

# THE GOLDEN EAGLES

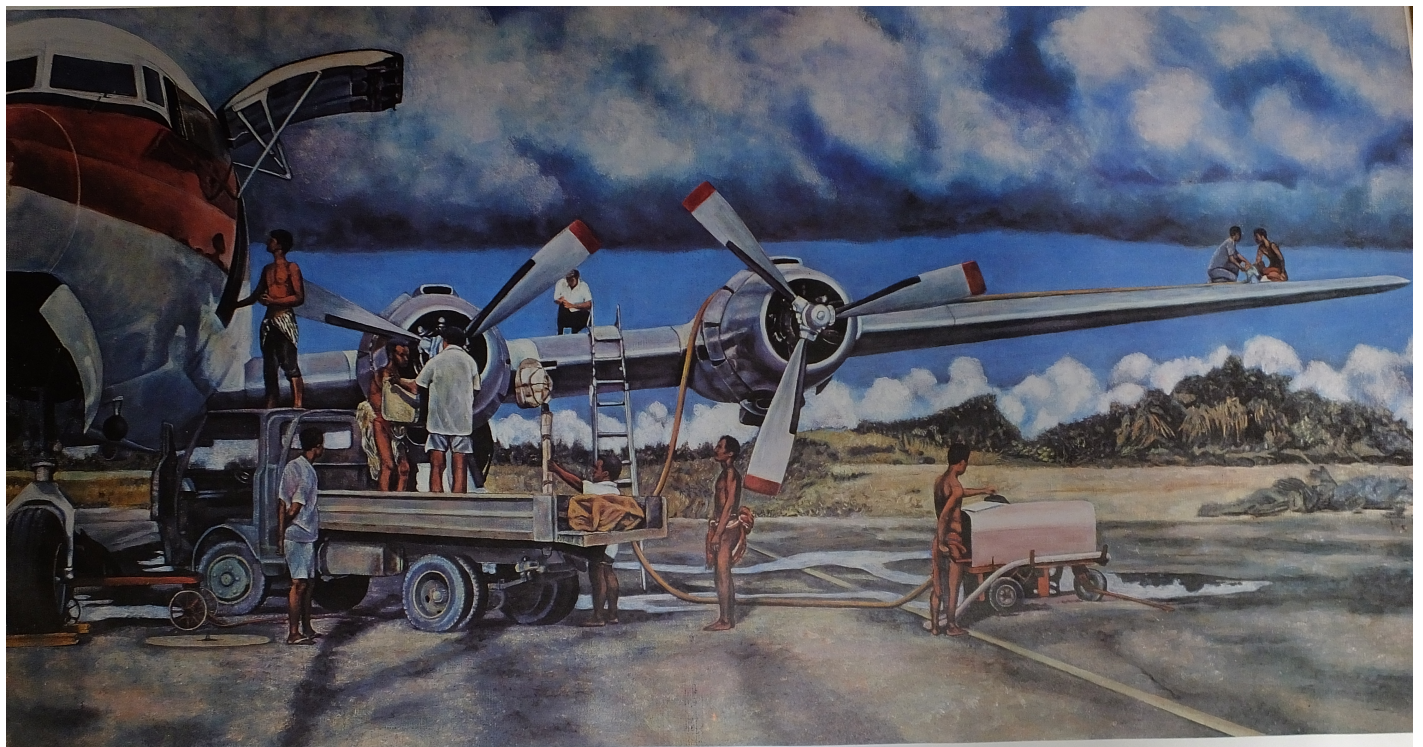


## *Golden Contrails*

December



2017



DC6B-YAP

CONTINENTAL  
AIR MICRONESIA



**Front Cover - Photo of a poster donated by Terry Owens. This and other posters will be mounted and auctioned at future Conventions with proceeds to the We Care fund.**



**Photo above (circa about 1980) courtesy of (then) Golden Jet Editor John Clayton from an article about Air Force One on the Continental LAX Ramp.**



## PRESIDENT'S MESSAGE

As I assume the office of President, I would like to begin by thanking Bill Chambers for his tireless efforts and dedication to The Golden Eagles over the past four years. Through his many challenges, Bill served with distinction and honor. He oversaw many changes that improved and modernized our organization that will have long-lasting effects. Thanks, Bill, for your leadership.

Your new slate of officers is already hard at work to assure a smooth transition to the upcoming two year term. Our team consists of seasoned officers with lots of experience and new officers with fresh ideas and lots of enthusiasm. I look forward to working with each and every one of them. Your officers for 2017-2019 are:

- Tom Doherty - President
- Gary Small - President - Elect/  
Editor of The Golden Contrails
- Dave Newell - Executive Vice President/  
E- Mail Liaison-
- Bruce Sprague - Treasurer/Webmaster
- Dave Rossetter - Secretary
- Jim Morehead - Pass Travel Liaison
- Andy Cassetta - Membership Chairman
- Bill Chambers - Past President

We made the decision to cancel our Houston 2017 convention due to the unprecedented hurricane season that we experienced. With Houston being

seriously impacted by Harvey, and so many of our members and their families suffering devastating losses, we felt it would be best to put the convention on hold. After considering many factors, including weather, time of year and venue, the Executive Committee made the decision to hold our next convention at The Tropicana in Las Vegas May 14-16, 2018. We hope you all will join us for a great time. (Remember: what happens in Vegas stays in Vegas)! Further details will be posted on the website soon.

Your officers invite your input and constructive criticism on all issues involving The Golden Eagles. It is very helpful to us to have you let us know how we're doing, what you like and don't like, and any ideas you have that would help us improve so that we meet your expectations as a member. Also, we remind you that this organization is run by volunteers and more volunteers are always needed. Please contact me at any time with any questions or suggestions.

**Merry Christmas and Happy New Year!**



**Tom Doherty** [jkated@aol.com](mailto:jkated@aol.com)



## LADIES' AUXILIARY

Our thoughts and prayers continue to be with all our members and their families and the city of Houston as they recover from the devastation caused by Hurricane Harvey. We hope that things continue to improve and that life is getting back to normal. Because of the storm, plans for our Fall Fling have "presto, change-o" become a magical springtime get together in Las Vegas that will include golf, ladies' luncheon, dinner, dancing and lots of fun. We are looking forward to catching up with old friends and making new memories and hope you will all make plans to **JOIN IN THE MAGIC**. Happy Holidays!

**Jamie Doherty** [jkated@gmail.com](mailto:jkated@gmail.com)





## The President-Elect / Golden Contrails Editor's Report, and other rants...

*"If you are going through Hell, KEEP Going!" (Winston Churchill)*

I'm thinking this could be appropriate advice, having just completed my "tour of duty" as Secretary and stepping into the role of President Elect. Ordinarily, this could be a good gig, as the role should be similar to a Vice President, who generally has no duties at all. In the case of the Golden Eagles, however, it means that I have to follow Tom as President in two years, and that may have everyone running for cover.

On the subject of changing roles, I am thrilled to have Captain David Rossetter join the Executive Committee as your new Secretary. Dave has strong credentials in technology with a Master's Degree in Computer Information Systems and demonstrated leadership qualities as a Check Airman and as a key volunteer in the administration of the IACP, before the return of ALPA as the Continental Pilots bargaining agent. Dave will assume the maintenance of the Membership Database, cutting a little slack in my harness to do other things, most notably the Golden Contrails.

Captain Andy Cassetta has agreed to be our new Membership Chairman, which is ideal, since he is still an active United pilot, has access to the crew rooms and is endowed with all of the energy of "youth" and the talent to go with it.

Captain Jim Morehead joins our merry band of people who didn't learn to "say no" as our new Travel Liaison. Jim comes to us with unusual expertise in travel, having worked as a ground agent in addition to a line pilot at sUA. Jim has knowledge and relationships with many of the other retiree groups in addition to those inside the company who administer our travel benefits.

Shifting focus to the Golden Contrails, this will complete my first year as Editor / Acting Editor after Shaun's retirement from that position. It has been an interesting, and at times challenging, learning curve

to get some proficiency with doing the layout. As is probably apparent, the final version must contain an even multiple of 4 pages to account for the way it is printed and stapled. There are other layout considerations, which have resulted in my need to learn a few tricks along the way to make things "fit". The most important consideration, by far however, is the CONTENT. I continue to appreciate the efforts of Dave Newell, and others who "feed" me material and we remain sincerely grateful to the Editor of the RUPANEWS for generously sharing their content.

In this edition, we inaugurated the Crew Room feature and thank those bold souls who were the first to "enter the dance floor" as Dave quipped. I hope you will enjoy those updates and see the value in participating with your own. I also thank Captain Floreani for providing a SECOND interesting article, (we printed another one in the last edition). I continue to urge each of you to dig down and come up with at least one experience from your flying years to share with your fellow Golden Eagles. Lacking these direct personal anecdotes, I will generally lean to articles of military aviation or valour...just me, I guess. Yeah, I know there will always be some discontent over the choice of material used, but let's face it..."it ain't easy" keeping a bunch of pilots happy or in agreement about ANYTHING!

As a result of the cancellation of our 2017 annual convention, due to the extensive damage done by Hurricane Harvey and the continuing recovery, I elected to print our current "photo rosters" in place of the color pages we normally use to present photos from the convention. These photos were current as of November 01 and if your photo is not included, it is because you have not sent us one! Please join your buddies and get in the picture frame! Just have someone snap you with a cell phone (head and shoulders preferably) and email it to me at [smallgd@gmail.com](mailto:smallgd@gmail.com).



Our annual (3<sup>rd</sup> year now) Surviving Spouse Outreach is currently underway. The spouse of a Member in Good Standing at the time of “Going West” is granted non-voting membership benefits for the remainder of her (or his) life...If They Wish It. To that end, we simply ask each of them on our current roster if they wish to continue “benefits”. This also gives us an opportunity to validate their contact information that we have on file.

On behalf of your Executive Committee and Volunteers, I offer my sincere wishes for (in chronologic order) a very Happy Chanukah, Merry Christmas and Healthy and Prosperous 2018.

gary



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Hello Fellow Retirees!

My name is David Rossetter. I made the error of communicating with Gary Small after joining the Golden Eagles and now I find myself taking over his Secretary position! After many years of working with Gary and other GE's doing union work (IACP and early ALPA) I guess I just couldn't stay away from getting back involved in pilot organizations.

My history: I was hired by People Express in late 1984 and worked as a 727 FE simulator and line instructor for my “staff” job. It was a pretty good gig. After getting bought out by Continental I spent seven years flying DC-9's and MD-80's out of DEN. It was during this time that I picked up a Master's in CS (Computer S\*\*t) and began helping the fledgling IACP with network and database support. My family and I moved back east in 1994 and flew out of EWR for twenty years. Gary did part of my IOE on the DC-10. I was an LCA on the 737 for many years before going over to the 756. The last three years of my career were in IAD after moving to Virginia to marry my wife, Pam. I retired in July 2016 after returning from GVA. It was a wonderful retirement flight!

Pam and I now live in Tucson with our two dogs. We seem to spend a lot of time watching the amazing desert sunsets and sunrises. My son is an educator (outdoor and environmental education) in Gloucester, MA and my daughter is a flight attendant for CommutAir in EWR. My step-son is a data scientist in Singapore and my step-daughter works in UX (user interface design) in New York City. Most of them are smart enough not to get into aviation! Pam is a retired microbiologist/environmental scientist as well as a project director doing drug trials. She is originally from Tucson. We sure do enjoy not having to separate every week!

My primary job is to manage the Golden Eagles' database system. If your membership information is incorrect, it is probably my fault. Let me know and I'll get it fixed. The leadership plans to add to my chores as I get comfortable so retirement won't get too boring. I'm looking forward to getting more involved with the Golden Eagles. Hope to meet many of you (and see old friends) at the next convention!





# THE GOLDEN EAGLES TREASURER / WEBMASTER UPDATE *Bruce Sprague*

HOME MEMBERSHIP LAC CARE CONVENTION TRAVEL CONTRAILS INPUT STORE CART(0)

For me, it has been a heck of a Summer and Fall this year. I spent months preparing for my Boeing KAL gig in S. Korea, and then two months over there in training. It was all for naught....this program was not for me (too stressful and away from home far too long). So, I returned to Texas, and within a week, my home is flooded out (Hurricane Harvey), and our lives were changed forever. Hopefully, we will be back in the house by the end of the year, but getting the home back to normal will take a lot of time and money. At least the Astros won the World Series! Next year I will continue my 737 simulator gig, training military pilots for their type rating.

Of course, the hurricane floods also cancelled our annual convention. But fear not, we will all be in Las Vegas this May for our next convention. Find all the details on our website (CONVENTION), and be sure to mark the dates, make your reservations, and fill out the convention form!

While in our website, also be sure to go to the STORE and pay your dues! Please....everyone try to do this **before** the dues "due date", which is January 1st. Also, please.....**no checks**.....use our credit card system to make it far easier for your volunteers. The only ones who are eligible to mail in checks, are those who do not get emails from us (*ie: you have **no** computer*)!

