

THE GOLDEN EAGLES



Golden Contrails

December



2019





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Editor's Notes

We have an inordinately good amount of member-supplied content in this edition, ranging from member-authored articles by Sonny Logan, and Romain (Ro) Nelson. Augmenting that, we had content supplied by Larry Kruchten, Dave Newell (as always), and Shaun Ryan. Of course, I continue to thank Kathy Haynes for the permission to use her father's (Captain Len Morgan of Braniff) aviation and anecdotal pieces from his extensive body of work. This archive is superbly maintained by former Braniff pilot John North on his BraniffList website. And finally, I do not want to forget to declare appreciation for the continued generosity of Cleve Spring, Editor of the RUPANEWS for sharing content of mutual interest to our members.

We also have some reproduced Golden Jet nostalgic photos and articles, thanks to its former editor, John Clayton, which you will recognize throughout this edition.

I am always grateful as I believe all of you are, for material which has a strong nexus to our airline heritage. This is almost entirely dependent on your efforts to keep the memories alive with more of these stories and recollections. Please search your memory banks, garage storage boxes, attics, old flight kits and luggage to see if there isn't a nugget of historical value lurking there that you can share for posterity. I will gladly accept material in almost any form (no dead animals though). It is MUCH easier if you have it in digital form, but when necessary, I will scan and try to use OCR (Optical Character Recognition) on "paper".

The Crew Room section is intended for some of the more recent experiences you may have had. Unless you have simply "retired to the porch", you will have SOMETHING to share...hobbies, travel, new jobs, or arrests and incarcerations...hopefully not.

This magazine is about YOU and only FOR you, so keep sending in those works of literary art.

Gary

The old man was sitting on the examining table in the doctor's office having his hearing checked. The doctor poked his light scope in the old man's ear and said, "Hey, you have a suppository in your ear!"

"Rats," said the old man. "Now I know where my hearing aid went."

Golden Eagles Domain Email Addresses:

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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

SAVE THE DATE!

THE GOLDEN EAGLES CONVENTION – DENVER

MAY 14-17, 2020

Greetings from sunny Naples, Florida. We left New Hampshire a few days ago on the heels of a snow squall to arrive here greeted by bright skies and 80 degrees weather – what a welcome change.

I am writing this report on the eve of Veterans' Day and I am reminded of my own military service during the Viet Nam era. I was in the Navy attached to Patrol Squadron VP-28 stationed in Barbers Point, Hawaii having first met the squadron on deployment in Adak, Alaska. I was a young man of 21 at the time. After six months in Alaska, we returned to the home base in Hawaii and I completed my military service there. I was not a pilot in the Navy, but rather a "black shoe". The best part of being in Adak was that I got 3 R & R trips to Iwakuni, Japan. Being a part of this patrol squadron, as well as living under the arrival route of runway 22L at Boston Logan Airport, inspired my lifelong passion for aviation. This past September I attended the VP-28 reunion in Las Vegas. Just as with The Golden Eagle annual reunions, it was great to meet up with and reminisce with old friends.

We are looking forward to seeing everyone at our upcoming convention in Denver May 14-17, 2020. Having served on the Executive Committee as Treasurer, President-Elect and President for many years, I will be passing the President's baton to Gary Small at the conclusion of the convention. All of the officers on the EC have been volunteering for many years to keep our organization running smoothly. If you have enjoyed receiving monthly updates, a magazine every four months, an informative website, Facebook page and fun conventions, it is due to their efforts. As you are aware, our organization is run by volunteers. We are always in need of volunteers – any amount of time you could give is always needed and appreciated. Please contact any of the Officers if you would like more information or to volunteer. All of the Officers can be reached at their email addresses on the website.

Be sure to check out the Convention page on the website for up-to-date information.

Happy Holidays to you all.



LADIES' AUXILIARY

It's hard to believe it is time for the holidays already. Time really does fly! While marking your calendars with all of your holiday dates with family and friends, flip forward a few short months and mark May 14-17, 2020 for The Golden Eagles annual convention. This year we will be meeting in Denver to make some fun Rocky Mountain memories. Be sure to check the website for all the fun facts about the convention.

Wishing you all Happy Holidays!

Jamie Doherty



President-Elect

Rumor has it that a wise man once said --NOTHING!

