

THE GOLDEN EAGLES



Golden Contrails

May



2019

Convention 2019 Photos Inside





Unveiling of the new United livery



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Editor's Notes

First of all..."**Muchisimas Gracias**" to **Ana Bilstad** for once again being our Convention Photographer. She captured "candid" photos as well as the "Head Shot"s that I am able to feature with names this year. Due to space constraints, I have not been able to present them all, but they are available to view in their original format on the website.

You may notice a slightly different "banner" at the top of our front cover due to the replacement of the United 787 graphic with a Continental DC-10. I hope to change this periodically with other Continental liveried aircraft types. As you are probably aware, this Edition involves a slight departure from our normal 4 month publication cycle which has been April, August and December (months 4, 8 and 12). This is due, in part, to the (presumably) permanent move of the annual convention to Springtime rather than the Autumn of years past, primarily as a result of having to cancel at least a couple of them due to hurricanes. By publishing in May, we are able to present convention photos with less delay than in the past. This also means, however, that those members who have "forgotten" to pay current year's dues by the end of the 4 month grace period will not be receiving the Spring Edition, nor be provided the new password for our restricted areas on the Golden Eagles website.

Gary

Please use these email addresses when contacting one of your volunteers. It helps us avoid "lost comms".



Golden Eagles Domain Email Addresses:

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 Treasurer (Bruce Sprague): Treasurer_Webmaster@thegoldeneagles.org
 Membership Chairman (Mark Sheprow): Membership@thegoldeneagles.org
 Travel Chairman (Jim Morehead): Travel@thegoldeneagles.org

These addresses will "flow" to our eventual replacements when our terms are up to allow for better continuity of contact. Please make an effort to use these addresses for Golden Eagles correspondence.

Officers' Reports

PRESIDENT'S MESSAGE

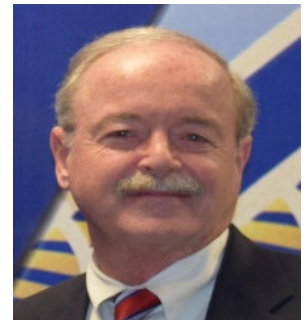
Greetings from Naples, Florida. We have just closed out our 45th annual convention in Las Vegas April 2-5. We had over 70 people in attendance and I believe all had a wonderful experience. We opened the event with a casual gathering at the Trago Lounge inside the Tropicana. The following morning, golfers gathered at Angel Park Golf Course for a round of golf and lunch. My game has improved so much that only Loyd Robeson and Mark Shepro managed to beat me! The Hospitality Suite opened that afternoon and we ate, drank and reminisced until late that night. The following morning, members met for the annual business meeting while the ladies gathered for their luncheon. At the business meeting, it was discussed and decided that our next convention will be held during the month of April in Denver. Further details will be forthcoming. Last, but not least, the banquet was held in the ballroom of the Tropicana. In addition to our traditional Gone West presentation, Captain Korry Franke was present on behalf of the United We Care Employee Relief Fund to receive our \$3,000.00 donation. All who met Korry found him to be a very professional, well spoken young man who made an excellent impression as a representative of the airline and the United We Care Employee Relief Fund. Korry also remarked that he enjoyed hearing the many stories our members told him about their flying days. The evening was topped off by a buffet dinner/dance. We raffled off numerous cash prizes, many of which were donated to We Care. On the last morning we bid farewell to everyone with coffee and muffins in the Hospitality Suite. I would like to take this opportunity to thank my fellow officers and all those who helped make this convention a success. Thanks to Gail Grover for all her support, Don Gentry for always offering to lend assistance, and especially to Ana and Dana Bilstad who spent many hours setting up for our events and lending moral support. Ana also took all of the great photographs documenting each event. Be sure to take a look at them on our website.

Rather than heading home from Las Vegas after the convention, George Davies and I met in Honolulu and from there continued on the "island hopper" to Guam. I had the opportunity to fly a temporary vacancy back in November and December of 1990 and had always wanted to take a trip down memory lane. We spent several nights in both Pohnpei and Guam visiting museums and WWII historical sites. Things have changed and modernized in the past almost 30 years and I was happy to have had an opportunity for a return visit.

We will be leaving for New Hampshire within the next week and look forward to a fun summer in New England. Wishing you all a great summer.

Tom Doherty

President@thegoldeneagles.org



LADIES' AUXILIARY

We had a lovely gathering of the Ladies' Auxiliary in Las Vegas. We talked, laughed, played a game and had a delicious lunch. The group voted to disperse the funds in our charitable account to 2 organizations recommended by Penny Schuchat and Francia Gentry. Thanks go out to my fellow officers, Jackie Furuli and Kay Newell. A special thanks to Ana Bilstad, who will take over for Jackie as she retires from her position, and for all her help with this year's convention.

Hope you all have a great summer!

Jamie Doherty



President-Elect

I really enjoyed the 2019 convention and was delighted for the opportunity to visit with friends that I hadn't seen for years, but have a few "observations":

Ask any 2 pilots a question, and you will get (at least) 3 different answers! We received "input" that some were unhappy that we held "back to back" events in Las Vegas, but were also informed that many DO like keeping it in Las Vegas. We heard that \$70 was too expensive for a buffet banquet, even though the actual cost was \$90 and the treasury subsidized it by \$20. The true cost of the banquet involves a fee for the room, a DJ for music, plus audio-visual equipment for announcements, presentations and the "Gone West" memorial, in addition to the actual food. All of the food and drink in the Hospitality Suite, as well as the actual location are provided at no cost to attendees, but OK, I agree, the buffet "price" and cash bar drinks were expensive. We consider the fact that hotel rooms in Las Vegas are among the "cheapest in the country as an "offset, and this was the best deal that we could get, but... *You can never make everyone happy.*

Our "active" membership fluctuates around 700 members, but we only average approximately 50 members (with their spouses or companions) at the annual conventions. The business meeting is attended by only a portion of THOSE, so we (volunteers) try to formulate plans and decisions based on the input of some fraction of less than 5% of the membership, who even amongst themselves are not in 100% agreement on any of the issues discussed. *You can never make everyone happy.*

The apparent mood at the Business Meeting was to hold next year's convention in Denver, with an expressed desire for simulator rides at the United Training Center, which was popular when held there a few years ago. Other "logistics" were discussed and will need to be resolved before planning can begin in earnest. Given the current pace of training, the "sim time" option seems unlikely, but we will see what we can do. *You can never make everyone happy.*

The Golden Eagles is a social organization with an obligation to benefit the membership according to its wishes. In attempting to fulfill that commitment, we recognize and honor the history and tradition of those who founded and subsequently kept the legacy alive. Many of our members have carried this torch for years, and now expect to enjoy the fruits of their labors while a later generation carries on. I hold these leaders in the highest possible esteem, but am reminded that maintenance of the Golden Eagles is not a democracy. While those currently providing volunteer efforts operate under majority rule (within committee), the opinions expressed at our business meeting may or may NOT be representative of the membership at large. Having said that, and in spite of some weather and other logistical concerns, we DO expect to host the next convention in Denver. *You can never make everyone happy*



Gary

Remember...RETUP, the Retired United Pilots forum is available to Golden Eagles members. This group serves as a forum for retired United Airlines (to include Continental) pilots to share questions, answers and constructive thoughts about aviation and issues relating to our group.

Join today by sending an email with your NAME (required) and email address to "retupsubscribe@yahoogroups.com".

THE GOLDEN EAGLES TREASURER / WEBMASTER UPDATE *Bruce Sprague*

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

Just got back from our convention out in Las Vegas, and it was great to see many of you. Our next convention will be in Denver for April 2020, so everyone put this on your calendar.

I am still busy doing 737 Type classes in DFW, and I have started doing a part time flying gig for the DOJ JPATS system (ConAir 737) out of KOKC.

As usual, on future payments for dues, etc, please.....**no checks**....use our credit card system in the STORE 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*)! There are very few of you in this category!

As usual, your website is constantly being updated with new features...so go check it out!

Our 2018 IRS tax return has been filed (\$0 taxes), and here is our 2018 financial Report:

MONEY IN:	\$26,987
Convention:	\$8584
New Membership Dues:	\$1050
Membership Dues:	\$16040
Postage Donations:	\$1313

MONEY OUT:	\$28,801
Contrails Printing:	\$9214
Convention Expenses:	\$16078
Credit Card Fees:	\$893
Donations/Awards:	\$524
Accounting fees	\$50
Office Expenses:	\$409
Postage:	\$36
Printing:	\$706
Website accounts:	\$891

Net Amount Left Over: **-\$1,814**

As of 3/31/19, our **Bank of America** accounts have about \$54,689 on hand, and the CARE account has about \$158 in it (a good cause to donate to). At the convention in Las Vegas, we donated \$3,000 to a United Airlines representative for the United CARE fund.

POSTAGE DONATIONS: (Nov 2018 thru Mar 2019) "Thank You!"

Wiley Moore, William Broshears, Angela Vascellaro, Lewis Rich, Jack Norman, Pat Campbell, John Solomon, John Gaylord, Arthur Swanson, Fredianne Gray, Lewis E. O'Brian, Spurgeon Duncan, Ray Brendle, Michael Conlin, Butch Meier, Michael Lichtenfeld, Franklin Benedict, Bob Wilson, Kiv Kiviranna, William Basnight, Edward Warnock, Donald Catalano, Jim Caldwell, William Bauer, Charles Henry, Harold Cameron, Lewis Aaronson, David Clough, Donald Riebe, Sid Alexander, Robert English, David Rossetter, Thomas Doherty, David Bartell, William Baddorf, Dana Bilstad, Jane Schuring, Steven Hansel, Ann Park, Michael Doyle, Carter Smith, Larry Kruchten, Larry Neglia, Loyd Robeson, Sal Liguori, Jim "Huck" Harris, Steve Bliss, Mike Montgomery, Rick Masterson, Robert Sykes, George Lycan, Don Gentry, George Davies, Marty Noonan, Walter Smelich, Peter Linzmai, Rick Kolker, Robert Warner, Charlie Starr

CARE DONATIONS: (Nov 2018 thru Mar 2019) "Thank You!"

Pat Campbell, Butch Meier, Jim Caldwell, Robert English, David Rossetter, Thomas Doherty, Dana Bilstad, Ann Park, Michael Doyle, Carter Smith, Larry Neglia, Loyd Robeson, George Davies, Marty Noonan, Rick Kolker, Robert Warner

NEW MEMBERS: (Nov 2018 thru Apr 15, 2019) "Welcome Aboard!"