When checking out our website, you will see we have made quite a few new changes and updates. First, go to the HOME menu item, and under it is the "Officers" page.....go take a look and see your new slate of officers and volunteers! Also under HOME is the "President's Message", and new sections called "Announcements" and "Information Form". The LAC menu section has been reorganized, and the TRAVEL section has been completely revised and updated. Finally, under the CONTRAILS menu, is the new "Crew Room" page. Go check out your website. As always, if you see something on the website that needs updating, or something that should be added, just drop your webmaster (that would be me) an email.

Our **Bank of America** accounts have about \$43,000 on hand, and the CARE account has about \$347 in it (a good cause to donate to....I personally know....I was given a CARE grant to help with my flood disaster). In October, we donated \$3,000 to the United CARE fund. In January, we will file our annual IRS return.

**POSTAGE DONATIONS:** (thru 11/1/17) **"Thank You!"**  
Paul Grover, Jim Caldwell, Gary Humphries, Christopher Sheppard, Ben McKenzie, Bill Childress, Ronald Bennett

**CARE DONATIONS:** (thru 11/1/17) **"Thank You!"**  
Paul Grover, Jim Caldwell, Gary Humphries, Christopher Sheppard, Ben McKenzie,

**NEW MEMBERS:** (thru 11/1/17) **"Welcome Aboard!"**  
Johann Wanner, James Ferman, David Nelson, Fred Ordway, Thomas Helms, Dave Sanctuary, David Goodman, Kenneth Wilson, Kim Jost, William Tergerson, David Judson

Hopefully many of you will be able to make it to the Convention next Spring, and everyone have a great upcoming holiday season,

*Bruce*



**[www.thegoldeneagles.org](http://www.thegoldeneagles.org)**

**email:** [brucesprague@mac.com](mailto:brucesprague@mac.com)

1310 Buckingham Way, Kingwood, TX 77339

## **NEW PASSWORD**

***fuel*** (all lower case)

You DO NOT need this password to login to our website! It is only for the "Roster", "Golden Contrails" and the "Officer Documents"!



## Executive Vice President/Email Liaison Report

In my capacity as the Golden Eagles Executive Vice President (EVP), I would like to share a few thoughts with our members regarding the functioning of the EVP and other Executive Committee members. Some of you, well, most of you, probably wonder what the duties of the EVP entail since it was created relatively recently and does not have any specific or detailed duties as do the other Executive Committee positions. The duties of the other officers can be a bit unclear also. Consequently, the purpose of this report is primarily to clarify some of the duties of the Executive Committee members and other volunteer officers that may seem to be a bit unclear.

The bylaws provide a brief description of duties, and they can be reviewed or downloaded on the website [www.thegoldeneagles.org](http://www.thegoldeneagles.org) – under the HOME tab.

The duties of the EVP and the President Elect are similar but different, in that the President Elect serves as a “Vice President” and the EVP is more of an Executive Committee member “at large”. In this roll the EVP assists the President and any of the other Executive Committee members as necessary and provides input on issues before the committee. The EVP also is available to represent the Golden Eagles in other venues and matters as determined by the President and the other committee members.

The other feature of the structure of the Executive Committee that may require some clarification is that the committee members (elected officers) generally have collateral, or additional, duties. This is not a requirement for these officers nor is it a designated duty in the bylaws; rather these additional duties simply migrated to these officers out of necessity since there are so few volunteers that come forward to fill all the positions available. For example, our President (Tom Doherty) has the additional duty of organizing the annual convention/reunion. The EVP (Dave Newell) has the collateral duty of Email Liaison; the President Elect (Gary Small) has the collateral duty of editor of the Golden Contrails Magazine and also helps maintain the new database and the Treasurer (Bruce Sprague) is also the Webmaster for our excellent website, [www.thegoldeneagles.org](http://www.thegoldeneagles.org). Our new Secretary (David Rossetter) also helps to maintain the new and improved database along with the President Elect. Our Immediate Past President, Bill Chambers, is an ex-officio member of the Executive Committee and serves primarily in an advisory capacity; he also serves as the leader of the Local Area Council program.

In addition to the elected officers of the Executive Committee, there are positions that are appointed by the Executive Committee. Two of these positions are not currently mentioned in the bylaws, but will be added in the near future; they are the Pass Travel Liaison (Jim Morehead) and the Membership Committee Chairman (Andy Cashetta). The Pass Travel Liaison is responsible for communicating changes to our pass policy to our members, assisting our members with pass travel questions and problems and maintaining a liaison with United pass travel representatives. The Membership Chairman is responsible for organizing and directing our member recruitment efforts. The two volunteer positions that are mentioned in the bylaws but are vacant are the Historian and the Survivor's Aid Committee Chairman. The duties of these positions are defined in the officer section of the bylaws.

In practice and for convenience, the elected primary officers, President, President Elect, Executive Vice President, Secretary and Treasurer are referred to as the Executive Committee. The Executive Committee plus all the other appointed volunteer officers are referred to as the “Board of Directors” or simply, “the Board”. The Executive Committee members have a vote on GE business matters but, while the appointed volunteer officers provide welcome and important input to GE business deliberations, they do not have a vote.

# Email Liaison Report

In my capacity as the Email Liaison, I would like to mention a few items that need to be repeated for emphasis and for the benefit of our new members (and forgetful old members)!

1. A description of the email notification program is contained on the Golden Eagles website in the Membership section. New members should review this information in order to be able to properly utilize the program.
2. Since we have increased the use of the Monthly Updates and Reminders program, the number of individual blast emails has been reduced, and hopefully this has reduced the clutter in your inbox. We still send out individual blast emails as required for pilots who have gone West and other similar time critical events.
3. It is recognized that there is a bit of “repeat” the reason for that is because a fairly large number of one of them!), and if we don’t repeat important (like dues payments, enrollment periods for enrolled current password for accessing the Golden Contrails current projects in which we wish to increase for the photo roster, sending in material for the magazine, keeping your contact information updated for our records and the rosters, etc., etc.
- information in the monthly updates, but our members have poor memories (I’m reminders, they tend to be overlooked friends, dates for the convention, the Magazine and the member rosters, and participation, such as providing a photo
4. We are attempting to make the monthly updates and reminders more interesting and informative so as to maintain and increase readership. Gary Small is doing the same thing with the Golden Contrails, but he absolutely needs input from our members with material to include in the magazine. Be creative and send something in.....
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- ..... Therefore, this report has just ended. Thanks for reading.

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## Dave Newell





# United to provide daily service between Houston and Havana

*Reprinted courtesy of the RUPANEWS*

United Airlines completed its application to the U.S. Department of Transportation (DOT) for authority to provide daily service from Houston to Havana's José Martí International Airport. United's proposal, subject to government approval, will expand its service from Saturday-only to daily service.

Launched in December 2016, United's successful Saturday-only service between Houston and Havana reflects the airline's optimism about future growth potential and will provide customers with greater choice and convenience when planning travel to Havana.



Houston is the only gateway involved in the DOT proceeding not located on the East Coast and is geographically well situated to connecting flights from the central and western U.S. to Havana. As the U.S. airline with the least amount of service to Havana, an increase in service by United will ensure greater competition in the marketplace and will improve air service opportunities to Havana for customers in Houston and 44 other destinations in the central and western U.S.

Houston is a large exporter of raw materials that are in high demand in Cuba, including building materials, drainage and water supply systems, and parts and services related to the oil and gas industry. The Port of Houston exports grains, soybeans, corn, and chicken to Cuba, and Houston's central U.S. location makes the city a prime location for further trade development.

"There are a number of synergies between Cuba and Houston when it comes to energy, medicine, education, the arts – even in sports," said Houston Mayor Sylvester Turner. "United's daily air service from Houston to Havana will greatly increase opportunities to connect family and friends while significantly increasing potential for trade and investment between Houston and Cuba."

If approved, United will operate service between Houston and Havana with either Boeing 737-800 mainline aircraft or Embraer E175 regional aircraft operated by Mesa Airlines as United Express.

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## *The year is 2024 and the United States has just elected the first woman president.*

A few days after the election the president-elect, whose name is Debra, calls her father and says, "So, Dad, I assume you will be coming to my inauguration?" "I don't think so. It's a 10 hour drive."

"Don't worry about it Dad, I'll send Air Force One, and a limousine will pick you up at your door."

"I don't know. Everybody will be so fancy. What would your mother wear?"

"Oh Dad," replies Debra, "I'll make sure she has a wonderful gown custom-made by the best designer in Washington." "Honey," Dad complains, "you know I can't eat those rich foods you eat." The President-to-be responds,

"Don't worry Dad. The entire affair will be handled by the best caterer in Washington; I'll ensure your meals are salt free. You and mom just have to be there." So Dad reluctantly agrees, and on January 20, 2024, Debra is being sworn in as President of the United States. In the front row sits the new president's dad and mom. Dad, noticing the senator sitting next to him, leans over and whispers, "You see that woman over there with her hand on the Bible, becoming President of the United States?"

The Senator whispers back, "You bet I do."

Dad says proudly, **"Her brother is a pilot."**

# United Airlines to launch nonstop Houston-Sydney flight

*Reprinted courtesy of the RUPANEWS*

United Airlines reaffirmed its commitment to Houston with the announcement that it will begin daily, nonstop service between its Houston hub and Sydney on January 18, 2018.

UA 101 Depart Houston (IAH) 8:00 p.m. Arrive Sydney (SYD) 6:30 a.m. +2 days later

UA 100 Depart Sydney (SYD) 11:50 a.m. Arrive Houston (IAH) 10:35 a.m. same day



The new flight will be the only nonstop service to Australia from Houston and offers customers from Houston as well as from hundreds of cities across the U.S. the opportunity to conveniently travel to Sydney. United currently serves Sydney nonstop from its West Coast hubs in Los Angeles and San Francisco.

At 8,596 miles, this flight will be United's second longest. Together with its service from Los Angeles and San Francisco to Singapore, United will fly the three longest flights by a U.S. carrier, making United the leader in ultra-long haul flights.

Scott Kirby, president of United Airlines said, "Our Houston hub is stronger than ever and it continues to be an absolutely vital part of our industry-leading network. We are honored to have served this vibrant city for nearly half a century, and this exciting intercontinental flight is one more way we are demonstrating United's commitment to our customers who call Houston home as well as the millions of customers who connect through Houston each year. This new route will serve more than 70 cities across North America making one-stop service to Sydney faster and more convenient than ever before."

For example, customers originating in Charlotte, North Carolina have to fly to Chicago to connect to San Francisco to get to Sydney on United today. With United's new schedule at Houston, customers would now have just one stop at Houston to get to Sydney – saving hours off the journey by reducing the number of connections.

**Doug Sanders, professional golfer:**

**"I'm working as hard as I can to get my life and my cash to run out at the same time. If I can just die after lunch Tuesday, everything will be perfect."**



## *In the age of the 707*

Those were the good ole days. Pilots back then were men that didn't want to be women or girlymen. Pilots all knew who Jimmy Doolittle was. Pilots drank coffee, whiskey, smoked cigars and didn't wear digital watches.

They carried their own suitcases and brain bags like the real men that they were. Pilots didn't bend over into the crash position multiple times each day in front of the passengers at security so that some Gov't agent could probe for tweezers or fingernail clippers or too much toothpaste.

Pilots did not go through the terminal impersonating a caddy pulling a bunch of golf clubs, computers, guitars, and feed bags full of tofu and granola on a sissy-trailer with no hat and granny glasses hanging on a pink string around their pencil neck while talking to their personal trainer on the cell phone!!!

Being an Airline Captain was as good as being the King in a Mel Brooks movie. All the Stewardesses (aka. Flight Attendants) were young, attractive, single women that were proud to be combatants in the sexual revolution. They didn't have to turn sideways, grease up and suck it in to get through the cockpit door. They would blush and say thank you when told that they looked good, instead of filing a sexual harassment claim. I had a flight attendant threaten me because I called her "Honey." I told her, "Get out of my cockpit and don't come back. We'll have a little talk when we get on the ground with your boss and my Chief Pilot. Nothing came of it. Junior Stewardesses shared a room and talked about men, with no thoughts of substitution.

Passengers wore nice clothes and were polite, they could speak AND understand English. They didn't speak gibberish or listen to loud gangsta rap on their Ipods. They bathed and didn't smell like a rotting pile of garbage in a jogging suit and flip-flops. Children didn't travel alone, commuting between trailer parks. There were no mongolhordes asking for a "mu-fuggin" seatbelt extension or a Scotch and grapefruit juice cocktail with a twist.