Well gee...

We have a few months before our next gala in Denver (details elsewhere), but dues are DUE at the end of THIS month. Sure, we have a 4 month “grace period”, but during that time, we have to start “stressing” by wondering about and reminding those of you who do not pay up on time. This isn’t about needing the money (see Bruce’s Report on Page 6). It’s about not wanting to lose contact with friendships built over decades. The workload increases dramatically for those who “blow off” the grace period and re-join AFTER April 30. That is because once we purge the rosters and mailing lists of those delinquent (as required in our by-laws), we have to jump through hoops to get a member back on the list. This is due to the mechanics of our bulk email system, which are driven by Federal anti-spam laws. So will you help us out and get this done **on time** this year? Thanks!

Okay, new topic: The RETUP forum, which we periodically mention, is being forced to move from its decades-long host on Yahoo to a new site. This is because Yahoo announced that they are shutting down all of the “bulletin boards” in favor of a new (“millennial” inspired) “smartphone” / email system...which doesn’t work for us. So we have migrated the forum to a new site at **groups.io**. So far, this new site is working even better than the old site. All Golden Eagles members are welcome to join, but we have rules. Essentially that means you have to “play nice”. We do not allow political (in all senses of the word) rants, derogatory remarks, slurs and name calling. So what we DO allow is USEFUL information on almost any subject...typically aviation or industry related, health care, insurance, travel or on anything else that may be of interest or practical use to members.

I received some “input” concerning the old forum that it was tedious getting so many emails each day. I agree! But, you can simply get a “Daily Digest” (one email each morning) with the previous day’s discussions...read what you want (or not). You can also review the discussions on the website at any time (if you are a member). It’s FREE, so what have you got to lose? Why am I “selling” this? Because it is a great resource for information! I mean it seems like it... but Dave doesn’t have ALL the answers! (don’t tell him I said that)

To join...send an email to: **ualretup+subscribe@groups.io** (be sure to include your first and last name!!!) This forum is just for US (retired pilots of CO and UA), so we need to know that you ARE one of us.

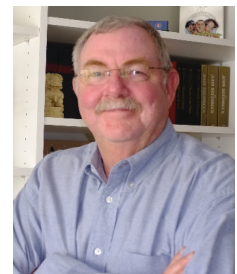
To post a message, send an email to **ualretup@groups.io** (but you have to be a member first)

We also need Moderators...It’s EASY...consider being one!

If you have questions or need help, contact me or George Lycan (our addresses are in the Rosters).

Best Wishes for the Best of the Season...Christmas and Hanukkah.

Gary



**There is no such thing as public opinion.
There is only published opinion.**

Winston Churchill

THE GOLDEN EAGLES TREASURER / WEBMASTER UPDATE *Bruce Sprague*

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

Finally we are into "jacket weather".....the Fall, Holidays and Football!

As of 11/7/19, our **Bank of America** accounts have about \$44,381 on hand, and the CARE account has about \$838 in it (a good cause to donate to).

Please remember, your annual dues are due by the end of December! You can always go to the Roster and find out if you are paid up. Speaking of that, you can always pay two or three years or more **ahead**...this will help us and you. Those of you that let your membership lapse, then pay later to rejoin, cause a considerable amount of computer work to accomplish this for your beleaguered volunteers! Also, be sure to pay your dues via our STORE online....*please*.....**no checks!**

We are always adding new and updated material to our website. You might want to go to our "Archived Blast Emails" (under the MEMBERSHIP main menu). Dave Newell does a fantastic job of sending out monthly updates, death notices, and much more. The archive section has all of Dave's notices right on the website to catch up if you missed one. While you are at it...check out the website details for our Denver convention next May, and sign up!

POSTAGE DONATIONS: (7/9/19 thru 11/7/19)

"Thank You!"

James Bryant, Walter Olsen, Andy Cashetta, Joel Looper, Michael Lichtenfeld, Fredianne Gray, Carter Smith, William Redmond, J. Michael Wade, Richard C Leeman, William Berkley Jr, Jessica Stearns, Robert Sedey, Donald Leseberg, James Meyers, Cliff Pleggenkuhle, Sal Liguori, Dan Murphy

CARE DONATIONS: (7/9/19 thru 11/7/19)

"Thank You!"