Dennis Owens, Charles Barnett, Julian Kulski, John Garry, Joseph McGrath, Bradley Hueftle, Lloyd Booth, Gerry Brown, Van Melroe, William Eason, Allan Newsom, Nancy Novaes, Ahmed Serag-Eldin, Thomas Calpouzos, Vernon Robinson, James Killen, Murray Marden

Everyone have a great upcoming summer,

Bruce



www.thegoldeneagles.org

email: brucesprague@mac.com

1310 Buckingham Way, Kingwood, TX 77339

NEW PASSWORD

throttle (all lower case)

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

Executive Vice President/Email Coordinator Report



Hi Everyone,

The convention held on April 2-5 was very enjoyable and it was great to see all the old friends who attended. I am disappointed that we did not have more members attending....many of them have owed me a beer for some time! Maybe next year. We are researching the possibility of having next years convention in Denver, but that is just a tentative plan and has not been firmed up, so don't make any plans just yet. Stay tuned.

As far as the Email Coordinator report, not much to add to what has already been shared with you in the monthly updates and other blast emails. As always however, it is important to remind our members to keep their contact information updated so that you will be able to receive our email communications. This is easily done by completing the roster update form on our website. Also keep in mind that the contact information for our members is available to other members on the website in the Membership section under the Roster Download prompt. Having received several requests from members for other member's contact information recently, it seems many have forgotten this feature on the website. I am always happy to accommodate a member's request, but it would save everyone time and effort if desired contact information were to be accessed on the website to begin with.

A couple of changes in our blast emails are planned: We will no longer mention in the Gone West notices that a pilot who has flown West was not a Golden Eagles member; we will however continue to mention a deceased pilot's Golden Eagles membership if he/she is a member. We have had requests to publish the names of those members who have made reservations for upcoming conventions; therefore prior to the conventions we will include the names of those who have committed to attend in our convention information notices. We feel this information may influence some members to attend the convention in order to reconnect with some old friends they see listed.

I hope everyone has a great summer. Stay healthy, happy and COOL!

Dave Newell

A SENIOR'S TRIP TO COSTCO

Yesterday I was at my local COSTCO buying a large bag of Purina Dog Chow for my loyal pet, Biscuit, the Wonder Dog and was in the checkout line when woman behind me asked if I had a dog. What did she think I had, an elephant? So, since I'm retired and have little to do, on impulse I told her that no, I didn't have a dog, I was starting the Purina Diet again. I added that I probably shouldn't, because I ended up in the hospital last time, but that I'd lost 50 pounds before I awakened in an intensive care ward with tubes coming out of most of my orifices and IVs in both arms. I told her that it was essentially a perfect diet and that the way that it works is to load your pants pockets with Purina nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete so it works well and I was going to try it again. (I have to mention here that practically everyone in line was now enthralled with my story.)

Horrified, she asked if I ended up in intensive care because the dog food poisoned me. I told her no, I stepped off a curb to sniff an Irish Setter's butt and a car hit us both.

I thought the guy behind her was going to have a heart attack because he was laughing so hard.

Costco won't let me shop there anymore.

Better watch what you ask retired people. They have all the time in the world to think of crazy things to say...

Membership Report

Hello All Golden Eagles!

I was recently asked, and I accepted, to fill the position of Golden Eagles Membership Chairman. I retired in March, 2017 after spending my entire career (NY Air, CAL, UAL) flying out of EWR (and a bit of LGA). I started thinking about how to recruit new members from the EWR base, especially challenging since it's very difficult to actually contact Legacy-CAL pilots as they retire. And I began to wonder just how many current Legacy-CAL pilots there are who will retire someday and possibly join the GEs. What follows is a synopsis of a (very rough) analysis I did. A computer geek looking for a challenge could probably generate way better data, but that's not me. My analysis is hand-generated, and involves a lot of assumptions and eyeball-interpolation. But I think the results are in the ballpark somewhere.

The CAL Seniority list dated 7/1/2012 was, I think, the last list that was strictly CAL pilots. It shows 4673 CAL pilots hired up through 05/06/2008, the date of the last "off-the-street" CAL hires. (Hiring resumed in Sept, 2011, but from that point on, by mutual consent, CAL only hired from the long list of furloughed UAL pilots. About 250 furloughed UAL pilots are on the bottom of that CAL 7/1/2012 list, starting at #4674, and hundreds more would be added before the merging of the CAL/UAL lists several years later. The UAL furlonghees do not figure into this analysis.)

I started by breaking the list into groups of 500, so group # 1 is pilots 1-500 on the list, group # 2 is pilots 501-1000, and so on, 10 groups altogether. I subdivided each group based on Date of Birth (DOB), using 5 year intervals. (Except that the first group included everyone born in 1955 and earlier.) Thereafter, DOB 1956-60, 1961-65, and so on, until 1981-85 (actually, until 1983, the last DOB for any CAL hires.) So, for example, in group 4 (pilots #1501-2000), 137 were born in 1955 or earlier, 182 from 1956-60, 160 from 1961-65, and 21 from 1965-70.

I then picked a ballpark Date of Hire (DOH) within each group (for example, Group 4 was hired between 11/87 and 3/90, mostly later in the time period, so I used 1989), and assuming pilots retired at 65, I could estimate how many years the pilots in each age group within a Group of 500 would be at CAL/UAL. I think the CAL and UAL pilots began flying together in 2014, so I assumed a CAL pilot would consider him/herself to be a "CAL" pilot through 2013. So I could estimate how many years in a current pilot's career he/she would have been "CAL" and how many "UAL". At one extreme, a theoretical pilot hired in 1980 to CAL (or NYA, or TI, or PEX, or Frontier) at age 25, who retires in 2020, will have spent 33 years at CAL, and 7 at UAL. That's a pilot who might want to be a GE! On the other hand, a pilot hired in 2005 at age 35 and retiring in 2035, will have spent 8 early years at CAL, and 22 final years at UAL, and isn't a likely GE recruit. So here's some numbers.

I estimate that there about 800-850 pilots who will retire between now and 2025 who will have spent over 60% of their careers at CAL. Their last 5-12 years will have been at UAL. Another 60 would have spent about 50-60 % at CAL. I'd think they would have a strong affiliation to their CAL days.

Retiring between 2026 and 2030 are another 310 or so with over 60% at CAL, and 365 at 50-60% CAL.

After 2030, there are none with over 60% of their career at CAL, and only about 20 over 50%.



These are the numbers of potential new GEs as we look into the near future of our organization.

Mark

Secretary Report

My big regret this spring is not being able to attend the annual convention in Las Vegas. A last-minute family commitment changed my plans. One nice part of the change of plans was the chance to take advantage of visiting the Trinity Site in New Mexico with good friends on the Saturday after the convention. If you have any interest in history, you really should try and visit this unremarkable place (geographically) where humanity was changed forever. They are open only two days a year – the first Saturday of April and October.

I appreciate my fellow officers covering for me at the business meeting. From my point of view (as secretary), nothing much has changed. I seem to be making fewer mistakes managing the member database. I do seem to have more time to work on GE projects as life in retirement settles down. My hope is that continues. Instead of needing to take care of my mother (who passed away in November) there is more time for hiking, music, and astronomy here in Tucson.

My other GE-related goal is to spend more time learning FileMaker Pro, our database manager. It is a really powerful tool that Gary Small used to develop and manage our membership records. He has been tutoring me on the basics over that past 18 months but I think it is time to “own it” (as the kids say). I earned a degree in database management way back in the 90’s (where’s my cane?) and it will be fun to jump back in.

If you have any membership questions, you can check your status on the web site at: <https://www.thegoldeneagles.org/roster-download.html> (password “throttle”). If your name is in the short roster, you are good! The rosters are updated toward the beginning of each month.

Have a great spring!

David Rossetter
Secretary, The Golden Eagles



Travel Chairman Update

As I mentioned at the convention, there is nothing new regarding pass travel policy or benefits. What we have is much better than what some of our peers at other airlines have.

The company did announce several new routes (included later in this edition) including Naples Italy, a seasonal route to Porto Portugal, and a new route to Cape Town South Africa.

Enrolled friends charges can now be paid online, which should be more convenient than mailing paper checks.

Jim Morehead



I went to the Walmart today, and I was there for literally 5 minutes. When I came out there was a state trooper writing a parking ticket for being in a handicap spot.

So I went up to him and said, "Come on, buddy, how about giving a guy a break?" He ignored me and continued writing the ticket. So I called him a pencil-necked cop. He glared at me and started writing another ticket for worn tires!

So I then asked him if his psychiatrist makes him lie face down on the couch cause he's so ugly. He finished the second ticket and put it on the windshield with the first. Then he started writing a third ticket!

This went on until he had placed 5 tickets on the windshield... the more I insulted him, the more tickets he wrote. I didn't care. My car was parked around the corner.

Ed...Here is another article from our Len Morgan (ret. Braniff) collection. A nice reflection on how things were.

A Gentleman's Profession by Len



A courteous crew is a safe crew

My parents stressed manners and consideration for others. So did most of my captains, military and airline. My folks said courtesy meant civilized behavior in a society that remains savage in many respects; it meant being "well bred." In the cockpit it meant appreciating that the courteous way was also the safest way.

One old-timer comes to mind. In social exchanges he was brusque, often abrasive. On the job he was affable and cooperative. His power changes were smooth and well within limits; his reversing and braking were sparing; in chop he nailed it on the limiting speed and insisted that his copilots and engineers treat the machinery with identical respect.

"This ship is pushing 35,000 hours," he'd say. "That's a lot of twisting and stretching and hard landings. What's going on down there under the floor – corrosion, loose rivets, cracks, metal fatigue? We don't know, maybe nobody does. If I am rough and the next crew runs into a big problem, maybe something they can't handle, I would always wonder, wouldn't I?" His consideration for others improved his own chances, too.

He knew airplanes. Older equipment sometimes develops weaknesses that escape notice despite the most careful checks. Years' ago, ominous spar cracks were found in a widely used type when fuel cells came out for cleaning. The word went out; other carriers took closer looks and more cracks were found. Reinforced, the airliner continued in safe service. Few of its passengers – or pilots, for that matter – heard anything of it. Numerous such cases can be cited.