If the Captain wanted to throw some offensive, ranting jerk off the airplane, it was done without any worries of a lawsuit or getting fired. I have to add this! My captain was a five foot seven 150 pound cowboy from Cheyenne who had wrestled cows and rode Brahma bulls. Our flight attendant complained to him about a drunk passenger raising hell in the cabin. He unfastened his seat belt and I said, "Captain, you want me to handle this?" I weighed in at 190 pounds and pretty strong. He said, "Naw, I'm up to it." Seconds later I heard a noise like someone falling down the metal stairs, making one helleva racket. The flight attendant stuck her head into the cockpit and yelled, "My God, he threw the guy down the stairs!" Never heard a word about it.

Axial flow engines crackled with the sound of freedom and left an impressive black smoke trail like a locomotive burning soft coal. Jet fuel was cheap and once the throttles were pushed up they were left there, after all it was the jet age and the idea was to go fast (run like a lizard on a hardwood floor). Economy cruise was something in the performance book, but no one knew why or where it was. When the clacker went off no one got all tight and scared because Boeing built it out of iron, nothing was going to fall off and that sound had the same effect on real pilots then as Viagra does now for those new age guys.

There was very little plastic and no composites on the airplanes or the Stewardesses' **pectoral regions**. Airplanes and women had eye pleasing symmetrical curves, not a bunch of ugly vortex generators, ventral fins, winglets, flow diverters, tattoos, rings in their nose, tongues and eyebrows.

Airlines were run by men like Howard Hughes and Juan Trippe who had built their companies virtually from scratch, knew many of their employees by name and were lifetime airline employees themselves...not pseudo financiers and bean counters who flit from one occupation to another for a few bucks, a better parachute or a fancier title while fervently believing that they are a class of beings unto themselves.

And so it was back then....and never will be again.

**Ed. The following travel information on pages 12 through 18 are reprinted courtesy of the RUPANEWS. We are grateful for their generosity in sharing with the Golden Eagles.**

## **United Updates to Retiree travel**

### **Updated process for reporting pass travel taxes to Retirees and Early Out Participants:**



Under United's current tax reporting policy, any taxable imputed income resulting from our former employee's pass travel and/or that of their eligible pass riders is reported to them and the Internal Revenue Service (IRS) on Form 1099. We are making a change to our process in order to more closely follow tax reporting laws and align the way we report taxable pass travel income for both former employee participants and current employees. For pass travel on or after November 1, 2017, any taxable imputed income will be reported to Retirees on Form W-2 and will no longer be reported on Form 1099:

Important note: Although the process for reporting/paying taxes is changing, there is no difference in the amount of taxes being paid.

### **Enhancement to enrolled friend program for Retirees:**

We are excited to announce that beginning in June of 2018, instead of only being able to change their enrolled friend(s) once per year, retirees will have the opportunity to change their enrolled friend(s) twice: mid-year and again during year-end open enrollment. Retirees will continue to have up to two active enrolled friends at one time, but this change will allow retirees to register up to four enrolled friends during different time periods within a calendar year.

During year-end and mid-year enrollment you may choose to:

1. Take no action and current enrolled friends automatically roll over to the next six-month period.
2. Remove current enrolled friends and empty slots will roll over to the next six-month period. You may fill in an empty slot any time after enrollment period.
3. Change or add new enrolled friends and they will be eligible to travel after enrollment period for the next six month period.

We are not changing the rules for enrolled friends.

A maximum of two enrolled friends may be registered at one time.

You can only change the name of an enrolled friend during an enrollment period.

You can add a new enrolled friend to an empty slot at any time.

An enrolled friend must be someone you know and cannot be sold or bartered.

You can visit the United ServiceAnywhere website (<http://ess-usaw.ual.com>) to find information about pass travel and enrolled friends. Just search for "enrolled friends."

The Employee Travel Center is available by phone from 7:00 a.m. to 7:00 p.m. Central Time, 7 days a week, at 1-877-UAL-ESC9 (from the U.S.) or 1-847-UAL-ESC9 (outside the U.S.).



## **RUPA Pass Travel Report November 2017**

*Reprinted Courtesy of the RUPANEWS*

Captain Pat Palazzolo

rupapasstravel@rupa.org

Employee Travel Center (ETC)

+1 (877) 825-3729

etc@united.com

Hello fellow aviators,

Quite a few of our peers haven't traveled in a while, so the second half of this column is dedicated to them. But before we get to that, two important little-known tips for all travelers that could earn you a beer:

1) In years past we were not permitted to list for two flights to the same destination on the same day. That's gone. The company now realizes that there are some very legitimate reasons to make multiple listings. One example — two departures to the same city leaving so close together that the agent may not have enough time to roll you over if you don't get on the first flight. So, list for as many flights as you need to but try to cancel those listings when you know you're not going to use them so that stand-bys on those flights get a more realistic view of their chances.

2) Jet Star is a budget airline that flies all over Asia and Australia. JetStar is not shown as one of our eligible airlines on SkyNet. However, it is! There is a note at the bottom of the Qantas page that says their agreement also applies to JetStar.

To purchase a ticket on JetStar go to the MyIDTravel Purchase link on the Travel page. You can get there by finding the link on almost any other airline's agreement. After you open up MyIDTravel purchase, leave the airline name blank and simply put in the city pair and date of travel. If JetStar is on that route, it will offer JetStar as an option available for purchase. JetStar has at least three different names that I know of: JetStar Australia, JetStar Asia and JetStar Japan. And each of them has a separate airline code. Another and quicker way to find out if JetStar is on the route you want to travel is to look up the flights on any route using the Flight View app I described in my last column.

A lot has changed in listing for and monitoring your flights since many of you more senior folks have flown last.

A number of our retirees don't have smart phones so if you're one of them, the method of listing is still on the company's web site [flyingtogether.ual.com](http://flyingtogether.ual.com) and then clicking on EmployeeRes. EmployeeRes will be changing soon to a more user-friendly format, so I won't spend any more time today talking about what will soon be obsolete.

Instead, let's look at the easiest and most efficient way to check loads, list and manage your listings. The United App is available for smartphones and tablets. If you are a retired employee without a smart phone or tablet, I strongly urge you to consider obtaining one, even a used one. It will make your travel experience much more stress-free as you can modify or rebook on different flights from anywhere, even while airborne on some aircraft if wi-fi is working correctly.

To take advantage of the great features on the app, all you have to do is link your MileagePlus number to your United u-ID by going to employeeRes > Quick Links > Employee Profile.

If you don't have a MileagePlus account, you can sign up for one for free on united.com. Note: The app can be used by your eligibles to list, but only if they input your mileage plus number and password into their United app.

*Continued on Page 16*



## Pass Travel UPDATE/October 3, 2017

### 1) Pass Travel Improvements

As promised, United recently contacted the retiree groups via a conference call, responding to the groups' Pass Travel improvement suggestions from the April retiree summit in Chicago. Laura Motelet, Managing Director of the Employee Travel Center & HR Administration, gave us the good news:

“We are excited to announce that beginning in 2018, instead of only being able to change enrolled friend(s) once per year, retirees will have the opportunity to change their enrolled friend(s) twice: midyear and during year-end open enrollment. Retirees will continue to have up to two active enrolled friends at one time, but this change will allow retirees to register up to four enrolled friends during different time periods within a calendar year. This enhanced pass travel privilege applies to retirees only; all other aspects of the Enrolled Friend program remain unchanged.”

Note: Open enrollment in December 2017 (Dec. 1 – Dec. 28 until 7:00 p.m. CT) will remain the same as usual. In June 2018 (Jun. 1 – Jun. 28 until 7:00 p.m. CT) a second open enrollment will take place only for retirees to either change or keep their Enrolled Friends for the remainder of the year (July-December). Full details are coming soon on [Flying Together > Travel > Pass Riders \(left column\) > Retirees](#).

The ETC will announce three improvements to the [myUADiscount](#) program in mid-October: (1) unaccompanied minor fees will be waived, (2) pet in-cabin fees waived and (3) we'll be boarded in Group 3 (even when paying Basic Economy fares)! More information will be posted on:

[Flying Together > Travel > myUADiscount Program](#).

In a previous conference call we learned of three other Pass Travel improvements: (1) better access to the ETC, (2) 24/7 online support via USAW and (3) a new, improved employeeRES coming in 2018.

For the FULL STORY, read the News article on our website:

<http://www.rafa-cwa.org/Retiree-Pass-Travel-Improvements>

### 2) Changes to Pass Travel Tax Reporting for Retirees

Imputed Taxes on Pass Travel are changing. For pass travel on or after November 1, 2017, any taxable imputed income will be reported to you on Form W-2 and will no longer be reported to you on Form 1099. As a result of this change, starting on November 1, 2017, United will begin to collect any federal and state withholding taxes that apply to your taxable pass travel income via quarterly invoice. The first invoice will be sent in March 2018 for any travel from November 1, 2017, to January 31, 2018, and invoices will be sent every three months thereafter. The invoices will be mailed via U.S. mail and they are payable by check or money order.

Despite the adjustment in reporting, there is no change to how pass travel is taxed. Pass travel for retirees and their spouses, parents and dependent children under age 26 is still not taxable. Pass travel for a retiree's domestic partner and enrolled friends are taxable.

Note: In January of 2018, you will receive a Form 1099 reporting your taxable pass travel income for travel Nov. 1, 2016 to Oct. 31, 2017, if your taxable pass riders accrued \$600 of imputed taxes (pass tax value) or more in that period. Go to [Flying Together > Travel > Pass Travel Report \(blue tile\)](#) to check on the total “Pass Tax Values” accumulated. No withholding taxes will be collected for travel prior to Nov. 1, 2017.



Read more important W-2 Pass Travel Tax Reporting information on:

[Flying Together > Travel > W-2 Pass Travel Tax Reporting](#) (in left column).

Note: The online chart shows “Extended Family Buddies” and “Buddies” are subject to tax; this only applies to employees who recently retired in the last 30 days.

### 3) Update your contact info NOW!

The ETC sent retirees information via email and U.S. mail about, #1 and #2 above, did you receive it? NO? It’s important to update your contact information in 2 places:

1) The “Saved employeeRES information” box on your “Employee Travel Profile” in the “Quick Links” tab in “employeeRES” (“Book a Flight” on [Flying Together > Travel](#)).

2) In “Personal Information” in “Your Profile” (in top menu bar) in “YBR” (Your Benefits Resources) on [Flying Together > Employee Services](#) or go to [www.ybr.com/united](http://www.ybr.com/united).

United will be contacting retirees soon about open enrollment for health care Oct. 30 – Nov. 10, 2017.

Make sure your phone number, email and postal mailing addresses are all up to date in YBR (and RAFA!). Stay

in touch; update employeeRES with your latest email address and phone number.

### 4) Savvy Traveling: Use the United app! Get a KTN!

Use the United app for easy booking and flying for both space available and [myUADiscount](#) travel. To learn more, go to [Flying Together > Travel > United app & Pass Travel tab](#) (in the left column).

KTN: Join a Trusted Traveler Program to obtain a “Known Traveler Number” to be eligible for TSA PreCheck and expedited customs/immigration entry. Visit [Flying Together > Travel > “Preparing for Travel”](#) (left column) > [“Trusted Traveler Programs”](#). Links on that page will take you directly to sign up on the GOES system. There are various programs with different pricing.

Once signed up online, you will apply for an interview (the first available interview for me was 4 months later!). Revisit the webpage often to try and move up your interview date. Some locations have drop-in wait lists for interviews. Take a good book, you may have to wait awhile!

IMPORTANT! After you pass the in-person interview you MUST input your “KTN” (Known Traveler Number) in two places:

1) For space available travel go to employeeRES > Quick Links > Employee Travel Profile (click “Add/edit Secure Flight and Travel ContactInformation” in the “Saved employeeRES Info” box). If you have more than one Secure Flight Document (i.e. one for passport, one for driver’s license) enter your KTN in BOTH documents.

Select row, click little pencil icon, input your KTN in the field that says “Global Entry/Known Traveler”, then hit “submit.”

2) For revenue travel (including use of myUADiscount) go to your MileagePlus account

([united.com](http://united.com) > MileagePlus > My Account > Profile > Edit Traveler Details > Known Traveler Number)

For both space-available and revenue (myUADiscount) travel: use the United app linked with your Mileage Plus number AND join a Trusted Traveler Program; you will fly like the wind!

### ***RAFA Travel Benefits Update Continued***

#### **5) Discounts on cars, cruises, hotels:**

The ID90Travel.com website offers discounts for employees and retirees on hotels, cruises, resorts, and rental cars when you travel for leisure. It's easy to book and to save as much as 60 percent off! Simply click on the ID90 Travel banner in employeeRES (you may have already noticed it under 'My ePass Balances') when you make your space available travel plans to see what discounts are available at your destination or search for exclusive rates at more than 380,000 destinations worldwide.

Have you seen our RAFA website? Check out the Travel Benefits tab here: <http://www.rafa-cwa.org>

Read the Pass Travel Program Summary, helpful links, phone numbers & more.