Carter Smith, Rene Robert, Jessica Stearns

NEW MEMBERS: (7/9/19 thru 11/7/19)

"Welcome Aboard!"

James Baird, Vincent Czaplyski, R S King, Thomas Greene

I hope everyone has a great holiday season with family and friends,

Bruce



www.thegoldeneagles.org

email: brucesprague@mac.com

NEW PASSWORD

acars (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

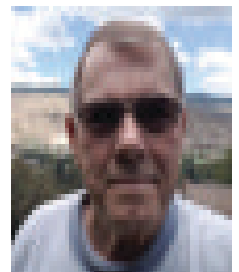
Notices and information regarding our Golden Eagles email system are normally disseminated via the monthly updates and reminders, however there is one issue that appears in need of emphasis, or at least clarification for our members since, in spite of MANY reminders, there are still a number of members who overlook payment of their annual dues by the end of the grace period.

As you probably know, if the annual dues are not paid by the end of the grace period of **April 30** of each year, the affected member will be manually removed from our email system contact list and will no longer receive our email communications including the Golden Contrails magazine and the password required for access to portions of our website. In order for a so affected member to reinstate his membership to active status and once again receive our communications, the member must pay his dues for the current year. When that occurs, we need to have the member complete a re-subscription form online so that their name can be added back to the list. This form will be made available in an email to the affected member after they have made the dues payment, and all the member has to do is fill in the blanks using their computer and click submit. This will cause the member to be added back to the email contact list immediately and automatically. A password is not required to pay dues using the online process on our website.

If you notice that you are not receiving the normal "inundation" of Golden Eagles emails, it is very likely that you have overlooked payment of your dues by the end of the grace period. Remember you can always check your dues status as an active member by accessing the Membership section of our website, www.thegoldeneagles.org. If you do find yourself in this situation, you will not have access to the current member rosters allowing you to check your dues status date once you have been removed from the email contact list, so you will have to check your personal records to see if you made the dues payment or not; another option is to contact one of the volunteer officers and ask them to confirm your membership/dues status. A list of the officers and their email addresses is on the home page of the website.

In addition to the repeated reminders of the due date for payment of dues, once a member has been removed from our contact list a targeted one time blast email will be sent to those members who have been identified as having neglected to pay their dues with a request and instructions for bringing their dues up to date.

Thanks to everyone who makes the effort to pay their dues on or before the due date. It makes the work of your volunteer officers much easier.



IN A SPAN OF 11 YEARS
115 PEOPLE DIED IN A
WEIGHTLIFTING ACCIDENT
AT THE GYM.

IN THE SAME 11 YEARS
ONLY 1 PERSON DIED
EATING A DONUT.

MAKE GOOD CHOICES.

aunty acid

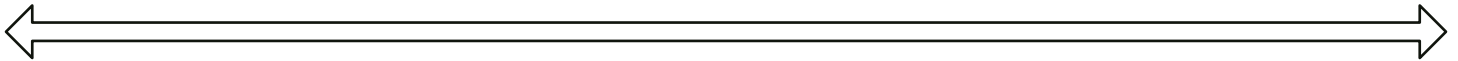
Secretary

This fall is the beginning of the membership renewal drive. This means I spend a lot of time in my office recording all your payments, updates, and personal notes. It is worth every bit of that time to me to hear from you. However, the earlier you get your renewals in, the more time I will have for my family around the holidays. Just go to <https://www.thegoldeneagles.org/pay-dues--postage.html> for all the details.

My current activity is an especially satisfying one. I get to send notes to all the spouses of our members who have "gone west". If you did not know, The Golden Eagles offers free, lifetime membership to them. All we need is a note confirming their interest each year. We certainly do not want to bug anyone who is not interested in membership. I am still learning how to send mass emails to groups in our database and, unfortunately, have made a few mistakes which I am trying to correct. If you are a spouse and have not heard from us, please just drop me a note at secretary@thegoldeneagles.org and I will make sure your membership continues.

I hope everyone enjoys the holiday season!

David Rossetter
Secretary, The Golden Eagles.



A Jewish man was leaving a convenience store with his espresso when he noticed a most unusual Italian funeral procession approaching the nearby cemetery.