It happens to all types and ages of aircraft. Design errors have had lethal consequences in new aircraft

and, obviously, attrition can affect the splendid reputation of a type. While the private owner answers to himself for handling abuse, we had to depend on each other. Fifty crews might fly a given ship in a month of domestic service. We thought of the next crew and expected the in-bound crew to think of us. We covered each other.

A considerate pilot is interested in preserving the other fellow's neck as well as his own. Much has been said about the cozy atmosphere prior to deregulation, with each carrier exploiting monopoly routes for whatever the market would bear. Hogwash. There was fierce rivalry between us, but we left it at the gate. When we noticed something wrong with another airliner – an open cargo door, a fluid drip, smoking engines or brakes – we picked up the mike and said so, period. The other fellow's logo didn't matter.

Inflight talk between competitors regarding weather, traffic and runway conditions was routine; indeed, it was expected. Sharing vital information was the right way to do business, the courteous way, the only way. It was, for the most part, what I would call a gentleman's profession.

I say was because the recent turmoil has produced instances of dirty tricks, including rude radio remarks and interference with competitors, some of it infringing on safety. The perpetrators are beneath contempt; their conduct is reprehensible. Certainly we had a handful of selfish characters who flew as though they owned the sky, but I never saw one stoop that low.

Fortunately, the inconsiderate pilot is in the minority. In my new, private flying corner of the picture, he's the self-centered, undisciplined boor who checks magnetos with no regard for anyone behind, blocks the taxiway when others are ready to go, barges into the pattern unannounced, drives around as though he were up there alone, is a nuisance in busy airspace

with his long-winded chatter, and caps his jaunt by blocking the gas pumps. He's an embarrassment.

A pilot who ventures far from home must do business with a host of ground people, including weather briefers, fuelers, mechanics, FAA controllers, local and federal officials and others, seen and unseen. If he flies for hire, he has employers to satisfy, schedules to meet and perhaps paying passengers to please. He is deluged with information, advice, suggestions and instructions, some questionable, some irrelevant. The courteous pilot graciously accepts all assistance, keeping private his opinions of its worth. Arguing with or belittling anyone on the supporting team only makes everyone's job tougher. The fellow who snaps back at a tower controller or vents his frustration on fellow crewmembers doesn't have it all together. He's lost his cool. Composure under stress is the trademark of the top-notch. He remains calm and civil no matter what. When the chips are down he simply talks faster.

Flying is very much an individual effort. Even in two-pilot equipment each crewmember performs

separate duties, smoothly blending his work into the overall exercise. The interdependent nature of modern piloting is all too obvious. We depend upon ground people for support, too. They perform work we could not do if we tried. They deserve respect and courteous treatment at all times. We depend upon each other to adhere to clearances and otherwise observe the rules.

A lack of common courtesy in the cockpit is inexcusable and can be deadly. Its absence has led to tragic consequences. Pray you never ride behind a pair of stiff-necks who will not leave their differences on the ground and work together like the professionals they are supposed to be. We pilots measure one another in terms of training and experience. Common courtesy is never mentioned, yet I can recall few really good pilots who were not considerate human beings.

Now, if you have stayed with me this far, there's only one thing left to say: Thank you.



Recently, I was diagnosed with A.A.A.D.D. – Age Activated Attention Deficit Disorder.

This is how it manifests: I decide to water my garden. As I turn on the hose in the driveway, I look over at my car and decide it needs washing.

As I start toward the garage, I notice mail on the porch table that I brought up from the mail box earlier.

I decide to go through the mail before I wash the car.

I lay my car keys on the table, put the junk mail in the garbage can under the table, and notice that the can is full.

So, I decide to put the bills back on the table and take out the garbage first.

But then I think, since I'm going to be near the mailbox when I take out the garbage anyway, I may as well pay the bills first.

I take my check book off the table, and see that there is only one check left.

My extra checks are in my desk in the study, so I go inside the house to my desk where I find the can of Pepsi I'd been drinking.

RUPA Pass Travel Report May 2019

Captain Pat Palazzolo
rupapasstravel@rupa.org

Employee Travel Center (ETC)
+1 (877) 825-3729, etc@united.com
or **Help Hub** or Flying Together

Hello fellow aviators,

Good news. We can now give the Pony Express a break and save 50 cents at the same time. Beginning by the time you receive this we'll be able to pay our imputed income tax for certain pass travel online instead of by writing and mailing a check. Here's how:

- Go to Flying Together > Employee Services > Health & Insurance (YBR)
- Click on the Pass Travel Tax Withholding tile
- Select the Pay Now tile on the right side of the page
- Follow the prompts in the Payment Center to submit your online payment.

For those nostalgic types, the tax can still be paid by mailing your check along with the coupon you receive to the address shown on the coupon.

Visiting Hanoi, Vietnam

Being pilots and traveling a lot, many of us are asked where we like to travel to the most. My answer is usually, "Italy, Hawaii and Vietnam."

In this issue I'd like to share with you my recommendations for visiting Hanoi, the capitol of Vietnam. Some of our dear readers may have served in SE Asia during the Vietnam War, have never returned, but may have thought about doing so. This issue is written for you.

There are so many places to visit in Vietnam. Saigon, or Ho Chi Minh City, is already familiar to a lot of us who flew there for United. Less familiar are cities further north with rich heritages and cultures. Nha Trang, the beach resort north of Saigon, Hoi An, the UN World Heritage site just south of Danang (with some of the best food, cafes and art galleries in Vietnam, I might add), and further north, Hanoi, Ha Long Bay near Haiphong, and even further north near the Chinese border, the Hmong hill tribe villages with their famous, colorfully dressed ethnic minorities, known for the trekking from village to village.

To get to scenic Ha Long Bay or to Sapa, near the Hmong hill tribe villages of the far north, you'll have to pass through — and hopefully stay a night or two — in the beautiful city of Hanoi. The central areas of the city surround a scenic lake, the circumference of which, is easy to walk in less than an hour.

To get to Hanoi, the quickest way from North America is by taking United to Narita or Seoul and then connecting on other airlines to Hanoi. US Passport holders are required to have a visa and you can apply for them online for \$25.



For tourists the city has two main sections, the old quarter and a newer more upscale section on the opposite side of the lake. Both are inexpensive to stay.

The old quarter is a relatively large area made up of narrow streets and alleys with narrow shops and restaurants. You're forced to walk in the busy streets because the sidewalks are filled with parked motor scooters. So be careful. Here, especially at night, you quickly appreciate the tenor, sights, sounds and smells of being in old Hanoi from what seems like a very different time.

On the other side of the lake is what I call "the Opera House side" of Hanoi. Here are wider sidewalks, less congestion and wonderful restaurants and cafes. The Metropole where Kim and Trump met is in this neighborhood, as is, of course, the Hanoi Opera House.

Where to stay and where to eat? There are too many good places to count. Not counting the Metropole, most hotels are well under \$100 a night with the Hilton Opera House clocking in at right about \$100 a night. Most of the hotels are boutique style hotels with about 20 rooms or less.

My favorite places to stay and eat are listed below, and all are highly rated by Trip Advisor, but please check Trip Advisor to get a better picture. And don't forget when using Trip advisor, always reference the map mode so you can focus on the area of town you want to stay.

On the Opera House side of the lake, the Conifer Boutique Hotel is my favorite. It's best attributes: Location and a great breakfast. It's just a five-minute walk from the Opera House and the Metropole, and it normally costs about \$80 a night for a good room.

Places to eat on the Opera House side: (All are highly rated in Trip Advisor)

Ru Nam ("dragonfly" in Vietnamese) Try sitting out on the balcony facing the street with a nice view of the beautiful Opera House.

Pizza 4P (Don't let the name fool you) Great Asian/Italian fusion with a beautifully decorated upscale interior. Tandoori or Teriyaki pizza? It's here, along with great pasta and salads.

Maison Marou, a beautiful and roomy cafe within walking distance of the Opera House. It's the only chocolatier in Vietnam that grows its own cocoa beans in the Dalat highlands. It was started by two French men. Their chocolate cookies, candy, pastries, cakes and drinks and coffee are rich and near perfection.

In the old quarter I recommend L'Heritage Hotel, also highly rated in Trip Advisor, with spacious rooms and good customer service. Mid-range rooms can be had for about \$50. I didn't think breakfasts were as good as those at the Conifer.

My favorite restaurants in the old quarter:

"Grandma's," a five-minute walk from L'Heritage Hotel is in a beautifully restored colonial building wonderfully decorated in a soothing and eye pleasing Vietnamese ambiance. The Vietnamese fare is outstanding. Our bill came to \$115 for six including drinks and tip.

Across the street from Grandma's and a couple of doors down is "Cha Ca Thang Long," an authentic local place specializing in their famous grilled fish set menu costing about \$8 per person. My Hanoi friends took me here for lunch. If you're not there early for lunch or dinner, you'll be greeted by a line of people outside waiting to get in. It's clean and spacious. During our lunch I think I was the only non-Vietnamese there.

If you're in the mood for a Banh Mi, a Vietnamese sandwich, you won't do better than "Banh Mi 25," located about a five-minute walk from L'Heritage. Be aware that there are three of them within about 30 meters of each other. One for takeout only and two for sitting in. Their banh mis are carefully prepared in wonderfully baked bread and only cost about \$1. But, as the reviews tell you, they're small. So, I always ordered two when I stopped by.

What to do and see in Hanoi.

Southeast Asia's version of Uber is a similar company called "Grab" that's even cheaper than Uber. Download the free app before you leave home. Unlike Uber, you can pay automatically with your credit card, or by cash. But be advised you won't be able to enter your credit card in the payment section until you're actually in Vietnam or another country that also uses Grab. I recommend Grab to get from Hanoi Airport to downtown.

For our war vets, you may want to ask the front desk how to get to what the locals call "The B-52 lake." The remnants of a B-52 shot down during the Christmas bombings of 1972 rests in this pond with a huge portion visible above the water line. It's a sobering sight.

The so called "Hanoi Hilton," or Hoa Lo Prison known to Americans as the place where our prisoners of war were kept is also an intriguing place to visit. But the prison is far more notorious to the Vietnamese as the place where the French imprisoned and persecuted Vietnamese. In fact, the portion of the prison dedicated to the American prisoners takes up only a relatively small section of the prison that is on display to the public. The American section has several interesting rooms and cells, such as the flight gear worn by John McCain when he was captured (see photo).