For other Pass Travel Topics: [Previous Travel UPDATES](#)

**Compiled by Kirk Moore, RAFA Travel Benefits Committee. October 3, 2017**

<b>2018 Golden Eagles Convention - LAS Tropicanna May 14 to 16</b>
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### ***Rupa Travel Update Continued from Page 13***

Once that's done you'll be able to use the app to:

Book personal/leisure travel

Book myUAdiscount tickets

Manage, cancel or modify reservations

Check in

View

Boarding passes and save them to your mobile device

Flight status

Seat map and assign/change seats for positive-space travel

Passenger boarding totals and your position on the standby/upgrade lists

When your seat has been assigned

Ticket cost; prepay or payroll deduct space-available travel

How many vacation passes you have available

Destination alerts

Theres a great video tutorial on using the app found on Flyingtogether that you may want to check out. From Flyingtogether, follow this path: Home > Travel > United app and MileagePlus.

# What the State Department Warning on Cuba Means for Travelers

*By Victoria Burnett/New York Times*

Just when it seemed that Cuba was on track to become something of a routine destination for Americans, tensions and tactics reminiscent of the Cold War have once again complicated travel to the Communist island.

In a strongly worded statement issued on Friday, the State Department warned Americans “not to travel to Cuba” after news of a bizarre series of sonic attacks that have affected American and Canadian diplomats based there in recent months. The attacks caused symptoms that include brain injuries, hearing loss, fatigue and headaches. The Cuban government denies responsibility and has allowed the Federal Bureau of Investigation to look into it.

But some travel organizers said that the State Department’s advisory exaggerated the dangers posed by the sonic attacks, which are not known to have affected any ordinary travelers. Colin Lavery, president of Cuba Educational Travel, which has organized student and tour groups to the island for several years, said the advisory was unwarranted. “The U.S. government has a responsibility to make clear to U.S. travelers that Cuba continues to be safe, that these are isolated incidents and there is no risk to Americans traveling to Cuba,” Mr. Lavery said. He fears that between the news of the sonic attacks and the subsequent travel warning “people are going to think twice about coming,” he added.

In June the government announced a more restrictive policy to traveling to Cuba. The new rules turned the clock back to the days before the 2014 détente, restricting American travel to Cuba in the “people-to-people” category to organized groups, making visits more costly and choreographed. The restrictions also put hotels and restaurants run by the Cuban military off-limits. Since then, fewer individuals have been visiting the island, travel representatives said, though interest from large groups has remained about the same. Even before the sonic attacks, travel to Cuba could be confusing. Many travelers were “misinterpreting” the State Department warning to mean that Cuba was prohibited or that they would not be able to get a visa.

Here are some answers to common questions about how to travel to Cuba now:

Can Americans still travel to Cuba? Yes. The State Department issues advisories about travel to different countries all the time. While citizens should always take warnings on board and read them in detail, they are not binding. The advisory is likely to be updated once the mystery behind the sonic attacks is solved.

What if I need help when I am in Cuba? The State Department has said that, because of a reduction in personnel in Havana, it will be able to help Americans only in emergencies. The government provides emergency telephone numbers and information here.

Will damage from Hurricane Irma affect my trip?

What about the new restrictions? Under a new policy announced in June, individual travel to Cuba by Americans will become more restricted. People-to-people trips, which are by far the most popular mode of American travel to Cuba, must be undertaken with an organization that puts together full-time programs for travelers, such as Smithsonian Journeys, Cuba Cultural Travel and the Center for Cuban Studies.

The regulations have yet to be published, but a fact sheet published by the Treasury Department in July indicates that individual travel will still be allowed within 12 categories, including humanitarian and religious travel; family visits; journalistic activity; professional research; and participation in public performances, clinics, workshops, athletic and other competitions. Those traveling in these categories will still be able to book a flight and reserve a room online and they will not be required to apply for a specific license.

What if I have already booked my trip?

Where can U.S. citizens stay? The new directive prohibits transactions with companies controlled by the military, which runs large swaths of the hotel and tourism sector. The Treasury Department has yet to



publish a list of properties that are off limits, but travel groups will likely be limited to those run by civilian tour organizations, such as Gran Caribe and Cubanacan. Americans traveling independently may still book a room in a private house or through Airbnb.

Could you take a cruise instead? You could. Carnival and Oceania Cruises offer cruises to Cuba departing from Miami. Other cruise companies offering journeys to Cuba from American ports include Pearl Sea Cruises and a French company, Ponant.

**Please do not annoy our Treasurer by sending CHECKS for dues or other payments if you can use the online "store" on the website.**

## **Honorably Discharged Vets Now Have Online Exchange Shopping Privileges**

*By Chris Ward, Army and Air Force Exchange Service*

DALLAS, Nov. 14, 2017 — Some 18.5 million honorably discharged veterans now have a lifetime benefit enabling them to shop online at ShopMyExchange.com, marking the first expansion of military exchange privileges since 1990.

"The Exchange is honored to open its virtual doors to millions of deserving veterans," said Tom Shull, the Army and Air Force Exchange Service's director and CEO, a Vietnam-era Army veteran.

"There are many generations of service members who have not been properly recognized," he added. "This new benefit acknowledges their service and welcomes them home. This is something veterans can enjoy the rest of their lives."

### **Purchases Improve Quality of Military Life**

Every purchase veterans make online will help to improve the quality of life for those who wear the uniform today, Shull noted, as exchange earnings support programs such as combat uniforms below cost, fitness centers, child development centers and youth programs on Army garrisons, Air Force outdoor recreation programs, school lunches for warfighters' children overseas and more.

"This is a virtuous cycle," he said. "As a veteran myself, it is an honor to pay forward support to active-duty service members and their families."

Excitement for the new benefit has been building for months, AAFES officials said, thanks to social media shout-outs from Mark Wahlberg and Marcus Luttrell, Dwayne "The Rock" Johnson, Richard Rawlings and other celebrities. As a result, they said, more than 255,000 veterans verified their eligibility for the benefit before its official Nov. 11 launch.

To verify eligibility and begin shopping, Veterans can visit ShopMyExchange.com.

## Current Golden Eagles



Aaronson  
Lew



Amerman  
Ted



Anstett  
James



Atteberry  
Dave



Baddorf  
Bill



Bailey  
Jack



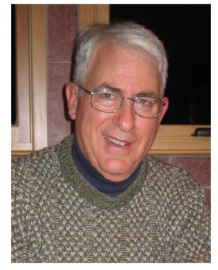
Bartel  
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Bartell  
David



Basnight  
Bill



Batchelder  
Doug



Bauer  
Bill



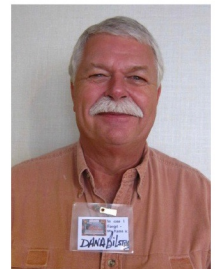
Becker  
Jerry



Bellerue  
Ralph



Bender  
C.G. (Mike)



Bilstad  
Dana



Bishop  
Don



Bixby  
Richard



Bliss  
Dennis



Booth  
Ray



Brendle  
Ray



Broshears  
William



Bryant  
Jim



Buckley  
Thomas



Buick  
James



Bulger  
Rich



Bullion  
Richard



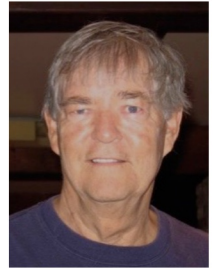
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Burk  
Thomas



Burton  
Harold



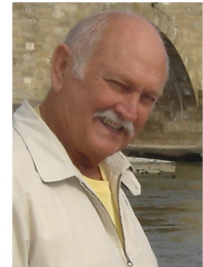
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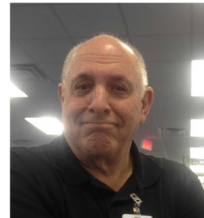
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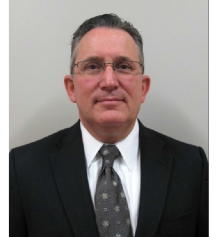
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Capp  
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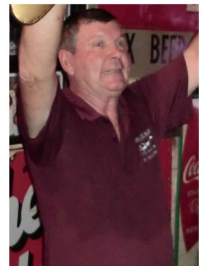
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Carroll  
Paul



Cashetta  
Andrew



Cernik  
Glen



Chambers  
Bill



Chapman  
Craig



Childers  
Andy





Chowen  
Wes



Christensen  
Merle



Clegg  
Dorothy



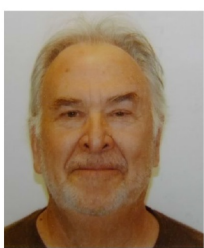
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Copp  
Bruce



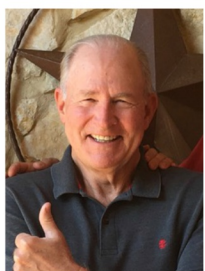
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Coulson  
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Curry  
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Davidson  
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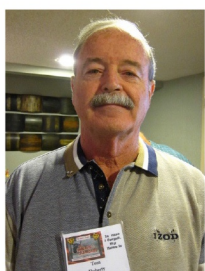
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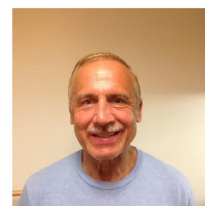
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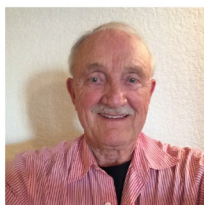
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Eby  
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Edwards  
James



English  
Robert



English  
Darryl



Farrow  
James



Fell  
Dick



Ferman  
James



Fiala  
Dale



Fischer  
Steven



Floreani  
Dick



Folwell  
Tom



Forney  
Curt



Foster  
Bill



Franklin  
David



Freeman  
Frank



Fuchsgruber  
Roger



Fuqua  
William



Furuli  
Dave



Gander  
William



Gentry  
Don



Gildart  
Dave

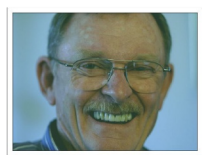




Grimes  
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Grover  
Paul



Hague  
Dick



Hammer  
Charles



Hansel  
Steven



Hardaway  
Van



Harper  
G



Harris  
Bruce



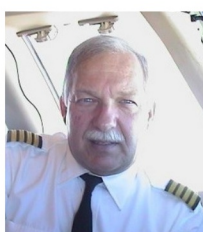
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Hearn  
Joe



Heekin  
David



Heidorf  
Thomas



Hellwig  
Frederick



Helms  
Thomas



Hemminger  
George



Hemphill  
Virgil



Henderson  
Roy



Henry  
Charles



Henthorn  
John



Hernett  
Charles





Hicks  
Richard



Hillman  
Dick



Hooke  
Henry



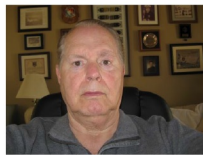
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Horton  
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Highbanks  
Jim



Hulse  
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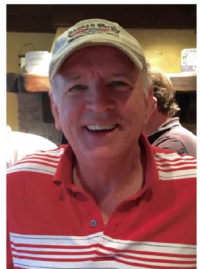
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Hunsinger  
Jerry



Jackson  
William



Jackson  
Michael



Jackson  
William



James  
Jim



Jeter  
James



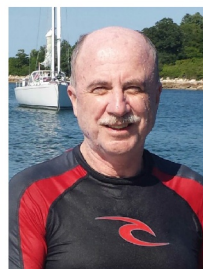
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Johnson  
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Johnson  
Laird



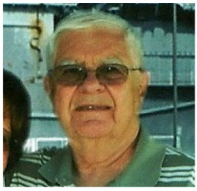
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Ronald



Kahn  
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Kalisch  
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Kelley  
William



Keown  
Don



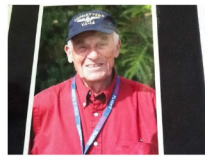
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Killough  
Lori



King  
Allan



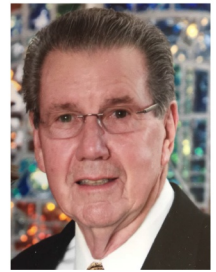
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Robert



Kolker  
Eric



Kowal  
Glenn



Kruchten  
Larry



Lamar  
Edward



Landry  
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Laney  
Thomas



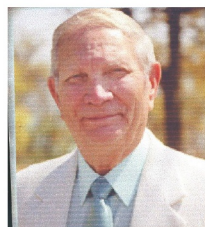
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Liguori  
Sal



Linzmaier  
Peter



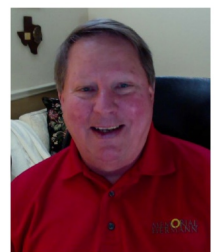
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Longo  
Frank



Looper  
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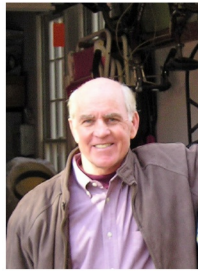