A black hearse was followed by a second black hearse about 50 feet behind the first one. Behind the second hearse was a solitary Italian man walking a dog on...a leash. Behind him, a short distance back, were about 200 men walking in single file. The Jewish man couldn't stand the curiosity. He respectfully approached the Italian man walking the dog and said: "I am so sorry for your loss, and this may be a bad time to disturb you, but I've never seen an Italian funeral like this. Whose funeral is it?"

"My wife's."

"What happened to her?"

"She yelled at me and my dog attacked and killed her."

He inquired further,

"But who is in the second hearse?"

My mother-in-law. She came to help my wife and the dog turned on her and killed her also.

A very poignant and touching moment of Jewish and Italian brotherhood and silence passed between the two men.

The Jewish man then asked "Can I borrow the dog?"

The Italian man replied, "Get in the line."

Too Close to the Truth

submitted by John Clayton

CALLER: Is this Gordon's Pizza?

GOOGLE: No sir, it's Google Pizza.

CALLER: I must have dialed the wrong number. Sorry.

GOOGLE: No sir, Google bought Gordon's Pizza last month.

CALLER: OK. I would like to order a pizza.

GOOGLE: Do you want your usual, sir?

CALLER: My usual? You know me?

GOOGLE: According to our caller ID data sheet, the last 12 times you called you ordered an extra-large pizza with three cheeses, sausage, pepperoni, mushrooms and meatballs on a thick crust.

CALLER: OK! That's what I want.

GOOGLE: May I suggest that this time you order a pizza with ricotta, arugula, sun-dried tomatoes and olives on a whole wheat gluten-free thin crust?

CALLER: What? I detest vegetables!

GOOGLE: Your cholesterol is not good, sir.

CALLER: How the hell do you know???

GOOGLE: Well, we cross-referenced your home phone number with your medical records. We have the result of your blood tests for the last 7 years.

CALLER: Okay, but I do not want your rotten vegetable pizza! I already take medication for my cholesterol.

GOOGLE: Excuse me sir, but you have not taken your medication regularly. According to our database, you only purchased a box of 30 cholesterol tablets once, at Drug RX Network, 4 months ago.

CALLER: I bought more from another drugstore.

GOOGLE: That doesn't show on your credit card statement.

CALLER: I paid in cash.

GOOGLE: But you did not withdraw enough cash according to your bank statement.

CALLER: I have other sources of cash.

GOOGLE: That doesn't show on your last tax return unless you bought them using an undeclared income source, which is against the law.

CALLER: WHAT THE HELL!!!

GOOGLE: I'm sorry, sir; we use such information only with the intention of helping you.

CALLER: Enough already! I'm sick to death of Google, Facebook, Twitter, WhatsApp and all the others. I'm going to an island without internet, cable TV, where there is no cell phone service and no one to watch me or spy on me.

GOOGLE: I understand sir, but you need to renew your passport first. It expired 6 weeks ago...

Got up this morning
and ran around the
block five times. Then I
got tired, so I picked up
the block and put it back
in the toy box.

Got dues paid yet?

July 19, 2019

Captain Al Haynes on United Flight 232

Today we honor the loved ones of the passengers and crew who died -- and those who survived -- in the Sioux City, Iowa, crash of Flight 232 in 1989.

To mark the 30th anniversary, we are re-publishing a Q&A we first ran in 2014 with retired United Captain Al Haynes about his experiences in the cockpit of that flight and the teamwork, training and preparation that contributed to minimizing the loss of life.

When the pilots aboard United Flight 232 on July 19, 1989, recognized the heart-stopping fact that the DC-10 they were flying had experienced the complete loss of all its hydraulic controls, it seemed that everyone on board that day was facing almost certain death. One hundred twelve of the 296 people on board the flight died as a result of the crash, including Flight Attendant Rene Le Beau, who was working the flight. But the actions that the flight and inflight crews, air traffic control representatives, local officials and first responders took that day saved 184 lives.

About an hour into the flight, when the engine in the tail of the DC-10 failed, 70 pieces of shrapnel penetrated the horizontal stabilizer and severed the No. 1 and No. 3 hydraulic lines. According to Captain Haynes, the odds of that happening were literally a billion to one. No one had trained for it.

Had you had previous emergencies in flight?

Not emergencies. Situations. Something would go wrong. You had book of procedures that you would follow.