The Ho Chi Minh Museum and the Ho Chi Minh Mausoleum are also popular tourist stops.

If you have two or three extra days, try taking an overnight cruise on beautiful Ha Long Bay. (see photo) Check Trip advisor for the best companies. The quality and cost run the gamut. I've been twice and stayed in a beautifully decorated cabin with a dining room that served great food. A pilot friend of mine used a different company and the crew cooked their meals on a hibachi on the deck. At Ha Long Bay you get what you pay for.



Stuff you didn't know...that you didn't know!

In the 1400's a law was set forth in England that a man was allowed to beat his wife with a stick no thicker than his thumb. Hence we have 'the rule of thumb'

Many years ago in Scotland, a new game was invented. It was ruled 'Gentlemen Only...Ladies Forbidden'.. and thus, the word GOLF entered into the English language.

The first couple to be shown in bed together on prime time TV was Fred and Wilma Flintstone.

Every day more money is printed for Monopoly than for the U.S. Treasury.

Men can read smaller print than women can; women can hear better.

Coca-Cola was originally green.

It is impossible to lick your elbow

The State with the highest percentage of people who walk to work:
Alaska

The percentage of Africa that is wilderness: 28% (now get this...)
The percentage of North America that is wilderness: 38%

The cost of raising a medium-size dog to the age of eleven: \$ 16,400

The average number of people airborne over the US. in any given hour: 61,000

Intelligent people have more zinc and copper in their hair.

The first novel ever written on a typewriter, Tom Sawyer.

The San Francisco Cable cars are the only mobile National Monuments.

Each king in a deck of playing cards represents a great king from history: Spades - King David Hearts - Charlemagne Clubs - Alexander, the Great Diamonds - Julius Caesar

$111,111,111 \times 111,111,111 = 12,345,678,987, 654,321$

If a statue in the park of a person on a horse has both front legs in the air, the person died in battle. If the horse has one front leg in the air, the person died because of wounds received in battle. If the horse has all four legs on the ground, the person died of natural causes

Only two people signed the Declaration of Independence on July 4, John Hancock and Charles Thomson. Most of the rest signed on August 2, but the last signature wasn't added until 5 years later.

Q. Half of all Americans live within 50 miles of what?
A. Their birthplace

Q. Most boat owners name their boats. What is the most popular boat name requested?
A. Obsession

Q.. If you were to spell out numbers, how far would you have to go until you would find the letter 'A'?
A. One thousand.

Q. What do bulletproof vests, fire escapes, windshield wipers and laser printers have in common?
A. All were invented by women.

Q. What is the only food that doesn't spoil?
A. Honey

Q. Which day are there more collect calls than any other day of the year?
A. Father's Day

In Shakespeare's time, mattresses were secured on bed frames by ropes. When you pulled on the ropes, the mattress tightened, making the bed firmer to sleep on. Hence the phrase... 'Goodnight , sleep tight'

It was the accepted practice in Babylon 4,000 years ago that for a month after the wedding, the bride's father would supply his son-in-law with all the mead he could drink. Mead is a honey beer and because their calendar was lunar based, this period was called the honey month, which we know today as the honeymoon.

In English pubs, ale is ordered by pints and quarts... So in old England , when customers got unruly, the bartender would yell at them 'Mind your pints and quarts, and settle down.'

It's where we get the phrase 'mind your P's and Q's'

Many years ago in England, pub frequenters had a whistle baked into the rim, or handle, of their ceramic cups. When they needed a refill , they used the whistle to get some service. 'Wet your whistle' is the phrase inspired by this practice.

At least 75% of people who read this will try to lick their elbow!

The Pastor entered his donkey in a race and it won. The Pastor was so pleased with the donkey that he entered it in the race again and it won again.

The local paper read: PASTOR'S ASS OUT FRONT.

The Bishop was so upset with this kind of publicity that he ordered the Pastor not to enter the donkey in another race. The next day the local paper headline read: BISHOP SCRATCHES PASTOR'S ASS.

This was too much for the Bishop so he ordered the Pastor to get rid of the donkey. The Pastor decided to give it to a Nun in a nearby convent. The local paper, hearing of the news, posted the following headline the next day: NUN HAS BEST ASS IN TOWN.

The Bishop fainted. He informed the Nun that she would have to get rid of the donkey so she sold it to a farm for \$10. The next day the paper read: NUN SELLS ASS FOR \$10

This was too much for the Bishop so he ordered the Nun to buy back the donkey and lead it to the plains where it could run wild. The next day the headlines read: NUN ANNOUNCES HER ASS IS WILD AND FREE.

The Bishop was buried the next day.

The moral of the story is . . . being concerned about public opinion can bring you much grief and misery . . . even shorten your life. So be yourself and enjoy life. Stop worrying about everyone else's ass and just cover your own !!! You'll be a lot happier and live longer!

United Airlines Grants Lifetime Global Services Status to Medal of Honor Recipients

The Medal of Honor is the highest and most prestigious military award in the USA. Recipients of the award enjoy a host of benefits both inside and outside the military. United Airlines is adding to that list with free Global Services status and United Club membership that automatically renews every year.

National Medal of Honor Day was recently observed. For the last four years, United has provided Global Services status, United's top-tier status, to 74 Medal of Honor recipients. Global Services status brings more upgrades, better service, and reduced fees. This year, United is adding free United Club membership as well. Here's a note from United President Scott Kirby to the Medal of Honor recipients about their free status and club membership:

The debt our country owes to your service can never be repaid; it can only be respected and honored. As a US Air Force veteran, I'm personally honored to send you this letter and thank you for the sacrifices you made for our country. In fact, I've collected about 40 signatures and challenge coins from living Congressional Medal of Honor winners and they are proudly on display at my home. All of us at United Airlines want to thank you for having earned our nation's highest military honor and in that spirit, the United family is proud to offer you United Global Services status each year, our invitation-only program for our most valued MileagePlus members. With Global Services status, you enjoy our highest level of service and benefits.

In recognition of your exceptional service, it's now our pleasure to also provide you with United Club membership starting March 23, 2019. United Club membership gives you — and up to two guests traveling with you — access to more than 45 United Club locations worldwide. You're also welcomed to visit any of our participating Star Alliance affiliated lounges and other partner lounges. You will be receiving your membership materials separately but can access your digital card via the United app. Just like your Global Services status, your club membership will automatically renew next year, so there's nothing you need to do. Consider this our way of taking care of you in some meaningful, albeit small, recognition for all that you've sacrificed for our country. We greatly appreciate your service and we look forward to saluting you on board soon.

Thank you,

Scott Kirby

It's a nice gesture. As United states:

It's a small gesture in light of what these individuals accomplished on the battlefield, but it's one way we can say thank you. When it comes to flying heroes, the honor is all ours.



On the first day of school, the children brought gifts for their teacher.
The super market manager's daughter brought the teacher a basket of assorted fruit.

The florist's son brought the teacher a bouquet of flowers.
The candy-store owner's daughter gave the teacher a pretty box of candy.

Then the liquor-store owner's son brought up a big, heavy box.
The teacher lifted it up and noticed that it was leaking a little bit..She
touched a drop of the liquid with her finger and tasted it.

"Is it wine?" she guessed. "No," the boy replied.
She tasted another drop and asked, "Champagne?"

"No," said the little boy....."It's a puppy!"