Lumsden  
John





Lycan  
George



Lyon  
Jim



Mabesoone  
Robert



Macaluso  
Bob



Machemehl  
Michael



Mahnerd  
Eric



Mauritzson  
Leif



Mays  
Robert



McClellan  
Jim



McClure  
Roger



McCue  
Michael



McDonald  
Dennis



McDonald  
Richard



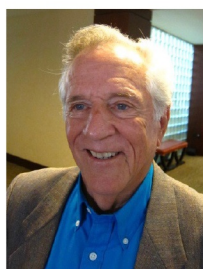
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McKnire  
Russell



McWilliams  
Carey



Meier  
Butch



Meinen  
Jay



Meyners  
Lee



Miller  
Mark

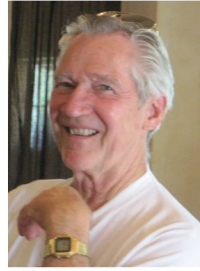




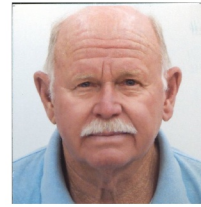
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Neil



Miller  
Karl



Minor  
Jim



Mitchell  
Glen



Montgomery  
Mike



Moore  
Wiley



Morehead  
Jim



Muller  
Hans



Mundell  
Dave



Mundell  
Jim



Myers  
Dianne



Nakagawa  
Wayne



Near  
Brad



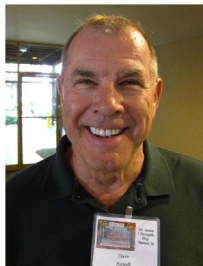
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Romain



Nelson  
David



Nelson  
Larry



Newell  
Dave



Newton  
Karl



Nguyen  
Quoc



Noonan  
J.Marty



Novak  
Karl



O'Neill  
Joe



O'Quinn  
Ed



Owens  
Terry



Painter  
John



Patton  
James



Paul  
Roger



Pearse  
Robert



Peck  
Russell



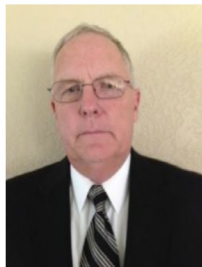
Perret  
Claude



Perry  
John



Peterson  
Stan



Pittman  
Clifford



Pleggenkuhle  
Cliff



Poppe  
Stephen



Pratt  
John



Proctor  
Boyd



Rich  
Jerald

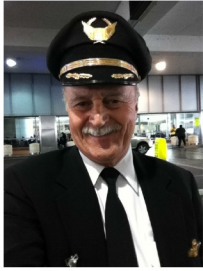


Rich  
Lou



Riggs  
Kaye





Rina  
Ralph



Rivard  
Jerry



Robeson  
Loyd



Roney  
Robert



Rossetter  
David



Roth  
Jack



Ryan  
Shaun



Savinsky  
Martin



Schuring  
Jane



Sciera  
Paul



Seltzer  
Jackson



Sette  
V. Stephen



Sewell  
Gary



Shelton  
Bob



Shelton  
Paul



Sheprow  
Mark



Shoemaker  
James



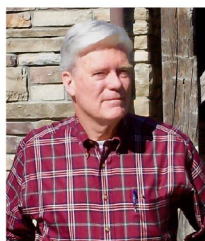
Simon  
Edward



Simpson  
Harold



Small  
Gary



Smith  
Carter



Smith  
Neil



Snowden  
Mike



Solomon  
John



Sprague  
Bruce



Starr  
Charlie



Steele  
John



Steider  
Robert



Stevens  
Kevin



Stevens  
Michael



Stipetich  
John



Strickland  
Donald



Stunkard  
Robert



Sulton  
John



Swanson  
Art



Swartz  
Philip



Taylor  
Jeffery



Tegerson  
William



Thomas  
John



Tucker  
James





Twyman  
Bill



VanDerlofske  
Peter



Vial  
James



Wade  
James



Walsh  
Tom



Ward  
Thomas



Weaver  
George



Wertz  
Eric



Whatley  
Robert



Willcox  
Gerald



Wilson  
Rhys



Wintenburg  
Kenneth

**2018 Golden Eagles Convention**  
**May 14-16 2018**  
**Las Vegas Nevada**  
**Check website for details:**  
**[www.thegoldeneagles.org](http://www.thegoldeneagles.org)**

## Gone West Tribute



Abney  
Jim



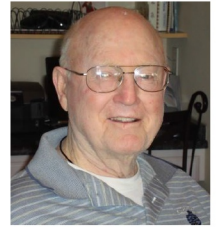
Alley  
Jack



Ambrose  
Denny



Arthur  
Andrew



Ballard  
Don



Battley  
Aubrey (Bud)



Beathard  
Van



Blackis  
John



Bohan  
Tom



Boudreau  
Dick



Bybee  
Walt



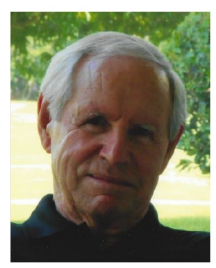
Cage  
Reuben



Case  
Wayne



Childress  
Bill



Combest  
Ray



Cramp  
George



Donevant  
Jerry



Duffy  
Denis



Ferree  
Bill



Freeman  
Gene





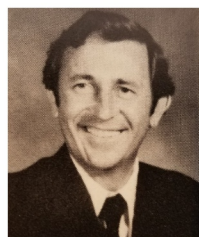
Gamble  
Jim



Grigsby  
Dick



Hartman  
Larry



Herbert  
Ted



Hiemstra  
Bob



High  
A.J



Hill  
Michael



Konikoff  
Larry



Kunz  
Joseph



Lemon  
Ron



Letson  
Robert



Lively  
Bill



McAllister  
Hershel



Meyer  
Norm



Mullins  
Joe



Musser  
Ralph



Nash  
Phil



Orozco  
Dave



Perrot  
Dennis



Perry  
Dave





Personett  
Jim



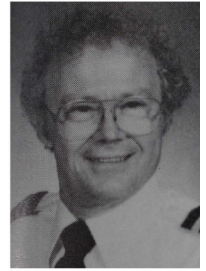
Phalan  
Bill



Randolph  
David



Stark  
Ned



Steinmetz  
Jim



Streit  
Dave



Thompson  
K.D.



Waters  
James

## United launches daily nonstop service between DEN & London

*Reprinted courtesy of the RUPANEWS*

In celebration of United's 80 years of service in Denver, the airline announced the launch of daily nonstop seasonal service between Denver International Airport (DEN) and London's Heathrow Airport (LHR) beginning March 24, 2018 through October 26, 2018, subject to government approval. The new Denver flight will conveniently connect customers from nearly 80 domestic destinations to London.

"For the last 80 years, United has played an integral role in serving the Denver region and helping Denver International become an essential hub connecting business and leisure travelers to destinations around the globe," said Steve Jaquith, vice president of its Denver hub. "Our new service to London will provide more customers with convenient one-stop opportunities from markets that are served only through Denver, and we're excited to bring this new service to the Mile-High City."

These flights are available now for booking.

UA 27 DEN 5:35 p.m. LHR 9:40 a.m. +1 day

UA 26 LHR 11:40 a.m. DEN 2:30 p.m.

United Airlines has served the Denver community since 1937 and is the only airline to continuously operate in the Mile-High City – operating 6.5 million flights serving more than 580 million customers during this time.



"We are so appreciative of our partnership with United Airlines and beyond excited that they continue to grow in Denver with this new service to London Heathrow beginning next March," said DEN CEO Kim Day. "These new flights will complement United's successful nonstop service to Tokyo Narita, making United the only carrier to provide both transatlantic and transpacific flights from Denver."

## A "Teaser" for an upcoming article by former Golden Jet Editor John Clayton

Do commercial jetliners, when they get old, just "fade away like old soldiers" as a famous American general once said when he retired from the military? Or do they somehow "find another life?" Why is that some people (*I'm one of them!*) love certain aircraft, or when a pilot sees a jet in his/her airline's colors and, noting the tail number, says "aaah, we're flying good old 325 again.," Or conversely, "Oh no, not THAT old bird again?"

The story you're about to read (ed. In a future edition of The Golden Contrails) details the saga of one commercial jet that, at a certain point in her life, was deemed "too old," and thus was going to be possibly sold for scrap, or end up in one of the (at least to me) depressingly sad airplane "Boneyards," or as the Brits more bluntly put it, "an airplane graveyard." The final fate that befell this classic, wonderful, heartwarming Air Mike jetliner lovingly called JUJU, was nothing less than sadder than sad. But when you reach the end, or close of this saga, I wonder what YOU will think. Will you be as stunned as I was – and still am – or will you say... aaah, but you see you have to read the article first, before you reach YOUR decision. And hey, NO peeking at the end already! Either way, I'd love to hear YOUR thoughts at my email – [jdcradio@gmail.com](mailto:jdcradio@gmail.com).



JUJU takes off from the Truk Coral runway in 1976

**Reminder...2018 Dues are "DUE" at the end of THIS month**

## Passengers can now breeze through LAX customs *Reprinted courtesy of the RUPANEWS*

A new tool will reduce wait times at Los Angeles International Airport (LAX) for international passengers.



US Customs and Border Protection (CBP) will utilize Mobile Passport Control (MPC) for eligible passengers at Terminals 2, 4, 7, and at the Tom Bradley International Terminal (TBIT).

Passengers just need to download the MPC app, which is free and secure. Both US and Canadian citizen passengers can then submit their passport and customs declaration information via their iPhone or Android instead of the traditional paper forms.

The MPC app is easy to download through the free LAX WIFI, and profile set-up and breezing through security is done in 4 easy steps.

**“Jud, you’re on fire, get out of there!”**

Needless to say that startling command got my attention. As you will read in this report, this was just the beginning of my problems! It had all started in the brilliant sunlight 20,000 feet above the Pacific Ocean as I nudged my F-8 Crusader jet into position behind the lumbering, deep-bellied refueling plane. After a moment of jockeying for position, I made the connection and matched my speed to that of the slowpoke tanker. I made the graceful task of plugging into the trailing fuel conduit so they could pump fuel into my tanks. This in-flight refueling process was necessary, and routine, because the F-8 could not hold enough fuel to fly from California to Hawaii. This routine mission was labeled “Trans-Pac,” meaning Flying Airplanes across the Pacific. This had been going on for years.

Soon, after plugging-in to the tanker, my fuel gauges stirred, showing that all was well. In my cockpit, I was relaxed and confident. As I was looking around, I was struck for an instant by the eeriness of the scene: here I was, attached, like an unwanted child, by an umbilicus to a gargantuan mother who was fleeing across the sky at 200 knots as though from some unnamed danger. Far below us was a broken layer of clouds that filtered the sun glare over the Pacific. In my earphones, I heard Major Van Campen, our flight leader, chatting with Major D.K. Tooker who was on a Navy destroyer down below. Major Tooker had ejected from his aircraft, the day before, in this same area, when his Crusader flamed out mysteriously during the same type of refueling exercise. At that time no one knew why his aircraft had flamed out. We all supposed it had been some freak accident that sometimes happens with no explanation. One thing we knew for sure, it was not pilot error. This accident had to be some kind of mechanical malfunction, but what? Our squadron had a perfect safety record and was very disturbed because of the loss of an airplane the day before.

“Eleven minutes to mandatory disconnect point,” the tanker commander said.

I checked my fuel gages again, everything appeared normal. My thoughts were, “In a few hours I knew we’d all be having dinner at the Kaneohe Officers Club on Oahu, Hawaii. Then after a short rest, we’d continue our 6,000-mile trek to Atsugi, Japan, via Midway and Wake Island.” Our whole outfit-Marine All Weather Fighter Squadron 323-was being transferred to the Far East for a one-year period of operations.

“Nine minutes to mandatory disconnect.”

My fuel gages indicated that the tanks were almost full. I noticed that my throttle lever was sticking a little. That was unusual, because the friction lock was holding it in place and was loose enough. It grew tighter as I tried to manipulate it gently.

Then-thud! I heard the crack of an explosion! I could see the rpm gauge unwinding and the tailpipe temperature dropping. The aircraft had lost power – the engine had quit running – this is a flame-out! I punched the mike button, and said, “This is Jud. I’ve got a flame-out!” Unfortunately, my radio was already dead; I was neither sending nor receiving anything via my radio. I quickly disconnected from the tanker and nosed the aircraft over, into a shallow dive, to pick up some flying speed to help re-start the engine. I needed a few seconds to think.

I yanked the handle that extended the air-driven emergency generator, called the Ram Air Turbine (RAT), into the slipstream, hoping to get ignition for an air start. The igniters clicked gamely, and the rpm indicator started to climb slowly, as did the tailpipe temperature. This was a positive indication that a re-start was beginning. For one tantalizing moment I thought everything would be all right. But the rpm indicator hung uncertainly at 30 percent of capacity and refused to go any faster. This is not nearly enough power to maintain flight. The fire warning



light (pilots call it the panic light) blinked on. This is not a good sign. And to make matters worse, jet fuel poured over the canopy like water from a bucket. At the same instant, my radio came back on, powered by the emergency generator, and a great babble of voices burst through my earphones.

