Marvin was born April 24, 1939 in Grand Forks, North Dakota. He attended University of Washington earning a B.S. in Chemistry. Marvin had many careers throughout his life. After completing his college career, Marv fulfilled his ROTC commitment in the Navy where he flew F8 reconnaissance missions from the Midway during the Vietnam War. From this he moved on to flying commercially for Continental Airlines for 17 years. Marv, an individual always looking ahead, began his long career as a real estate developer while flying for Continental. This consisted of building and then managing multiple residential and commercial buildings over a period of almost 40 years. However, bicycling was Marv's true passion. Many people in Newhall would recognize him as the man in the bright yellow jersey riding the funny bicycle known as a recumbent-trike, up Newhall pass. Marv's bike trips included several coast-to-coast trips across the United States, a trip from the southern most tip of Texas to the Canadian border, and a trip from Phoenix, AZ to Fairbanks AK. This was known as his feet first trip, as this was accomplished riding one of his

many recumbent bicycles. Marvin's bicycling accomplishments also included completing the Triple Crown of Racing in his 60's. Additionally, he completed five double centuries over a period of one year earning him a place into the 1000-mile club.



He is survived by his wife of 45 years, Eleanor Sue Fields; his son, Noel Fields; his daughter, Kathy Fountain; his grandsons, Raeth and Brogan Fountain; his granddaughter, Kyla Hillsman; and his brothers, Robert and Richard Fields.

A service will be held on Thursday, March 20, 2008 at 11:00 a.m. at Mission Hills Catholic Mortuary located on the southeast corner of Sepulveda and Rinaldi, entrance on Rinaldi. Afterward, on site, there will be light refreshments and a toast to Marv's life.

Marvin's family wrote, "Marvin's kind and generous heart touched the lives of many and will be missed. And we are sure he would want to be remembered as the guy wearing the bright yellow jersey riding the funny bicycle up Newhall pass."

The Signal, Santa Clarita, March 18, 2008



John Archie Hodge
July 19, 1919 – May 27, 2008

Thank you for choosing to honor Dad with a contribution to a memorial fund for Boy Scouts set up in his name. My son, Andrew, was supported by Dad for the four years he worked his way through the ranks to Eagle Scout. In this way, he will be able to continue to influence other young men's lives.
Sincerely,
Renee Hodge Schneider and
the Hodge family

CRANE & CO.



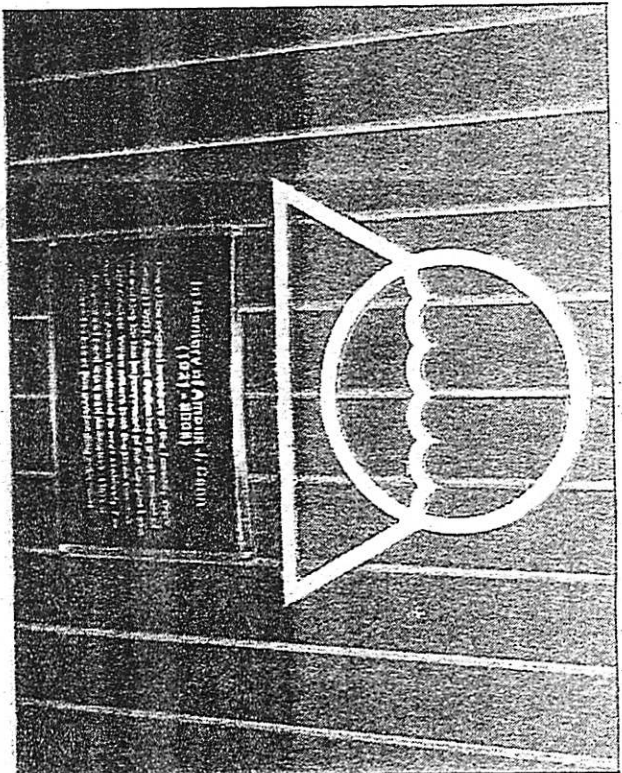
PHOTOS BY ROLLY BITTERMAN

TWG honors former member

On July 8, POA President and TWG Liaison Jordan Ehrenkrantz, at left, and Tuesday Work Group (TWG) Committee Chairperson Ken Mathes presented a memorial plaque to Iverne Cann, wife of Amous Cann, for his outstanding support, dedication and hard work with the TWG. The plaque is mounted on the golf starter podium and reads:

*In Memory of Amous J. Cann
(1921 - 2008)*

One of the original members of the Tuesday Work Group (TWG), Amous dedicated a great amount of time working for the improvement of the Canyon Lake Golf Course. When others took the three summer months off, Amous continued to work tirelessly. For his years of hard work and dedication, TWG is pleased to honor this outstanding individual.





The Airman's Word

He sees the hand of God at work a thousand times a day.
Above the land, detached from care, his thoughts can find the way
To understanding, sharp and clear, untouched by human strife.
Above the haze, his soul is free. He *feels* his precious life.

Yet his is not the gift of words to worship, to express
His gratefulness, his awe, delight, the Lord of All to bless.
Where is the word acceptable to Him, who was and is?
The Psalmist's song is on his tongue. The Lord's own words are his.

The dawn comes, and the word, "O Lord, how excellent thy name
In all the earth" and now he knows that David felt the same.
Then, winging past the drowsy farms, the fields well-kept and trim,
"Pray, what is man, O Son of Man, that thou doest care for him?"

But now the fog lies on the land, the speakers come to life
With clearance, weather, *hold, maintain*. His peace has turned to strife.
And yet the need to concentrate, to work, though robbed of sight.
"Grant me Thy peace, O Lord, my God," and guide my hands aright.

Or lightning sears black sky ahead, reveals the slanting shower,
The awesome storm of fire and rain and turbulence and power.
Once more the words the Psalmist sang give consolation birth,
"My help, it cometh from the Lord, which made heaven and earth."

And so the airman finds the word, expression floods his heart.
His world is different from the rest but still, it's just a part.
The song is there for every man. It surely will be heard.
"The Lord my light, whom shall I fear?" Praise ye the Lord, the Word.

R. S. Grigsby