After you lost the No. 2 engine, you still had about three-quarters of an hour in the air before the crash. How did cockpit resource management and crew communication take over?

It was absolutely vital. None of us had any idea what to do. It was a matter of the whole crew offering suggestions. "Should we try this, should we do that?" CLR, as United called it, Command Leadership Resource training, told me that if you don't know what to do, you'd better listen to what [the crew] had to say. I didn't know what to do, and they all knew it. Neither did they. It was a matter of everybody kicking in and let's use that to work together to find a way to get this thing on the ground.

What do you think caused you to adjust the throttles on the No. 1 and No. 3 engines to retain some ability to keep 232 in flight?

The airplane was starting to roll over. After the damage to the tail, when the airplane turned, the right wing went down. It started to roll. I don't know what made me close the No. 1 throttle and push No. 3, [other than] the hopes that the increase in thrust would lift that wing. And it did.

What was the communication among the crew members like?

We had a hard time convincing people on the ground that we had no flight controls. The first officer [Bill Records] was doing everything he could to fly that airplane. When the No. 2 engine quit, we immediately thought: 'What's the problem? What happened?' When Dudley [Flight Engineer Dudley Dvorak] told us we'd lost all hydraulics, I didn't believe that. I went back to look at the panel. Then it was all about, 'What will keep this thing in the air?' You try this and you try that. Bill and I still worked the controls. We couldn't take the chance that there wasn't something out there that would work. Denny [DC-10 instructor Capt. Denny Fitch, who had been seated in first class on Flight 232 and offered his services to the crew] went back and saw the controls were not moving at all..

By experiment, we found out that by using separated thrust to keep the wing from turning, we could keep reasonably level flight.

What was the mood like?

Not panicky. It was hard to believe that everybody stayed so calm. It was basic training. Any aviator knows, if you panic, you die. That's especially true in aviation. So you don't panic. We all had military training, except Denny. Among the four of us, we had 103 years of aviation experience in that cockpit.

The flight attendants did a fantastic job of keeping people calm. They formed their own plan for triage with the passengers. They decided, OK, when help comes, who [among the passengers] has to go first? They did a lot that wasn't ever mentioned anywhere. They had 290 people back there they had to keep under control and calm, while they had to get prepared for something they'd never done. None of us had had an emergency landing or an evacuation. They were just as new at it as we were. Their own "checklist" helped them do what they could do to help get people prepared [for the crash].

How did the crash change the way pilots train and communicate?

All the airlines have developed Cockpit Resource Management. In the military, in private aviation, it has become a very big part of training. If we hadn't had CRM, I'm not sure we would have reacted in the same way. "The main thing it taught me as a captain was get the other

crew members involved. Everyone there had the right to speak up, a right to be heard. If you're the so-called leader, then you'd better listen."

Those principles apply everywhere. In every business office. Everything changes so fast -- by the time you get your computer programmed the way you want it, it's time for an upgrade. Everybody has to stay together to keep up with progress. That's true in aviation, in banking and in running an airline. You've got to have a group of people, a team working together to keep up with progress.

What do you think about the fact that when the Flight 232 parameters were entered into the simulators, no one was able to reproduce your landing?

I'd heard that they had 12 pilots put in simulators, and no one got close to the airport, none successfully landed the plane.. We didn't, either. But we came closer. I've been giving talks for over 20 years on Flight 232, and I credit five reasons why so many people survived.. Luck, communications, preparation, execution and cooperation. I credit luck with the fact that we could get the airplane on the ground, because nobody else could do it. How come we did it and they didn't? I don't think that who the pilot is influences it at all.

"Having a drill, having a plan, and taking it seriously, and working on it, is very, very important," Captain Haynes said, in a presentation he made to the NASA Ames Research Center in Edwards, California, in 1991



United Airlines: New Deals “Give Us A Shot” At Number One In Latin America

Ted Reed Senior Contributor Aerospace & Defense

All three global U.S. airlines now say they have a chance to be the number one U.S. carrier in Latin American, with a regional shakeup potentially underway following Delta Air Lines' proposed deal to purchase 20% of LATAM, the region's largest airline conglomerate.