“Jud, you’re on fire, get out of there!”

Fuel was pouring out of my aircraft; from the tailpipe; from the intake duct; from under the wings, and igniting behind me in a great awesome trail of fire. The suddenness of the disaster overwhelmed me, and I thought: “This can’t be happening to me!” The voices in my ears kept urging me to fire the ejection seat and abandon my aircraft. I pressed my mike button and told the flight leader, “I’m getting out!” I took my hands off the flight controls and reached above my head for the canvas curtain that would start the ejection sequence. I pulled it down hard over my face and waited for the tremendous kick in the pants, which would send me rocketing upward, free of the aircraft. Nothing happened! The canopy, which was designed to jettison in the first part of the ejection sequence did not move. It was still in place and so was I.

My surprise lasted only a second. Then I reached down between my knees for the alternate ejection-firing handle, and gave it a vigorous pull. Again, nothing happened. This was very surprising. Both, the primary, and the secondary ejection procedures had failed and I was trapped in the cockpit of the burning aircraft. The plane was now in a steep 60-degree dive. For the first time, I felt panic softening the edges of my determination. I knew that I had to do something or I was going to die in this sick airplane. There was no way out of it. With great effort, I pulled my thoughts together and tried to imagine some solution.

A voice in my earphones was shouting: “Ditch the plane! Ditch it in the ocean!”

It must have come from the tanker skipper or one of the destroyer commanders down below, because every jet pilot knows you can’t ditch a jet and survive. The plane would hit the water at a very high a speed, flip over and sink like a stone and they usually explode on impact. I grabbed the control stick and leveled the aircraft. Then I yanked the alternate handle again in an attempt to fire the canopy and start the ejection sequence, but still nothing happened. That left me with only one imaginable way out, which was to jettison the canopy manually and try to jump from the aircraft without aid of the ejection seat.

Was such a thing possible? I was not aware of any Crusader pilot who had ever used this World War II tactic to get out of a fast flying jet. I had been told that this procedure, of bailing out of a jet, was almost impossible. Yes, the pilot may get out of the airplane but the massive 20-foot high tail section is almost certain to strike the pilot’s body and kill him before he falls free of the aircraft. My desperation was growing, and any scheme that offered a shred of success seemed better than riding that aircraft into the sea, which would surely be fatal.

I disconnected the canopy by hand, and with a great whoosh it disappeared from over my head never to be seen again. Before trying to get out of my confined quarters, I trimmed the aircraft to fly in a kind of sidelong skid: nose high and with the tail swung around slightly to the right. Then I stood up in the seat and put both arms in front of my face. I was sucked out harshly from the airplane. I cringed as I tumbled outside the bird, expecting the tail to cut me in half, but thank goodness, that never happened!

In an instant I knew I was out of there and uninjured. I waited . . . and waited . . . until my body, hurtling through space, with the 225 knots of momentum started to decelerate. I pulled the D-ring on my parachute, which is the manual way to open the chute if the ejection seat does not work automatically. I braced myself for the opening shock. I heard a loud pop above me, but I was still falling very fast. As I looked up I saw that the small pilot chute had deployed. (This small chute is designed to keep the pilot from tumbling until the main chute opens.) But, I also noticed a sight that made me shiver with disbelief and horror! The main, 24-foot parachute was just flapping in the breeze and was tangled in its own shroud lines. It hadn't opened! I could see the white folds neatly arranged, fluttering feebly in the air.

"This is very serious," I thought. Frantically, I shook the risers in an attempt to balloon the chute and help it open. It didn't work. I pulled the bundle down toward me and wrestled with the shroud lines, trying my best to get the chute to open. The parachute remained closed. All the while I am falling like a rock toward the ocean. I looked down hurriedly. There was still plenty of altitude remaining. I quickly developed a frustrating and sickening feeling. I wanted everything to halt while I collected my thoughts, but my fall seemed to accelerate. I noticed a ring of turbulence in the ocean. It looked like a big stone had been thrown in the water. It had white froth at its center; I finally realized this is where my plane had crashed in the ocean.

"Would I be next to crash?" were my thoughts! Again, I shook the parachute risers and shroud lines, but the rushing air was holding my chute tightly in a bundle. I began to realize that I had done all I could reasonably do to open the chute and it was not going to open. I was just along for a brutal ride that may kill or severely injure me.

I descended rapidly through the low clouds. Now

there was only clear sky between me and the ocean. This may be my last view of the living. I have no recollection of positioning myself properly or even bracing for the impact. In fact, I don't remember hitting the water at all. At one instant I was falling very fast toward the ocean. The next thing I remember is hearing a shrill, high-pitched whistle that hurt my ears.

Suddenly, I was very cold. In that eerie half-world of consciousness, I thought, "Am I alive?" I finally decided, and not all at once, "Yes, I think I am . . . I am alive!" The water helped clear my senses. But as I bounced around in the water I began coughing and retching. The Mae West around my waist had inflated. I concluded that the shrill whistling sound that I had heard was the gas leaving the CO2 cylinders as it was filling the life vest.

A sense of urgency gripped me, as though there were some task I ought to be performing. Then it dawned on me what it was. The parachute was tugging at me from under the water. It had finally billowed out (much too late) like some Brobdingnagian Portuguese man-of-war. I tried reaching down for my hunting knife located in the knee pocket of my flight suit. I had to cut the shroud lines of the chute before it pulled me under for good.

This is when I first discovered that I was injured severely. The pain was excruciating. Was my back broken? I tried to arch it slightly and felt the pain again. I tried moving my feet, but that too was impossible. They were immobile, and I could feel the bones in them grating against each other. There was no chance of getting that hunting knife, but I had another, smaller one in the upper torso of my flight suit. With difficulty, I extracted it and began slashing feebly at the spaghetti-like shroud line mess surrounding me.

Once free of the parachute, I began a tentative search

for the survival pack. It contained a one-man life raft, some canned water, food, fishing gear, and dye markers. The dye markers colored the water around the pilot to aid the rescue team in finding a down airman. All of this survival equipment should have been strapped to my hips. It was not there. It had been ripped away from my body upon impact with the water.

“How long would the Mae West sustain me?” I wondered. I wasn’t sure, but I knew I needed help fast. The salt water that I had swallowed felt like an enormous rock in the pit of my gut. But worst of all, here I was, completely alone, 600 miles from shore, lolling in the deep troughs and crests of the Pacific Ocean. And my Crusader aircraft, upon which had been lavished such affectionate attention, was sinking thousands of feet to the bottom of the ocean.

At that moment, I was struck by the incredible series of coincidences that had just befallen me. I knew that my misfortune had been a one-in-a-million occurrence. In review, I noted that the explosion aloft should not have happened. The ejection mechanism should have worked. The parachute should have opened. None of these incidents should have happened. I had just experienced three major catastrophes in one flight. My squadron had a perfect safety record. “Why was all of this happening?” was my thinking.

In about ten minutes I heard the drone of a propeller-driven plane. The pot-bellied, four-engine tanker came into view, flying very low. They dropped several green dye markers near me, and some smoke flares a short distance from my position. They circled overhead and dropped an inflated life raft about 50 yards from me.

I was so pleased and tried to swim toward the raft. When I took two strokes, I all most blacked out due to the intense pain in my body. The tanker circled again and dropped another raft closer to me, but there was no way for me to get to it, or in it, in my condition. The water seemed to be getting colder, and a chill gripped me. I looked at my watch, but the so-called unbreakable crystal was shattered and the hands torn away. I tried to relax and surrender to the Pacific Ocean swells. I could almost have enjoyed being buoyed up to the crest of one swell and gently sliding into the trough of the next, but I was in such excruciating pain. I remembered the words W.C. Fields had chosen for his epitaph: “On the whole, I’d rather be in Philadelphia.”

In about an hour, a Coast Guard amphibian plane flew over and circled me as though deciding whether or not to land. But the seas were high and I knew he couldn’t make it. He came in very low and dropped another raft; this one had a 200-foot lanyard attached to it. The end of the lanyard landed barely ten feet from me. I paddled gently backward using only my arms. I caught hold of it and pulled the raft to me. Even before trying, I knew I couldn’t crawl into the raft due to my physical condition. I was able to get a good grip on its side and hold on. This gave me a little security.

The Coast Guard amphibian gained altitude and flew off. (I learned later that he headed for a squadron of minesweepers that was returning to the United States from a tour of the Western Pacific. He was unable to tune to their radio frequency for communications. But this ingenious pilot lowered a wire from his aircraft and dragged it across the bow of the minesweeper, the USS Embattle. The minesweeper captain understood the plea, and veered off at top speed in my direction.)



I was fully conscious during the two and a half hours it took the ship to reach me. I spotted the minesweeper while teetering at the crest of a wave. Soon, its great bow was pushing in toward me and I could see sailors in orange lifejackets crowding its lifelines. A bearded man in a black rubber suit jumped into the water and swam to me.

“Are you hurt?” he asked.

“Yes,” I said. “My legs and back.”

I was now very cold and worried about the growing numbness in my legs. Perhaps the imminence of rescue made me light-headed, for I only vaguely remember being hoisted aboard the ship. I was laid out on the ship’s deck as they cut away my flight suit.

“Don’t touch my legs! Don’t touch my legs!” I screamed. I don’t remember it. Somebody gave me a shot of morphine and this erased part of my extreme pain.

An hour or so later a man was bending over me and asking questions. (It was a doctor who had been high-lined over from the USS Los Angeles, a cruiser that had been operating in the area.) He said, “You have a long scar on your abdomen. How did it get there?”

I told him about a serious auto accident I’d had four years earlier in Texas, and that my spleen had been removed at that time. He grunted, and asked more questions while he continued examining me. Then he said, “You and I are going to take a little trip over to the USS Los Angeles; it’s steaming alongside.” Somehow they got me into a wire stretcher, and hauled me, dangling and dipping, across the watery interval between the Embattle and the cruiser.

In the Los Angeles’s sickbay, they gave me another shot of morphine, thank God, and started thrusting

all sorts of hoses into my body. I could tell from all the activity, and from the intense, hushed voices, that they were very worried about my condition. My body temperature was down to 94 degrees; my intestines and kidneys were in shock. The doctors never left my side during the night. They took my blood pressure every 15 minutes. I was unable to sleep. Finally, I threw-up about a quart or more of seawater. After this my nausea was relieved a bit. By listening to the medical team, who was working on me, I was able to piece together the nature of my injuries. This is what I heard them saying. My left ankle was broken in five places. My right ankle was broken in three places. A tendon in my left foot was cut. My right pelvis was fractured. My number 7 vertebra was fractured. My left lung had partially collapsed. There were many cuts and bruises all over my face and body, and, my intestines and kidneys had been shaken into complete inactivity.

The next morning Dr. Valentine Rhodes told me that the Los Angeles was steaming at flank speed to a rendezvous with a helicopter 100 miles from Long Beach, California. At 3:30 that afternoon, I was hoisted into the belly of a Marine helicopter from the USS Los Angeles’s fantail, and we whirled off to a hospital ship, the USS Haven, docked in Long Beach, CA.

Once aboard the Haven, doctors came at me from all sides with more needles, tubes, and X-ray machines. Their reaction to my condition was so much more optimistic than I had expected. I finally broke down and let go a few tears of relief, exhaustion, and thanks to all hands and God. Within a few months I was all systems go again. My ankles were put back in place with the help of steel pins. The partially collapsed left lung re-inflated and my kidneys and intestines were working again without the need of prodding.

The Marine Corps discovered the cause of my flame-

out, and that of Major Tooker, the day before, was the failure of an automatic cut-off switch in the refueling system. The aircraft's main fuel tank was made of heavy reinforced rubber. When the cut-off switch failed, this allowed the tank to overfill and it burst like a balloon. This then caused the fire and flameout. We will never know why the ejection seat failed to work since it is in the bottom of the ocean. The parachute failure is a mystery also. Like they say, "Some days you are the dog and others you are the fire-plug."

Do I feel lucky? That word doesn't even begin to describe my feelings. To survive a 15,000-foot fall with an unopened chute is a fair enough feat. My mind keeps running back to something Dr. Rhodes told me in the sickbay of the Los Angeles during those grim and desperate hours.

He said that if I had had a spleen, it almost certainly would have ruptured when I hit the water, and I would have bled to death. Of the 25 pilots in our squadron, I am the only one without a spleen. It gives me something to think about. Maybe it does you as well.

Cliff Judkins

[Note: Amazingly, Cliff Judkins not only survived this ordeal but he also returned to flight status. He was flying the F-8 Crusader again within six months after the accident. After leaving the Marine Corps he was hired as a pilot with Delta Airlines and retired as a Captain from that position.]

**Ed. Thanks to Captain Virgil Hemphill for submitting this potential life saver**

## **HOW TO SURVIVE A HEART ATTACK WHEN ALONE?**

Since many people are alone when they suffer a heart attack without help, the person whose heart is beating improperly and who begins to feel faint, has only about 10 seconds left before losing consciousness.