Convention Photos 2019



Dave and Kay Newell



Bob Warner



Art Swanson



Don and Francia Gentry



Mark Sheprow



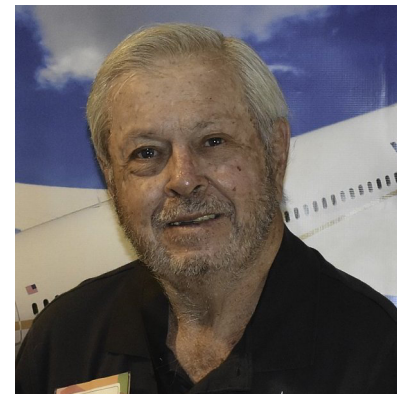
Bill Baddorf



Bruce and Ok Su Sprague



George Lycan



Shaun Ryan

The Rogues' Gallery



Larry and Julie Neglia



Neil and Linda Smith



Lloyd and Debbie Robeson



Dave and Jackie Furuli



Gary and Keri Small



Bill and Cathy Lewis



Chris Hickman



Russell McKnire



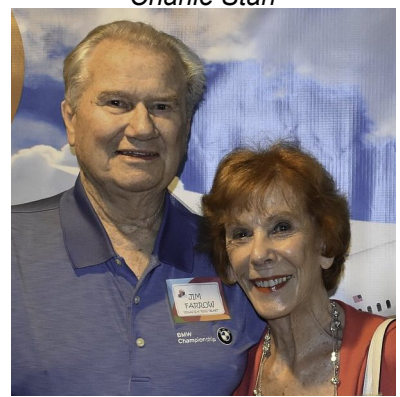
Charlie Starr



Roger Fuchsgruber



Jo Allen



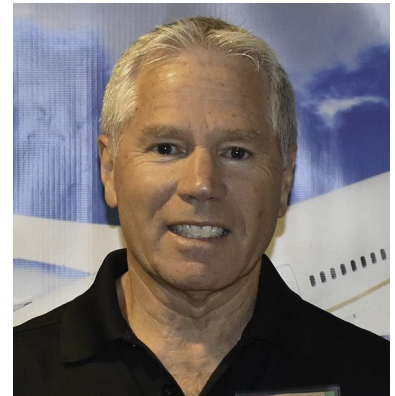
Jim and Carolyn Farrow



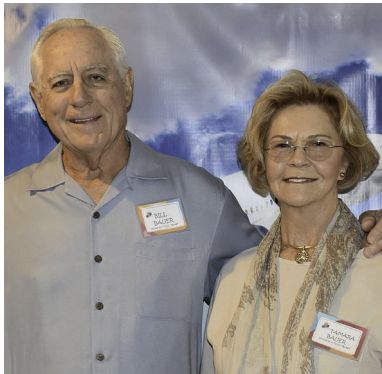
Ray and Mary Booth



Marty Noonan



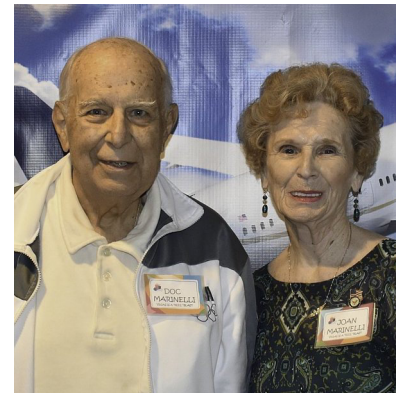
Rick Kolker



Bill and Tamara Bauer



Jim Morehead



Doc and Joan Marinelli



Dale Fiala



Tom and Randi Follwell



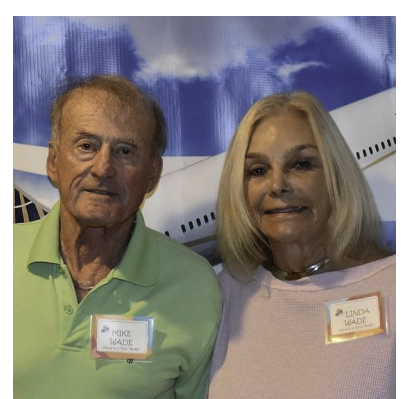
Tom and Jamie Doherty



Dick Capp



Larry and Kathy Kruchten



Mike and Linda Wade



George Davies



Penny Schuchat



Mike and Deborah Lichtenfeld



Dana and Ana Bilstad



Curt Forney and Yasmin Jacobs



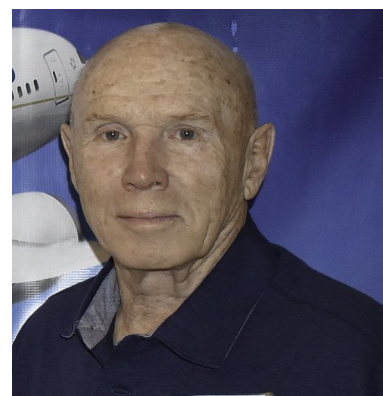
Bruce Harris and Jan Adams



Bill Foster



Blake Lamar



Tom Horne



Don and Diane Bishop



Andy and LuAnn Whittlesey











Interview with United President Scott Kirby

San Francisco Chronicle 3/31/2019 Author: Chris McGinnis

Last week, United Airlines President Scott Kirby sat down with Chris McGinnis for a candid, wide-ranging interview at the carrier's 35th floor San Francisco offices on Sansome Street. While you have likely heard of Oscar Munoz, the CEO and pretty much the face of United, it's Kirby who is responsible for the day-to-day running of the airline, overseeing operations, marketing, sales, alliances, network planning and revenue management. Prior to landing at United in 2016, Kirby, 51, was president at American Airlines, and has spend three decades in the airline business.

In the interview, Kirby opened up about low-fare carriers and the future of cheap transatlantic flying, United's competitive position in the Bay Area and plans for expansion beyond San Francisco International Airport, which he calls one of United's "crown jewels." He talked about the future of short hop flying on a new type of regional jet, acknowledged the frustration with United's wi-fi system, what will happen with those old Boeing 757s flying on transcon premium routes and how United is fighting back against the Southwest Effect in Hawaii. Plus much more. Take a read!

What's the future of low fare flying to Europe in light of WOW Air's demise?

I have always said that all low cost carriers flying long haul international are going to go out of business. I continue to think they will all fail. The business model just does not work. It's one thing for a 1-2 hour flight, but not for SFO to Europe. The low fare product is at a big disadvantage because the lie-flat seats that an airline can charge a premium for are not there. Those long haul planes are expensive to operate. Over the last few years we've see Air Berlin fail, Primera, and now WOW.

What about Norwegian Air- it seems to be in somewhat better shape, no?

Look how much money they lose.. There are a few billionaires in Norway that keep putting money into it, but how long do you want to keep putting money into it? There's an old joke in the airline industry- how do you get to be a millionaire in airline business? Start with a billion! So the question is, how much do investors want to keep losing? It hasn't worked for any of them and that's because it's the wrong product for the market.

What about transatlantic fares in light of all this? Where are they headed?

In some of those markets fares, will be higher. They [low cost carriers] have put fares into markets that do not cover their costs and that is just not sustainable.

United offers its own version of an ultra-low-cost carrier [ULCC] fare, basic economy. How's the reception of that product been?

We find that 50-60 percent of passengers will buy up to standard economy. Low cost carriers were the genesis of our basic economy fares. For customers that are shopping on price only, we now offer the Spirit or WOW fare-- we will match it and give it to them. I think our basic economy product is as good or better than what you get on ULCCs but at the same price. ULCCs showed us that there is a segment of the market that wanted the choice of very low priced, low frills fares.

A lot of bargain hunters were unhappy when United switched to 10-across economy seating [from 9 across] on Boeing 777s. What's your take on that?

Almost all airlines around the world are now 10 abreast on the Boeing 777. Quite simply it costs us the same to fly a 777 across the Atlantic with 10 or 9 abreast. You have find what people care about and what they are willing to pay for. If you have only 9 abreast, you'd have to charge everyone 11% more to break even. So are people willing to pay an extra \$110 on a \$1000 transatlantic fare to sit in a row with one less seat? The answer is unequivocally no. It's simple economics that drives it.

What are United's plans for California?

California, and SFO in particular, is a unique crown jewel for United- it is the best gateway across the Pacific because of geography. It's in the right place to connect the whole country to Asia. And it's also the biggest local market with lots of premium demand. Turns out that even our flights to Europe, with less geographic advantage, do well for us from SFO due to a large, high-income customer base full of people with a high propensity to travel. Every new route that we add works—recently Tahiti, Europe, Amsterdam. India and Melbourne start later this year. We just keep growing here and it all does very well. SFO is a unique asset for United.

How does United view competition in the Bay Area?

Continued on next page

We are focused on running a great operation here. Every morning at 7:45 am we have a global operations call that I'm on, even on Thanksgiving and Christmas and one key question every day is: Did we have the best operating performance at SFO of any airline operating there yesterday? It's a tough airport and there are challenges- but we pretty consistently rank number one-- even when conditions are bad. We want to be the best when conditions are bad and also be the best when they are good. We grade ourselves on completion factor—the most on-time departures and fewest cancellations are our two main metrics. Our operations performance AND financial performance is doing very well here.

When Alaska Airlines took over Virgin America, it became clear that we needed to double down on earning the loyalty of customers in the Bay Area. We have done a bunch. For example, we added Janet Lamkin as president of California as a local advocate for what's important locally. She's away from the corporate mothership in Chicago, which means she can experiment with things here that we can eventually apply across the system.

We've made huge investments in the airport lounges- like the SFO Polaris lounge (which is awesome) and new United Clubs like the one at LAX for example. And free LiveTV in coach. What's your competitive position against Alaska Airlines?

In addition to good financial and operations performance we are also growing—we grew 10 percent last year in ASMs in San Francisco- at the same time, Alaska is shrinking at SFO.. As United gets it mojo back, we are starting to win back more customers. We know we have a lot left to do. We are far from mission accomplished and we have a long way to go but we are making good progress. As we start to win customers back, it gets harder for our competitors. We grew 10 percent here last year, and competitors are shrinking. [ASM = Available Seat Miles- the number of seats available multiplied by the number of miles flown. An available seat mile is the fundamental unit of production for an airline.] Are there plans to expand beyond SFO in San Jose or Oakland?

Let's start with San Jose. It's a spoke for us. Meaning it is unlike a hub like San Francisco, where 50 percent of passengers are connecting. We can add more destinations in San Francisco because of that. We don't have the same opportunity in San Jose, so we fly from there to our hubs. We will continue to grow at San Jose, but all of our service from there will be to one of our seven hubs. [Currently United flies to Chicago, Denver and Houston from San Jose. It discontinued SJC-Newark last October.]

What about Oakland?

Oakland is on our list. I'm not sure when we are going to add it, but we are going to get back into the East Bay. We have not decided the timing yet, but we are absolutely planning to get back into Oakland. [United stopped flying between Oakland and Denver in 2012 with—ending a 75-year run with flights to multiple destinations.]

Back to SFO- what's going on with United's Terminal 3? What are the plans for modernizing it and especially that old-school United "Rotunda" Club in Boarding Area F?

Right now the concept is that we are going to go through all our main terminals with the same modernization project. We are talking about how to do it faster. We don't want to take out our already limited number gates to do this- especially when we are growing. One thing we are doing at SFO is building a connector from United's Terminal 3 to Terminal 2 and the rest of the airport. This way our customers can start to use gates on the other side of the airport without going through security. This is important for our growth and also will help when we have to take [Terminal 3] gates out of service to do renovation work.

Part of what we are hoping to do with the new connector is to build another United Club in that T3E Concourse area so it can be used when the older Club is out of service for a re-do. We previously had a temporary Club at SFO [in the mezzanine level]-- people did not like it too much, but it was better than nothing. [See a map of SFO terminals here.]

A lot of California flyers are not too fond of United's tiny, old and cramped CRJ 50-seat jets used on intra-state flights. Any hope of those flying away soon?

This is not a uniquely San Francisco issue. United had a decade of shrinking the mainline and growing regional jets. I'm fond of telling employees who complain about the CRJs that when I first started with United, commuting between Dallas and Chicago, two huge markets, it was amazing I was flying on a regional jet. Part of the recent growth at United has been about up-gauging routes to mainline, something that we are doing throughout the system. So those 50-seaters still have a place in smaller markets, not bigger ones. They will not go away completely for well into the future. These smaller jets will stay, otherwise you are cutting off entire communities.

What about the new CRJ550 that United recently announced?

The future is with the new CRJ550 announced last month. We will take our CRJ 700 70-seaters and retrofit them into 50-seat luxury liners with 10 first class seats and four closets that can hold 24 bags so

you don't have to check bag. There will be a snack station in first class where passengers can get snacks and drinks out of a refrigerator. It will be a great product. [more about the CRJ550 here] What about wi-fi. I hear about this all the time from my readers and have had very inconsistent experiences myself. Getting a refund is way too complicated. Can you provide an update on what United is doing?