American Airlines has long been a strong number one in terms of passenger revenue, flights, and other measures. However, Delta says it would lead in terms of capacity if the deal is approved, while United says it could take over the lead in market share if its proposed partnerships take effect.

Before the Delta deal, “Our goal was to be number two,” to American, said United President Scott Kirby, speaking to reporters at United's media day on October 25.

Now, a proposed alliance “gives us a shot at number one,” Kirby said. A United spokesman said Kirby was referring to potential market share gains.

American has been the clear leader in the region ever since it acquired Eastern Air Lines' Latin routes in December 1989.

A month ago, Delta announced it will pay \$1.9 billion for a 20% stake in Santiago, Chile-based LATAM, the largest airline conglomerate in Latin America with hometown airlines in six South American countries.

The deal ended American's effort to become LATAM's partner. In combination with American's Miami hub, that deal could have created a near-stranglehold on the U.S.-Latin America market.

However, with the Delta announcement, American interline and One World partnerships with LATAM carriers ended, potentially resulting in market share losses – although American has said any loss will be minimal.

Kirby noted “Miami is the largest [origin and destination]” airport for the region, but United's Houston hub is second, “a great platform with three great partners.” United's partners in the region are Panama-based Copa, which Kirby called “the best managed” airline in the region; the Colombian carrier Avianca and potentially the Brazilian carrier Azul.

On Tuesday, the CEOs of Copa and Avianca said the joint venture “has been delayed due to the potential inclusion of a fourth partner, as well as problems at Avianca,” according to *Reuters*.

The three airlines said a year ago they would file for U.S. antitrust approval, but so far, no filing has occurred. On Monday, Copa CEO Pedro Heilbron and Avianca CEO Anko van der Werff spoke with Reuters at a Latin American and Caribbean Air Transport Association (ALTA) forum in Brasilia. Both said the filing would be delayed, most likely until early 2020.

Heilbron told Reuters the potential inclusion of Azul “almost doubles the level of complexity,” while Avianca has experienced management turmoil. “We should have filed with regulators this year but everything got delayed because of what has happened at Avianca,” Heilbron said.

On the American Airlines earnings call on Oct. 25, President Robert Isom said American was disappointed by the Delta deal for LATAM, although “there has been no revenue impact since the announcement.”

Isom said American will both seek other partners and also fly more flights to the region with its own aircraft. “Our vast South American network will ensure that we recapture the majority of the potential co-share revenue on our own aircraft,” he said.

Days after the Delta announcement, American announced plans to add flights from Miami to Lima, Santiago and Sao Paulo in 2020.

American spokeswoman Martha Pantin said Tuesday that American will continue to be the biggest airline in the region, due largely to the 250 daily Miami departures to 90 cities in Latin America and the Caribbean.

As for Delta, CEO Ed Bastian said on its Oct. 10 earnings call that “Once approved, our proposed JV will move Delta from current Number four position in South America to a combined number one position.

“We expect this partnership to translate to \$1 billion in new annual revenue over the next five years,” Bastian said.

Delta spokeswoman Sarah Kaufman said Tuesday that Bastian referred to capacity gains in U.S. to South America markets.

“When you combine Delta plus LATAM [available seat miles], we move to number one,” Kaufman said. “Our number one position in the post-case holds even if you assumed an Avianca, United and Azul combination.”

Aviation consultant Bob Mann said the Delta/LATAM deal makes life tougher for American, which has its biggest international

competitive advantage in Latin America.

"American is going to have to do a lot more of their own flying," Mann said. "They weren't anticipating doing that. They were anticipating having LATAM do that for them.

"They would have been able to back off a lot of their own metal in a lot of those markets and still have a stranglehold with LATAM," he said. "Now it will be tougher to earn what they anticipated earning; it will require more capital."

American may be seeking partners, Mann added, but Brazil's Gol is the only major unaffiliated carrier in the region. American said two weeks ago that it is negotiating a partnership with Gol.

Why United Airlines will split up Star Alliance Members in 2020?

By Juergen T Steinmetz/eTurbeNews and Courtesy of the RUPANEWS



The idea behind an Airline Alliance is to build loyalty among passengers of different member airlines. The common sense of understanding is for a

passenger to be treated the same no matter what airlines they fly. Mileage Plus, the frequent flyer program for United Airlines just changed this. It splits Star Alliance Network airlines in preferred and less preferred.