However, these victims can help themselves by coughing repeatedly and very vigorously.

A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest.

A breath and a cough must be repeated about every two seconds without let-up until help arrives, or until the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it to regain a normal rhythm.

In this way, heart attack victims can get help or to a hospital.

Tell as many other people as possible about this. It could save their lives!

# The Crew Room

***Ed. This is the first in what we hope to be a permanent series of "chats" in the Crew Room of the Golden Eagles... a short visit before heading back out to the "line" for your next trip.***

## Passing through the Crew Room on a recent "pairing":

### From Don Burrows:

Patti had a right knee replacement surgery done this morning. The surgeon was very pleased with the results soooo, IF he's happy, then so are we. Took all of 1hr45 but now comes the "fun" part of healing & of course the PT aka pain & torture! She obviously knows ALL the surgical staff as she was their OR Honcho back in the day & so she's in VERY good hands & care. Why? Cause they LIKED her & still do! NICE!!! Hopefully, she'll be home to pick up where she left off, code for being "Queen of the Manor" & of course the "honey do list!". I'll slide by & chk up her after she has dinner. She may come home tomorrow but I'm betting the 7th! So, all's well that ends well might be a bit premature but so far so good! I'm sure she'd appreciate your getting in contact with her via e-mail(s)! Thx. Blue side up, Don

### From Dick Capp

I'm retired and I live at the beach  
-- what could be better?

### From Joel Looper

Trying to play golf and fishing with  
a little bit of Parkinson's and afib.

### From Scott Nutter

B756 Houston. Trying to find  
easy 3 day domestic trips.  
Spending American dollars at a  
American happy hour  
establishment!!

### **BILL CHAMBERS BACK SURGERY:**

I have been tolerating a cross between pain and "charlie horse" discomfort for over a year, during which time it causes enough pain or discomfort that driving a car, riding in an airline seat or sitting in a restricted space for two hours or more makes it necessary to get up, stop the car and walk around for relief. I have just ignored the problem like any old fighter pilot would. It simply got worse as I went through denial. A CAT SCAN revealed several slipped or bulging discs and other bad things that did not improve with a trip that involved six hours in a car and 4 hours in a couple of flight legs to Bakersfield, with awful pain that finally responded to a barrage of pain medications that I have been on since the weekend. The long term fix is scheduled for next Tuesday, October 17th, that has a centerpiece of a Laminectomy with fusion and arthritis removal. The surgeon says that he does hundreds of this procedure each year, making it as "minimally invasive" as it can be when discussing fusion.

It may be a while before I am back to the demanding rigors of life as a retired airline pilot. I hesitated to say anything about this trouble, but Linda has her own issues after her July fall from a ladder broke five ribs, an event in our household that will not be forgotten. So many of you have assisted us in so many acts of kindness that Linda and I may not get back to all of you with our thanks. Be assured, however, that we deeply appreciate all of the help from every quarter.



## **From Ray Booth**

August 12, 2017

Howdy ya'all from Texas. Thought I might give you a synopsis of my medical condition since my accident. This way I will not have to explain it redundantly to each of you. I am sure it is not that interesting to most of you but I have had a major life style change. My metal hip replacement operation was not completely successful. After conferring with four doctors, Scott Booth being one, here is their collective opinion. They were all excellent doctors except the one who did the operation. I found this out after getting a second and third opinion.

I am included in that one percent of hip operations that develop a severe case of H.O. (heterotopic ossification). That is the growth of unwanted bone in the muscle near the broken hip joint. If I chose to have a second metal hip replacement, there is a possibility that I could end up in a much worse condition than I am now. This would necessitate chipping out that unwanted ossified bone. I would lose a lot of muscle and it could agitate the muscle and renew the unwanted growth of more bone. This could destabilize the hip to the extent that I would not be able to walk again. There is also a major nerve passing through that area which could also be affected. We chose not to have the operation. The latest specialist has me on a drug which treats my osteoporosis so hopefully I will not break my other hip.

I can walk unassisted with a limp but it is easier with a cane. Pain limits my mobility but I am not in pain most of the time. I cannot squat, get on my knees (both metal) or lean over very far. No more begging or bowing. No more shoe strings, just Velcro and slippers. I have accepted being a partial invalid for the rest of my life. One good aspect is that I can now use disabled parking. People even open doors for me. Sympathy is a useful crutch but the "Golden Years" suck. I feel I can travel again so we just booked a Caribbean cruise in September.

Mary has been my savior. She has picked up so many of my duties at home and on "Pilot's Landing." [www.pilotslanding.us](http://www.pilotslanding.us) I could not do without her.

We still enjoy socializing so do not be strangers. Yes, I still drink dark beer and occasionally Jack Daniels for pain or escape therapy. Please come visit us.

Ray and Mary (aka Bog won Booth and Virgin Mary)

## ***From Dave Judson***

Let's see! Shortly after retirement off the 73 in EWR I took a CA seat with Spice Jet 73s flying mostly out of Delhi. Very interesting to say the very least. I did that for about a year, came home and fly for an air medical transportation service out of SAT. I did that for 4 years. Now it's travel to see kids and grand kids, church and doing restoration work on two WWII ships in the Galveston area. That too is very interesting. Hope all is well to whom ever reads this.

## **From Ron Watson**

I'm just as debauched as ever. Have a 300 hp Cessna 182 that have put 1200 hrs on, mostly in Baja. I have 4 BMW motorcycles ride in Baja all the way down and back, maybe down to Belize next year.

Also spend several months during summer on my houseboat at Shasta lake...Ride all west coast.

Ron

## **The Crew Room Continued**

### **From Treasurer / Webmaster Bruce Sprague**

I retired in November 2006 (had to get out at age 60), and spent the first few years getting all the usual projects done around the house, traveling, boating, computer work and other hobbies.

In 2008 we sold our bay house (near Galveston, just before Hurricane Ike...we lucked out), and in 2010 left Kingwood, Texas for a new home down in Clear Lake, Texas, to be near the water and the boat.

Boy, was that a big mistake...after three years we realized that with all our friends and children and grandchildren up in Kingwood, we moved back to Kingwood! So, for quite a few years, there was much time involved in two moves and building two new homes! Anyone who has built a home, knows the long drill involved (blood, sweat, and tears).

During our time in Clear Lake, I started giving tours at the NASA Space Center complex, which I still do occasionally today.

Starting in early 2016, I began teaching military pilots in the 737NG simulator, to get their ATP type ratings, which required me to travel to California. In July and August 2017, I worked for Boeing in South

Korea to train Korean Airlines pilots. For many reasons this venture did not work out (more difficult work than my basic "type rating" gig, away from home far too long, and circadian rhythm issues). Life is too short, and the family was very happy for me to be back home. Starting in 2018 I will be back to my original simulator 737 type rating work (now located in Las Vegas).

When I got back from Korea, within a week this little storm called "Harvey" came to town and changed our lives forever. We (along with many Golden Eagle pilots here in Kingwood), were wiped out in the floods. We lost almost everything (no flood insurance), including both cars. We hope to have the house rebuilt (yep...it is just like rebuilding another new house, with all the time and money and aggravation) by Christmas time.

I have four grown children, two girls and two boys, five grandsons, three granddaughters, and a wife who wants to travel with a travel reluctant husband.

Almost forgot....since 2015, I have spent quite a bit of time taking care of the accounting books and website for this outfit called THE GOLDEN EAGLES!

### ***From Karen Kahn***

Traveling to visit friends, speaking at av conferences, flying my B55 Baron, trying to catch up with the new glass panel I installed and trying NOT to let my Century IV autopilot kill me! That's next on the upgrade list, thank goodness. After so many good copilots, I need a decent autopilot to keep the shiny side up!

## From Executive VP Dave Newell

I flew my last line flight in 1999 and spent another four years instructing in the 737 simulators in IAH. Kay and I sold our home on Lake Conroe in 2003 and decided to travel the US full time in our 42 ft motorhome. WE bought an RV lot in a RV resort on the Caloosahatchee River near LaBelle/Ft. Myers FL for a base of operations in the winter. We bought a 38 ft. diesel trawler and did some great coastal cruising for several years during the winter months. During the Spring and Summer of 2004-2008 we volunteered as camp hosts at Zion and Glacier Nat'l Parks for three months each year and stayed in our motorhome in spaces provided by the parks. We also bought an RV lot in Breckenridge, CO for a summer base of operations.

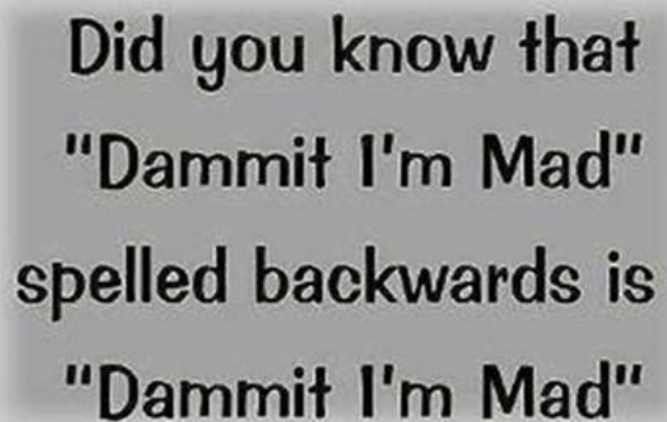
During these years of full time RVing I carried a Honda Goldwing motorcycle on the back of the RV and Kay and I did some motorcycle cruising along with cruising the US in the RV. Eventually we tired of traveling and living in the RV so we bought a home 25 miles West of San Antonio in the Hill Country in Lakehills, TX, where we now reside. We no longer have the motorhome or the trawler, but I still have my motorcycle and we bought a 21 ft. deck boat so we could do some boating on Lake Medina, which is only one half mile from our house.

Now when we want to travel we use our excellent pass travel privileges to visit friends and family. We enjoy the Hill Country of Texas and plan on staying there until the home comes for me! As you all know, I have also been active in the Golden Eagles as the Email Coordinator since around 2010. That has kept me off the streets and out of the bars (to some extent) and provided me with a means to stay in touch with many old friends made during my career at Continental.

Kay and I spent a wonderful summer in the Denver area from July through September. We visited friends like Jim and Janet Hughbanks, Don and Francia Gentry, Jim and Carolyn Farrow and Spike and Barbie Christensen. We also had great visits with Kay's sons and their families. In July and August we stayed in a friend's home in Genesee, CO while they were in Michigan for the summer, and during September we stayed in Beaver Creek in a condo overlooking Avon.

I had some great motorcycle rides with Jim Farrow around the mountains of Colorado. Jim and I both have Honda Goldwing bikes and really enjoy the mountain rides.

I hope some of my old friends that I have not stayed in close contact with will submit an entry in this "Crew Room" section of the Golden Contrails so I can see what you have been up to. Best to all, Dave



Did you know that  
"Dammit I'm Mad"  
spelled backwards is  
"Dammit I'm Mad"



# **‘Basic economy’ is a reasonable business decision for airlines**

Jan 19, 2017 by Aaron Karp in AirKarp

2015 marked a significant inflection point in the domestic US airline market, and we are now beginning to see the full manifestation of that inflection point. In 2015, American Airlines, Delta Air Lines, Southwest Airlines and United Airlines started taking Spirit Airlines and other ultra low-cost carriers (ULCCs) seriously. Spirit adopted the ULCC model in 2007, and for about seven years it (and Allegiant Air and later Frontier Airlines) was largely ignored by the established carriers.

Spirit’s fee-heavy, ultra-low base fare model was creating new airline passengers who were willing to forgo amenities, pay fees for both checked and carry-on bags and sit in tight seats. These passengers, former Spirit CEO and executives from Allegiant would explain, were deciding between driving or flying ULCCs, or between a staycation at home or a weekend in Las Vegas or Florida via a ULCC. They had no interest in paying mainline airline fares, but would consider flying on ULCCs.

Eventually, though, the combined networks of Spirit, Allegiant and Frontier grew large enough—and hit the mainline airlines’ hubs often enough—that American, Delta, Southwest and United could no longer ignore them or the growing number of passengers who were choosing ULCCs, which had consistently high load factors despite reputations that weren’t always stellar. So the mainline carriers began aggressively matching ULCCs’ fares, particularly on routes where they were competing head-to-head with ULCC flights.

That’s the context under which American and United (following Delta) have introduced “basic economy” fares, and it’s an important context to understand. American and United will start selling basic economy tickets in some markets this quarter, and there is a feature of those fares that is attracting a great deal of attention (much of it negative): American and United basic economy passengers

won’t be allowed to bring overhead bin carry-on bags aboard aircraft. US Senate minority leader Chuck Schumer (D-New York), for example, has deemed this “really troubling,” saying “the overhead bin is one of the last sacred conveniences of air travel.”