This is a huge priority but first we need to identify a system that operates reliably- and really, nobody has a completely reliable system yet. Poor wi-fi is the number one complaint from our frequent travelers and it's definitely something we want to get fixed. Currently we are using four different systems: Gogo, Thales, Panasonic and ViaSat. What we want to do is determine which one is best, and then go with that fleet-wide. Currently, the best performance is coming from ViaSat- but that's only on our fleet of new 737 MAX 9s currently grounded. The Panasonic product works well but is susceptible to meltdowns, especially on tech-heavy SFO flights, and we have a good fix in the works for that right now, but I cannot go into details. But it looks like it is going to help. We are actively working on this now and once a decision is made about which provider to use, the rollout will be rapid because we know how important this is.

Regarding the unwieldy refund situation, I hear you and we will have to look into that. I flew a competitor last month and when wi-fi did not work, I planned to demand a refund, but when it came right down to it, I did not have time to go through the process.

At this point my phone recording app cut off, so I have to paraphrase Kirby's answers to my questions. What about those ancient Boeing 757s United uses on transcon premium flights from California? Lie flat seats are nice, but those planes are old . What's the outlook?

Kirby acknowledged that the 757s are old, and emphasized how United is now adding more widebodies with lie-flat seats on the transcon routes such as the nice new Boeing 787-10 Dreamliner now flying SFO-EWR every day. A spokesman later told me that this transcon Dreamliner is assigned to SFO-EWR indefinitely. Kirby said that eventually the old 757s will be replaced with a stretch version of the Boeing 737. [Likely the MAX 10, of which United has ordered 100.] He said that they are currently exploring ways to outfit the new jet with lie flat seats. But it sounds like those comfy old 757s are going to be around for a while.

There's been a lot of talk about a new livery for

United. What's going on with that?

Passengers should not expect a radical departure from the current livery. Kirby said that he would stick with what CEO Oscar Munoz said about the new livery—that it's going to be an evolution, not a revolution.

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What about getting back into New York Kennedy Airport?

Kirby said that United is always looking for new ways to grow and that he'd like to see United back at JFK with 5-6 flights per day, but did not go into much more detail.. He did point to how the Newark hub and United's Concourse C have gone through a dramatic transformation, and in many ways the facilities and connections to Manhattan are better than from JFK, but that really depends on where you are going in Manhattan. For example, it's not convenient for the Upper East Side. [United discontinued its flights to JFK in October 2015 and moved its premium transcontinental flights to its Newark hub. Before its closure of JFK, United flew there from SFO and LAX.

How is United responding to all the news around Southwest's recent entry in Hawaii? How long will fares stay as low as they've been? Will United upgrade its service on Hawaiian flights?

Kirby went straight to the numbers on this question, talking about how United now offers more flight options to Hawaii than any US carrier. He said that United offers more seats, flights and ASMs to Hawaii from California than any other U.S. carrier, even Hawaiian. He also pointed out that United flies to all four Hawaiian airports from SFO: Lihue, Honolulu, Maui, Kona.

Regarding fares, he insinuated that part of the reason fares have been so low over the last year is because United has added a lot more seats in the market with larger widebody planes and more flights. When it comes to competing with Southwest in the market, he felt confident that United's schedule, frequency and inflight product are better than what Southwest can offer with its all-economy class flights, no assigned seats and lack of meals onboard.

I asked him if United was considering making any changes to its inflight service to Hawaii, making it feel "special" again by adding things like leis, POG [passion fruit, orange and guava juice], halfway to Hawaii games, etc—he said that was the topic of current conversations with inflight operations and could happen- but he made no promises.

United Airlines Updates

United Announces Record Number of Summer Destinations

By Steve Creedy April 10, 2019

Summer's coming to the northern hemisphere with a surge of flights that will include 31 new and returning routes from United Airlines. The US carrier's international schedule gives passengers a record number of connections to 54 countries from gateways such as Chicago, Denver, Houston, Los Angeles, New York/Newark and Washington, DC.

United's international summer schedule began March 30 with start of non-stop San Francisco-Amsterdam flights.

This is the only non-stop service on the route offered by a US carrier, a situation that will be repeated when it begins Denver-Frankfurt flights from May 2.



In both cases, the flights are the only non-stop services offered by US carriers.

It is also set to become the only airline to operate service between Washington Dulles and Tel Aviv, Israel and between New York Newark and Naples, Italy.

Returning to the schedule over summer are popular destinations such as Greek capital Athens, Scotland's Glasgow and other trans-Atlantic destinations such as Madrid, Barcelona, Rome, Venice and Ireland's Shannon (Dublin).

Closer to home, assuming popular summer service to destinations in the Caribbean include non-stop New York Newark-Bermuda, Houston- St. Thomas in the U.S. Virgin Islands and Providenciales, Turks & Caicos.

June will see a seasonal service between Mexican holiday hot spot Cancun and New Orleans, San Antonio and Austin.

New York/Newark picks up 11 services, while Washington, DC boast eight and Chicago three, "Today we are offering our customers more destinations than ever before, both here in the United States and overseas," Patrick Quayle, United's vice president of international network, said in a statement.. "We are particularly excited to add our newest destinations, Naples and Prague, to our ever-growing route map."

United Airlines and United Express operate about 4,900 flights a day to 355 airports across five continents. This translated in 2018 to more than 1.7 million flights carrying more than 158 million customers. The Star Alliance member flies 779 mainline aircraft and its United Express carriers operate 569 regional planes.

United Airlines continues to boost service from its Denver hub.

On June 6, daily, year-round service will begin from Denver International Airport (DEN) to Greenville-Spartanburg, South Carolina (GSP) and Syracuse, New York (SYR). Weekend-only seasonal service will be offered between DEN and both Portland, Maine (PWM) and Ft. Myers, Florida (RSW) starting June 8.

United Airlines to introduce non-stop flights to Cape Town

15th Apr. 2019 Jakob Wert

United Airlines plans to launch the first non-stop service between the United States and Cape Town, South Africa, subject to government approval.

The airline intends to operate three weekly flights from New York Newark Liberty International Airport to Cape Town International Airport, starting in December 2019.

United says it will use Boeing 787-9 Dreamliner aircraft with a total of 252 seats on the seasonal route, which will become the airline's first connection to the African continent. The carrier's fleet of almost 800 airplanes includes 25 Boeing 787-9 and 12 787-8, as well as seven 787-10, of which United became the first American operator in November 2018.

Cape Town Airport currently does not have any direct flights to the United States. The route offering mostly consists of destinations in southern Africa, along with a number of long-haul flights to Europe and the Middle East.

Johannesburg, which hosts South Africa's largest airport at 21 million yearly passengers, offers two direct connections to the US. A route operated by United Airlines' Star Alliance partner South African Airways (SAA) to New York JFK, as well as a Delta Air Lines connection from Atlanta's Hartsfield-Jackson International Airport, both flights operate on a daily basis.



United Airlines considers Airbus A321XLR for replacement of its aging Boeing 757s.

Chicago - United Airlines said that it would consider Airbus's upcoming ultra-long-range single-aisle A321XLR as an option to replace its aging Boeing 757 and 767s

The Chicago-based carrier has been reviewing replacement options for its mid-haul fleet for a while. Last year, the airline announced that it was interested in the Boeing's New Midsize Airplane (NMA) program alongside another U.S. operator Delta Air Lines also operating a large Boeing 757 and 767 fleet.



The new aircraft program of Boeing for the mid-market was assumed to be officially announced later this year, presumably during the Paris Air Show. But the company delayed the decision to the next year. "Boeing delays the "New Midsize Airplane" decision to 2020"

In the aftermath of the crashes of the two Boeing 737 MAX 8 at short intervals, the manufacturer already delayed the roll-out of its new widebody, the long-awaited 777X.

At a guess, Boeing could do the same for the announcement of its new aircraft program unofficially dubbed Boeing 797. Before that, Boeing needs to fix its seriously damaged reputation in the industry.

Although United's chief financial officer Gerry Laderman told last year that their 767 and 757 replacement strategy would be a multi-faceted solution, the Airbus A321XLR could be a more logical choice for the company under current circumstances.

United plans to replace all aircraft in its 757 and 767 fleets in the next decade from 2020. Even if Boeing decides to launch the program next year, it won't be ready before 2025.

On the other hand, Airbus already started to record orders for the A321XLR. Because the manufacturer's new jetliner will be based on an existing model, the A321neo. It's an obvious advantage for Airbus against the Boeing's NMA.

"Airbus already starts recording orders for its future A321XLR"

The Chicago-based carrier estimates 30 to 40 aircraft to replace both 757s and Boeing 767s in the fleet.

Boeing receives no commercial orders for its 737 MAX aircraft

Reprinted courtesy of the RUPANEWS



Boeing did not win any commercial orders for its 737 MAX jet in March following a second deadly crash involving the plane. It is the first time in seven years the company failed to sell a single aircraft of this line. Despite Boeing winning orders for 44 planes, including three business-jet versions of the 737, there were no commercial models among them, almost a month after Ethiopian Airlines Flight 302 crashed shortly after take-off.

Deliveries of Boeing 737 MAX also reportedly tumbled in March as the US aerospace giant delivered just 11 planes of the model. March deliveries are more than half the rate of deliveries in the two previous months, which amounted to 24 MAX jets in January and 27 in February. The drop came as Boeing suspended deliveries of the troubled aircraft to airlines in mid-March as regulators ordered groundings of the plane.

The plane maker reportedly delivered a total of 54 aircraft in March, more than a one third of 149 supplied jets since the beginning of the year. The total first-quarter deliveries are down 19 percent compared to last year, while 737 deliveries alone tumbled about 33 percent.

Figures on the Boeing website show that the company still has 4,703 unfilled orders for 737 jetliners and a backlog of 4,648 planes of the model as of April 10.

The two recent crashes, which left a total 346 people dead, forced Boeing to cut production of its most popular passenger jet. Apart from affecting the company itself the cuts may take a toll on Boeing suppliers such as Spirit AeroSystems Holdings, which produces fuselages for the plane, and engine maker CFM International.

Boeing CEO: Safety is our responsibility, and we own it

Reprinted courtesy of the RUPANEWS

Boeing CEO Dennis A. Muilenburg issued the following statement in response to its 737 Max software, production:

As we work closely with customers and global regulators to return the 737 MAX to service, we continue to be driven by our enduring values, with a focus on safety, integrity and quality in all we do.