Others have noted that the basic economy fares aren’t “new” discounts, and that is technically true, but only because airlines started offering a certain number of seats at Spirit Airlines-level fares on many routes two years ago. The average US domestic airfare, including checked baggage fees, dropped each of the last two years and was 6.8% lower in 2016 compared to 2014. A big part of that was the aggressive price matching going on.

The basic economy fare merely formalizes this price matching and attaches some conditions to airlines’ lowest fares, one of which is not including overhead bin space for those passengers paying those fares. But the passenger is still getting a better seat and more “free” onboard amenities, such as snacks and sodas, than he or she would be getting on a ULCC, where they would be charged a fee for overhead bin bags. Prospective airline customers are free to choose the ULCCs or drive—or buy a regular economy ticket, which is what the overwhelming majority of passengers sitting on a commercial aircraft will be doing.

The overhead bin carry-on restriction also seeks to solve an operational problem that anyone who flies regularly in the US domestic market is well accustomed to: the last boarding passengers searching up and down the aircraft for the last bit of free overhead bin space. American and United are attempting to take some control over this process. On routes where basic economy fares are offered, the last group of boarding passengers won’t have overhead bin bags. This should make the final part of the boarding process better for everyone—flight attendants, passengers already seated and those

boarding last. Even a minute or two of gained operational efficiency is a big deal to an airline.

Finally, there is one knock I can anticipate: Well, you say, Delta (which does not have the overhead bin baggage restriction) is offering basic economy fares even on some routes where ULCCs have little or no presence, and in fact has committed to having basic economy fares on every one of its flights—including long-haul international—by sometime in 2018. So, isn't that more about

gouging passengers than competing with ULCCs?

Not really, because (1) ULCCs—including long-haul international carriers like Norwegian—are continuing to grow and may soon be in many of those markets and (2) Delta, to be followed by American and United, is trying to see if it can use a small amount of its inventory to find “new” price-sensitive passengers the way Spirit has on routes throughout the US and between the US and Caribbean/Mexican destinations. Delta sees basic

economy first and foremost as a “competitive tool,” president Glen Hauenstein recently said.

The roll out of basic economy fares may or may not drive the incremental revenue gains airlines are anticipating—United president Scott Kirby is predicting \$250 million this year. That is for the consumer market to decide. But basic economy, as with checked baggage fees, is a very reasonable business decision for airlines to make.

## A WOMAN'S PLACE

Barbara Walters, of 20/20, did a story on gender roles in Kabul, Afghanistan, several years before the Afghan conflict.

She noted that women customarily walked five paces behind their husbands.

She recently returned to Kabul and observed that women still walk behind their husbands. Despite the overthrow of the oppressive Taliban regime, the women now seem happy to maintain the old custom.

Ms Walters approached one of the Afghani women and asked, 'Why do you now seem happy with an old custom that you once tried so desperately to change?'

The woman looked Ms Walters straight in the eyes, and without hesitation said, “Land mines.”

Moral of the story is (no matter what language you speak or where you go):

**BEHIND EVERY MAN, THERE'S A SMART WOMAN**

## Dear Kean Elementary

God bless you for the beautiful radio I won at your recent senior citizens luncheon. I am 84 years old and live at the Sprenger Home for the Aged. All of my family has passed away.. I am all alone now and it's nice to know that someone is thinking of me. God bless you for your kindness to an old forgotten lady. My roommate is 95 and has always had her own radio, but before I received one, she would NEVER let me listen to hers, even when she was

napping. The other day her radio fell off the night stand and broke into a lot of pieces. It was awful and she was in tears. Her distress over the broken radio touched me and I knew this was God's way of answering my prayers. She asked if she could listen to mine, and I told her to kiss my ass.

Thank you for that opportunity.  
Sincerely, Agnes

# *What If?*

In the famous Robert Frost poem, “The Road not Taken,” he writes about a man walking in the woods who comes to a fork on the trail and must choose one. He makes the choice but will always wonder what if he took the other, where would it have led? In life often a choice must be made but we will only know the outcome of the path taken. On May 22, 1975 I came to learn the haunting answer to where the other path would have led. Our “fork in the road” came while executing a missed approach near the end of that day.

It happened on Air Mike on “the island hopper.” That was a 16 hour long trip that connected Honolulu with Guam via five small Micronesian islands. It was always enjoyable but tiring, seldom boring, and usually had more than its share of unique challenges, one of which was lack of precision approaches.

The Captain that day was “Witt” Whittaker, the Second Officer was Dave Bigelow and I was the First Officer. The weather was forecast to be good with occasional light rain. It was the typical forecast. Back then all airport weather was disseminated by the National

Weather Service in hourly sequence reports. The only forecast we got was in the dispatcher’s package we received while flight planning prior to trip departure. But it was a long trip and in route a lot could change. There were no satellite photos and no official way to get real time, accurate weather. The best way to predict the weather down line was to be aware of the hourly trends. But you could not know what the real time weather conditions were at your next destination unless you could actually talk to the Air Mike agent in the airport office using the HF radio. Basically he could only tell you if it was raining or not raining at that moment. HF radio has its drawbacks one of which was limited distance. The only station we could usually contact was the closest one down line which usually was our destination. Normally we did not know the real time weather at our alternate. For all of the other airports we only had sequence reports which could be over one hour old. .

That morning when we departed Honolulu none of the sequence reports for down line airports were reporting rain. However after a few hours in route three of the

furthest down line airports, Kwajalein, Ponape and Truk, began reporting occasional light rain. For a savvy Air Mike pilot that started to raise a warning flag. We first encountered rain at KWJ, but it was light and caused no difficulty in landing. The sequence report for our next stop, Ponape was now showing light to moderate rain. Truk reported no rain at that time. The surface winds at both airports were light to calm. The weather sounded pretty good. But it would have been better of course if no rain were reported at either airport.

Captains were often confronted with an uncomfortable situation when the desire to accommodate all of the waiting passengers would prevent us from using Guam as the alternate for Ponape. In that case and in good weather, we would use the next airport down line, Truk as our alternate. Such was the case that day. Truk would be the alternate for Ponape. It wasn’t exactly comfortable but it was commonly done and certainly a legal alternate weather wise. We departed Kwajalein looking forward to only two more landings before we arrived at the end of our trip, Guam. But conditions were changing.



It was almost a two hour flight to PNI. About 45 minutes out we contacted PNI radio and the operator read us the latest sequence report. It was raining but well above minimums. We talked to our station agent who said it had been raining for a while but he could see across the ramp and all the way down the 6 thousand foot runway. Our alternate TTK on the last hour reported light rain. We would fly the approach. A successful landing seemed likely and the latest weather sequence continued to make TTK a safe alternate.

The Air Mike experience level of our team was the opposite of our rank. Dave Bigelow the S/O had been on Air mike for 4 yrs and I, the F/O 3 years. Witt was the most recent arrival. This was only his second island hopper. I think that set the stage for events that unfolded. Long before we ever heard of “crew resource management,” Witt said to us, “You guys have been out here a lot longer than me. If you have anything to say, speak up.”

Captain Witt was the flying pilot on the Ponape leg. He briefed that he would fly the published NDB/DME approach to runway 09. He would descend down to altitude minimums on the inbound bearing and then continue inbound until the DME minimum. If we did not see the runway at that point we would proceed to Truk. As usual we all expected to see the runway once we got below the cloud ceiling of 1,300 ft. However there were other plans in store for us that day.

We then began the approach. We descended all of the way to the minimum altitude of 550’ without breaking out. Down there we had zero forward visibility. It was raining much too heavily. We saw nothing. Instead we only heard the loud, disquieting

noise, of intense rain battering the aircraft. We continued straight and level the 20 or so seconds more until DME minimums, when Dave sounded, “Go around!” (At that point the aircraft is uncomfortably close to the high cliff of Sokash Mountain on the right and headed straight for it.) The captain promptly executed the go around maneuver, which called for full power and an immediate climbing left hand turn while raising the flaps to 25 and retracting the landing gear. A go around was not what we had expected!

During our climbing turn I suddenly saw a small thinning of the clouds ahead and to the right. Then, a small hole in the clouds appeared, I could see the end of the opposite facing runway, 27. I called out, “I have the approach end of runway 27 in sight! I can land it from here!” It would have to be a very tight descending turn back to the right. Would the captain allow me to try it? Would he trust me? He did. He unhesitatingly said. “You have it!” Since the runway was to the right and behind us no one else in the cockpit could see what I was doing in attempting to align the aircraft into the proper position for landing on runway 27. All they could see were the unusually large changes I was making to the throttle and flight controls. Meanwhile, the passengers could see nothing. All they sensed were the large changes in engine noise and felt the rapidly induced left and right turns. It had to be very disconcerting to all of them.

I was intensely focused on staying in that small hole in the clouds that led to the runway. I did not feel any apprehension because I was so actively engaged. The crew was diligently monitoring my airspeed and altitude and then on short final called out my altitude, airspeed and sink rate. Good

## *What If?" - continued*

training, trust and coordination worked. We landed. In fact the landing was a squeaker. The cabin erupted in applause. The passengers were as happy as we were to have landed. All I could say was, "Whew!"

However we had no inkling yet of what the captain's split second decision to give control to his co-pilot really meant. The Ponape landing was now behind us. It was no longer important. We were looking ahead.

It felt good to be on the ground and to be able to catch our breath, and relax a bit before we proceeded 30 minutes later to the last Micronesian airport, Truk. The weather ahead was no longer a worrying factor. Regardless of the Truk weather we would have the comfort of Guam as an alternate with its 10,000 runway and the aid of an ILS for landing.

Thirty minutes after landing, we departed Ponape for Truk. In route we contacted TKK weather radio for the latest weather. The sequence report that they read to us was almost an hour old in which they were now reporting moderate rain. That alerted us to pay close attention to our radar. The Truk Lagoon is a very radar significant target. On a clear day we can individually see all of the islands in the lagoon and if the tide is low we can even see parts of the surrounding reef. That day the weather was far from clear at the Truk Lagoon. When we looked at our radar, where we should have seen the islands all we saw was a large area of solid white. That meant rain, a lot of rain and most likely a lot of very heavy rain.

Forty five minutes out, about twenty minutes before the normal let down point we were able to contact

our company on the HF radio and they said it was and had been raining heavily. I asked how heavy and he said, "I cannot see across the ramp." Rain that intense if it continued would make a landing impossible.

The question in all of our minds was when did the heavy rain start? I asked the agent that question and he said it had been raining that hard for well over an hour with no let up. The radar confirmed that it was not going to let up for a long time. As we approached or descent point things only looked worse. The Captain said, there is no point in wasting fuel and flying the approach, let's head for Guam.

We all individually and silently started doing the time and fuel calculations in our heads as we turned towards Guam. Had we continued with the missed approach the intense rain at Truk would have started while we were en route there. We would have arrived at TKK with only 30 minutes of holding fuel plus about other 12 or so minutes of contingency fuel. All three of us came to the same conclusion at about the same time. All of our fuel would now have been exhausted.

After we were established on our new course for Guam and just before we lost radio contact we contacted Truk one last time. It was still raining intensely. Our faces were drawn to one another's. Our eyes were wide and our faces solemn, The cockpit remained very silent.

We learned the unforgettable answer to, "What if?"

**Dick Floreani**



### **GOLDEN EAGLES 2017**

Andy Arthur, Feb 2017  
 Ted Herbert, April 2017  
 Denis Duffy, April 2017  
 Wayne Fischer, April 2017

Gary Wilsey, July 2017  
 Bill Knowles Sept 2017  
 Stan Poyner Sept 2017  
 Jim Waters, Sept 2017

### **NON GOLDEN EAGLES 2017**

Joe Hegidio, Jan 2017  
 Jerry Huerta, Feb 2017  
 Jocko Harris, Mar 2017  
 Dale Haas, April 2017  
 Glenn Fox, April 2017  
 Daniel James, Aug 2017

Ted Rutherford, Aug 2017  
 Jim Richman, Oct 2017  
 Mark Meyer, Oct 2017  
 Mike Dunn, Oct 2017  
 Bill Hopper, Nov 2017  
 Steve Hane, Nov 2017

## **High Flight**

*John Gillespie Magee Jr.*

"Oh, I have slipped the surly bonds of earth,  
 And danced the skies on laughter-silvered wings;  
 Sunward I've climbed and joined the tumbling mirth of  
 sun-split clouds -and done a hundred things You have  
 not dreamed of -wheeled and soared and swung high in  
 the sunlit silence.  
 Hovering there I've chased the shouting wind along  
 and flung my eager craft through footless halls of air.

"Up, up the long delirious burning blue  
 I've topped the wind-swept heights with easy grace,  
 where never lark, or even eagle, flew;  
 and, while with silent, lifting mind I've trod  
 the high untrespassed sanctity of space,  
 put out my hand and touched the face of God."



## *Golden Contrails*

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**Oregon Coast Photo by Shaun Ryan**