We now know that the recent Lion Air Flight 610 and Ethiopian Airlines Flight 302 accidents were caused by a chain of events, with a common chain link being erroneous activation of the aircraft's MCAS function. We have the responsibility to eliminate this risk, and we know how to do it. As part of this effort, we're making progress on the 737 MAX software update that will prevent accidents like these from ever happening again. Teams are working tirelessly, advancing and testing the software, conducting non-advocate reviews, and engaging regulators and customers worldwide as we proceed to final certification. I recently had the opportunity to experience the software update performing safely in action during a 737 MAX 7 demo flight. We're also finalizing new pilot training courses and supplementary educational material for our global MAX customers. This progress is the result of our comprehensive, disciplined approach and taking the time necessary to get it right.

As we continue to work through these steps, we're adjusting the 737 production system temporarily to accommodate the pause in MAX deliveries, allowing us to prioritize additional resources to focus on software certification and returning the MAX to flight. We have decided to temporarily move from a production rate of 52 airplanes per month to 42 airplanes per month starting in mid-April.

At a production rate of 42 airplanes per month, the 737 program and related production teams will maintain their current employment levels while we continue to invest in the broader health and quality of our production system and supply chain.

We are coordinating closely with our customers as we work through plans to mitigate the impact of this adjustment. We will also work directly with our suppliers on their production plans to minimize operational disruption and financial impact of the production rate change.

In light of our commitment to continuous improvement and our determination to always make a safe industry even safer, I've asked the Boeing Board of Directors to establish a committee to review our company-wide policies and processes for the design and development of the airplanes we build. The committee will confirm the effectiveness of our policies and processes for assuring the highest level of safety on the 737-MAX

program, as well as our other airplane programs, and recommend improvements to our policies and procedures.

The committee members will be Adm. Edmund P. Giambastiani, Jr., (Ret.), former vice chairman, U.S. Joint Chiefs of Staff, who will serve as the committee's chair; Robert A. Bradway, chairman and CEO of Amgen, Inc.; Lynn J. Good, chairman, president and CEO of the Duke Energy Corporation; and Edward M. Liddy, former chairman and CEO of the Allstate Corporation, all members of the company's board. These individuals have been selected to serve on this committee because of their collective and extensive experiences that include leadership roles in corporate, regulated industries and government entities where safety and the safety of lives is paramount.

Safety is our responsibility, and we own it. When the MAX returns to the skies, we've promised our airline customers and their passengers and crews that it will be as safe as any airplane ever to fly. Our continued disciplined approach is the right decision for our employees, customers, supplier partners and other stakeholders as we work with global regulators and customers to return the 737 MAX fleet to service and deliver on our commitments to all of our stakeholders.

United must pay 250 freezing stranded passengers \$5700 each

Reprinted courtesy of the RUPANEWS



United Airlines is speechless. The Convention for the Unification of Certain Rules for International Carriage by Air, also known as the Montreal Convention may cost United Airlines more than a million Dollars. Airline officials had no comments after 250 United Airlines passengers traveling on a flight from Newark to HongKong were taken hostage by Canadian Authorities.

According to Paul Hudson the responsibility may actually be at the airline. Hudson is president of Flyersright.org the 17-hour tarmac stranding on United

Airlines Flight 179 in Newfoundland due to mechanical problems should be a textbook case for delay compensation under the 1999 Montreal Convention, which governs international trips, President of FlyersRights.org.

The Montreal Convention 1999 (MC99) establishes airline liability in the case of death or injury to passengers, as well as in cases of delay, damage or loss of baggage and cargo. It unifies all the different international treaty regimes covering airline liability that had developed haphazardly since 1929. MC99 is designed to be a single, universal treaty to govern airline liability around the world.

Under Article 19 of this little known treaty that airlines and many governments do not want the flying public to be aware of, airlines are responsible for damages suffered by passengers on a near strict liability basis of up to about \$5,700. To avoid liability, the airline must prove that it took all reasonable steps to avoid or mitigate the delay. Having airworthy aircraft is the airline's responsibility.

According to Mr. Hudson, the captain could have declared an emergency and this would have allowed passengers to deplane regardless of Canadian immigration rules.

United Airlines did not respond to eTurboNews, but according to a statement to the Wall Street Journal a United spokesperson said that the company is planning to "look at every aspect of this diversion to understand what we could do better."



United Airlines Continues Network Expansion with New Florida Service

*By Aviation Tribune
Posted on April 11, 2019*

United Airlines today announced more flights and more opportunities for customers to fly between Washington D.C. and Florida.

Beginning October 29, United will begin new twice-daily, year-round service between Washington Dulles and Fort Myers and Sarasota in Florida.

Additionally, United will begin operating extended seasonal winter service between Miami and Washington Dulles starting two months earlier than originally planned in October 2019.

United's new service to Fort Myers and Sarasota complements the airline's growing Florida network of more than 50 routes served from Chicago, Cleveland, Denver, Houston, Los Angeles, New York/Newark, San Francisco and Washington, D.C.



"These new routes offer our customers many more opportunities to conveniently travel year-round between Florida and our Washington hub," said Ankit Gupta, United's vice president of Domestic Network Planning. "Our schedule offers customers from Fort Myers and Sarasota easy connections to more than 130 flights across the United States and 11 European destinations with just one stop."

In addition to its new service between Washington Dulles and Fort Myers and Sarasota, United operates more than 140 daily flights to 12 Florida cities.

United Airlines beats first-quarter profit estimate, holds 2019 target

United Airlines on Tuesday reported a greater-than-expected increase in first-quarter profit as it sold more tickets and cut costs, standing by its 2019 profit target even after the U.S. government shutdown and severe winter weather earlier this year curtailed flights, aggravated by the ongoing grounding of its Boeing Co 737 MAX jets.

The airline's parent, United Continental Holdings Inc, said adjusted earnings per share rose to \$1.15 in the first quarter, ending March 31, from 49 cents a year earlier. Analysts on average had forecast 95 cents per share, according to IBES data from Refinitiv. (Reporting by Tracy Rucinski in Chicago and Sanjana Shivdas in Bengaluru)

More Thoughts to Ponder

1. Don't sweat the petty things, and don't pet the sweaty things.
2. One tequila, two tequila, three tequila, floor.
3. One nice thing about egotists: They don't talk about other people.
4. To be intoxicated is to feel sophisticated but not be able to say it.
5. Never underestimate the power of stupid people in large groups.
6. The older you get, the better you realize you were.
7. I doubt, therefore I might be.
8. Age is a very high price to pay for maturity.
9. Procrastination is the art of keeping up with yesterday.
10. Women like silent men, they think they're listening.

From Golden Eagles member Buck Wroten: "Considering our advancing ages, I thought

A Review of Aviation Definitions

might be in order:"

AIRSPEED - Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot.)

BANK - The folks who hold the lien on most pilots' cars.

CARBURETOR ICING - A phenomenon reported to the FAA by pilots immediately after they run out of gas.

CONE OF CONFUSION - An area about the size of New Jersey located near the final approach fix at an airport.

DEAD RECKONING - You reckon correctly, or you are.

DESTINATION - Geographical location 30 minutes beyond the pilot's bladder saturation point.

ENGINE FAILURE - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.

FIREWALL - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

FLIGHT FOLLOWING - Formation flying.

GLIDE DISTANCE - Half the distance from an airplane to the nearest emergency landing field.

HYDROPLANE - An airplane designed to land long on a short and wet runway.

LEAN MIXTURE - Nonalcoholic beer.

MINI MAG LITE - Device designed to support the AA battery industry.

NANOSECOND - Time delay between the Low Fuel Warning light and the onset of engine failure.

PARASITIC DRAG - A pilot who bums a ride and complains about the service.

RICH MIXTURE - What you order at another pilot's promotion party.

ROGER - Used when you're not sure what else to say.

SECTIONAL CHART - Any chart that ends 25 nm short of your destination.

SERVICE CEILING - Altitude at which cabin crew can serve drinks.

SPOILERS - FAA Inspectors.

STALL - Technique used to explain to the bank why your car payment is late.

An old cowboy walks into a barbershop in Red Lodge, Montana for a shave and a haircut. He tells the barber he can't get all his whiskers off because his cheeks are wrinkled from age. The barber walks over and gets a little wooden ball from a cup on the shelf. He tells the old cowboy to put it inside his cheek to spread out the skin. He then proceeds to give him a shave. When he's finished, the old cowboy tells the barber that was the cleanest shave he'd had in years.

But he wanted to know what would have happened had he accidentally swallowed the little ball. The barber replied,

"Just bring it back in a couple of days like everyone else does"



Here are some actual maintenance complaints submitted by UPS ' pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

By the way, UPS is the only major airline that has never, ever, had an accident.

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

*

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

*

P: Something loose in cockpit

S: Something tightened in cockpit

*

P: Dead bugs on windshield.

S: Live bugs on back-order.

*

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

*

P: Evidence of leak on right main landing gear.

S: Evidence removed.

*

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

*

P: Friction locks cause throttle levers to stick..

S: That's what friction locks are for.

*

P: IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

*

P: Suspected crack in windshield.

S: Suspect you're right.

*

P: Number 3 engine missing.

S: Engine found on right wing after brief search

*

P: Aircraft handles funny. (I love this one!)

S: Aircraft warned to straighten up, fly right and be serious.

Sherlock Holmes and Dr. Watson go on a camping trip.

After a good meal and a bottle of wine, they lay down for the night and go to sleep.

Some hours later, Holmes awakens, nudges his faithful friend and says,

"Watson, look up and tell me what you see."

Watson replied, "I see millions and millions of stars.

Holmes says, "What does that tell you?"

Watson ponders for a minute and says,

"Astronomically, It tells me that there are millions of galaxies and potentially billions of planets.

Astrologically, I observe that Saturn is in Leo.

Horologically, I deduce that the time is approximately a quarter past three.

Theologically, I can see that God is all powerful and that we are small and insignificant.

Meteorologically, I suspect that we will have a beautiful day tomorrow.

Why, what does it tell YOU?"

Holmes, silent for a minute, then says, "Watson, you Idiot. Some Asshole has stolen our Tent."

Blond Hair for Norden Bombsights

Mary Babnick Brown was an American woman who donated her long blond hair to be used as crosshairs in Norden bombsights in WW II

Brown was a Coloradan; the children of Slovenian immigrants. She left elementary school at the age of 12, to help support her family as a servant for \$5/week. When she was 13, she lied about her age so that she could work at National Broom Factory for 75 cents a day, a job she held for 42 years. Her younger siblings pitched in by picking up chunks of coal that had fallen onto the railroad tracks. Brown's lone prized possession was her knee-length fine blonde hair.

In 1943, Brown saw an advertisement in a newspaper, searching for women with blonde hair of at least 22" length, that had never been treated with chemicals or hot irons. The military was offering to purchase such hair, to be used for meteorological instruments in the war effort.

The "meteorological instruments" were actually crosshairs for Norden bombsights. The Army Air Forces (the predecessor to today's US Air Force) had tried various materials for the Norden bombsight, including black widow spider webbing, but nothing could withstand the temperature variations like fine blonde human hair that had never been treated with chemicals or heat.



Brown sent off a sample of her 34" blonde hair to the government for analysis. After analyzing her hair, they agreed to purchase it, offering to pay her in war savings stamps. But Brown wouldn't accept payment for her hair. She saw it as her patriotic duty to help the war effort. She later recalled that she cried for months after cutting her hair.

It was decades before Brown learned the true use of her hair, and the effect of her sacrifice. In 1987, on her 80th birthday, she received a personal thank-you letter from President Ronald Reagan:

Brown's hometown of Pueblo, Colorado declared an official Mary Babnik Brown day, and she also received an award from the Colorado Aviation Historical Society.

Said Brown: "Here I am, an old lady of 83, and I'm still flying high".

THE WHITE HOUSE
WASHINGTON

November 6, 1987

Dear Mrs. Brown:

I was pleased to learn of your strong love for our nation, of how you donated your hair to the war effort during World War II and of its use as crosshairs in the Norden bombsight, helping our bombardiers sight enemy ground targets in Europe and the Pacific. You can be very proud of a selfless act that set a splendid example during wartime. Your story has touched me deeply.

When I hear of such patriotism, I am reminded of what an honor it is to be called to serve as President of the United States.

Nancy joins me in sending our warm best wishes
for a very Happy 80th Birthday.

Sincerely,

Ronald Reagan

Mrs. Mary Babnik Brown
303 Spring Street
Pueblo, Colorado 81003



The Crew Room

From Don Keown

What Have You Been Up To?

The last time I had been on a baseball field uniforms were baggy and made of wool, Maris, Mantle and Mays were household names, there were eight teams each in the National League and American League, and the Brooklyn Dodgers had just recently moved to Los Angeles. I was playing freshman ball at UCLA and came to the quick realization that if I was going to successfully complete college, athletics would have to take a back seat; academic prowess was not one of my strong points.

Fast forward 52 years.....My wife and I are wintering in Casa Grande, Arizona trying to learn the finer points of pickleball. Adjacent to the courts is one of the most exquisite softball fields I have seen - emerald green grass and red clay infield. Most of the players seemed to be about my age so, impulsively, I approached a group and asked if I could have a catch. That was the first time I had ever touched a softball and quickly learned that it had been misnamed; a softball is not soft! I wasn't sure if my arm would fall off or if I could run from home plate to 1st base without passing out but I did know that I was hooked. That afternoon I am off to the local sporting goods store to buy my first ball glove since high school. Softball has dominated the last 6 years of my life, averaging 150 games per year. Winter ball takes place in the Phoenix area and Summer play takes place in Montana and Alberta, Canada. I have not played pickleball or tennis since.

It never ceases to amaze me how impromptu decisions can change the direction of one's life. While still in school and between classes, I was heading to the library for some study time and spontaneously detoured to the student union for a cup of coffee. That particular day a Marine Corps recruiter had "set up shop" on the outdoor patio and, next to him, stood a life-size poster of a Marine Aviator, dressed in full flight regalia. I asked the recruiter if I could be a Pilot and he replied, "sure son, just sign here and I'll see to it". Within the hour, I had obligated myself to the USMC for the next 7 1/2 years. Without that detour, aviation might not have been a part of my life.

Not only did I want to be an airline pilot, I wanted to be a Continental Airlines pilot. The early 70's was not a good time to be searching for a job. Approaching 30 years of age (the limit for hiring in those days), I felt as though my chance for employment was slipping by. Most every Monday I would dress in coat and tie and drive from San Diego to corporate headquarters at LAX and make a pest of myself at personnel. Then, one Monday in October, 1972, I arrive to a flurry of activity in the main office. Continental is going to hire 44 pilots! Now mind you, I am the only one there without a scheduled interview but I seem to blend in with the other candidates. Finally, at closing time, Mike Dalton (personnel) takes pity on me and sends me up to see Barney Barnwell (Chief Pilot) and, against his better judgement, gruffly says, "come back tomorrow". The rest is history as they say. Once again, if I had decided not to make the trip on that Monday or if Mike Dalton and Captain Barnwell had refused to see me, Continental probably would not have been in my future. (I will forever be in debt to those two).

Why do I mention these anecdotes? I find as I age, more time is spent reflecting on the things that are really meaningful to me. Notwithstanding the obvious importance of family and friends, I love the United States Marine Corps. I love Continental Airlines. And I love softball.

Crew Room from Allan Newsome

What Have You Been Up To?

My wife, Lisa, and I have lived in Boerne, nw of San Antonio, since 2000. We also spend time at our ranch near La Grange (always plenty of work to do there). Since two of our boys & families (5 grandkids) live in Houston area, we can meet them at the ranch which is about half-way for us all. Get to fish, hunt & shoot there. Lisa & I had a home business for several years but just travel & take it easy now.

Crew Room – Art Swanson

What Have You Been Up To?

Spent the summer on my farm in South Dakota. This fall I have been driving a semi-truck hauling soybeans & corn to the grain elevator.

CrewRoom - Bruce Harris

What Have You Been Up To?

Living in Lakeway, TX on Lake Travis where I have gotten involved in local politics, three terms on City Council, now serving on the Zoning and Planning Commission.
Still ski Vail in the winter and visit in the summer to get away from Texas heat.
Race sailboats on Lake Travis. Just got back from a bareboat charter trip out of Grenada with my girlfriend Jan and my son Hansen.
I have two Porsches I like to romp around the Texas Hill Country in and I'm very active in Porsche Club of America.
Love seeing the Golden Eagles members at conventions and local luncheons.
I've had some nice Med Cruises and last year did one in the Baltic and another to Cuba.
Trying to stay healthy and have fun.

From Nancy Novaes

What Have You Been Up To?

I just finished up 4 years as Chairwoman of my women pilots club, and still volunteering time here and there for that.

We have been traveling extensively until this year, when we decided it's time to stay local and downsize and consolidate. That's a lot of work (Marie Kondo, anyone?) but well worth the trouble. It's just taking longer that we'd figured though. Surprising how much stuff one can accumulate.

From Dick Capp

What Have You Been Up To?

As a new widower, I am rejoining life. I took several adventure trips last year: 3 Motorcycle tours (2 in the Southwest US and one out of PDX following the Lewis & Clark trail from Montana to Astoria OR), plus a train trip from LAX through SAC to DEN (a wonderful way to travel!), a snowmobile trip to Yellowstone and the Elk Refuge in Wyoming, plus a cruise around Polynesia from Tahiti through the Society Islands of Moorea, Huahine and Bora Bora. I have a few more items in my bucket list; hopefully I can get them done this year!

Note from Aubrey Battley during Annual Outreach

Yes I do wish to remain being active & verify that contact information you have on file is correct. I really enjoyed the August edition of Golden Contrails...brought back memories of my only flight to go out to Guam & doing all the island stops. Capt. Wes Coss met me at airport because Bud's was delayed on his flight to arrive in Guam. My flight was on plane that was bringing in cargo and did not have very many seats..the crew would escort me to the "thatch roof terminal" to purchase the best peppercorns & see the many trinkets made by natives. Bud & I left for Bangkok a few days later...I flew back to Hawaii on same type of airplane but cargo in cabin was a native strapped to a pallet lying on floor & was being medicated about every hr . They were trying to get him to Hawaii for medical treatment. I was so happy to get on first class to go home to LA!! Thank you guys for your work in producing a great magazine...And your photos bring back many memories!!

Ed. This was Written by Captain Watson in preparation for his Final Flight:

HARRY E. WATSON
CAL. CAPTAIN, RETIRED

LAST FLIGHT WEST

I had a dream the other night in which I had the opportunity to not only plan, but experience my last flight west. It was as though I was doing a practice run on the final flight that every pilot takes...his very last.

The first part that I remember of my dream was: I was sitting in the captain's seat of a 707-320C waiting for take-off clearance on 24R at Los Angeles. I had lived through this scenario many times in my career, and it was a privilege to have the opportunity to take off with a passenger load of 165 and a crew of 8 bound for new, untold adventures. Once I was cleared for take-off by the tower, and throttles applied, the thrill of the surge of power was an experience that you never forget. A safe take-off with clearance from Departure Control to proceed on course left us with the low, throbbing roar of four powerful engines carrying us to heights never before attained. Once cleared by Departure Control, we were given a new en-route frequency...one I had never used before. Immediately upon dialing in this channel, a cacophony of voices filled the air-waves, all of them easily recognizable of friends and comrades who had taken their last flight west many years ago. To name a few, there was John Fannin, Sam Bickford, Barney Barnwell; even that of Freddie Gray who was killed on a flight in May of 1962. Most were urging me to try to catch up, all of them congratulating me on this new journey I was undertaking. A loud squawking interrupted my reverie with instructions from the tower to taxi into position and hold.

I'm very much looking forward to my "Last Flight West." It appears I have already assembled my crew, and we're on the run-up pad of 24R. Instructions from the tower were just given:

"Continental 1 cleared for take-off."

Harry's final take-off took place at 9:45 a.m. on Thursday, January 10, 2019.

Ed. We received these photos from Captain Bob Hulse's Memorial





Gone West - 2019

** Denotes Golden Eagles member*

Jay Jarboe	December 14, 2018
Harry Watson *	January 10, 2019
Almond Carroll	January 22, 2019
Thomas Steele	January 27, 2019
John Huber	February 27, 2019
Carl McGee	April 04, 2019
Bob Hutten	April 06, 2019
Charlie Walker *	April 14, 2019

High Flight

by 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 un-trespassed sanctity of space,
put out my hand and touched the face of God."

Golden Contrails

**C/O Gary Small
5504 Luna Del Oro ct. NE
Albuquerque NM 87111**

www.thegoldeneagles.org



Shaun Ryan at Left Echelon