As of 2020 United Airlines, a member of the Frankfurt-based Star Alliance will create three tiers meant to guide Mileage Plus members to consider Star Alliance Partners that are best friends with the airline over other Star Alliance partners.

Members of the Mileage Plus program will earn more miles flying with United, fewer miles when selecting a preferred Star Alliance partner and even less when flying a nonpreferred partner.

United Airlines is now calculating status and the miles a member can earn on the number of flights and the rate a passenger pays for a ticket.

The more you fly on the Star Alliance network, the

faster you will earn sufficient miles or points to redeem for a reward ticket or upgrade. When flying some carriers it will take more flying and more money compared to other member carriers.

There is no single Star Alliance Frequent Flyer Program. Airlines have their own membership program. Star Alliance promises a membership in any program will give access to the whole Star Alliance network, with no need to register with any additional program. This may no longer be true because there is no longer one same treatment for all member airlines.

Today United told their Mileage Plus members: We're taking a new approach to Premier® status qualification to better recognize our most loyal and frequent travelers — those who fly 200 miles several times a week, as well as those who fly 2,000 miles several times a year.

Someone traveling on Star Alliance carriers will earn more miles when flying Star Alliance carriers that are best friends with United Airlines. UA calls them preferred Star Alliance carriers.

FAA Wants Action On Declining Pilot Skills

Courtesy of the RUPANEWS

The FAA has formally requested the International Civil Aviation Organization (ICAO) to address the issue of declining manual flight skills among airline pilots. In a brief submitted to ICAO, the agency says pilots have become too dependent on aircraft systems and either haven't adequately learned or have not maintained their ability to manually control their aircraft, particularly during the emergencies that result in loss of the systems. "When automation ceases to work properly, pilots who do not have sufficient manual control experience and proper training may be hesitant or not have enough skills to take control of the aircraft," the FAA report to ICAO said.

The issue has some institutional roots in that most airlines mandate the use of automated systems for almost all phases of flight. There have also been suggestions that when things go wrong, the airplanes issue so many differing alarms and alerts that pilots become overwhelmed and unable to prioritize corrective action.

New Report on The 737 Max Blames 'Inexperienced Pilots'

Courtesy of the RUPANEWS

A damning new report on the 737 Max blames 'inexperienced pilots' and the low-cost airlines that employ them - not Boeing.

Boeing has lost more than \$1 billion since its 737 Max was grounded earlier this year following the deaths of 346 people in two similar crashes in October and March, according to the company's most recent earnings report. While many have placed the blame for those crashes on faulty Boeing software, a damning report from The New York Times Magazine points to "inexperienced pilots" in both crashes.

The magazine's writer at large William Langewiesche, a former national correspondent for The Atlantic, detailed how the push for international, low-cost air travel had allowed newbie pilots to fly international routes - putting at risk the lives of dozens aboard their jets. Langewiesche wrote of Lion Air, the Indonesian airline whose plane crashed on October 29, killing all 189 people on board:

"Lion Air is an aggressive airline that dominates the rapidly expanding Indonesian market in low-cost air travel and is one of Boeing's largest customers worldwide. It is known for hiring inexperienced pilots - most of them recent graduates of its own academy - and for paying them little and working them hard." The captain, an Indian national named Bhavye Suneja, 31, was put in charge of piloting the 737 sooner than he would have been at "a more conventional airline," Langewiesche wrote. And once that 737 Max was having issues, the Lion Air crew didn't mitigate the failures, the article said.

A few other bizarre happenings communicated Suneja's lack of experience - for instance, he told air-traffic control that he didn't know the plane's altitude, the report said.

The report also argued that the pilots directing Ethiopian Airlines Flight 302, which crashed on March 10, had similarly questionable instincts in controlling the 737 Max.

Business Insider reported in March that the copilot of that flight had just 200 hours of flight experience.

Ross Aimer, CEO of the airline consulting and legal firm Aero Consulting Experts, previously told Business Insider that 200 hours "is extremely low" and that "in an emergency, it becomes a problem." "If you have a complicated airplane and you basically put a student pilot in there, that's not a good thing," Aimer added. "Even if the guy in the left seat has so much experience, if you have so much imbalance of experience, that can be a problem."

After a heady analysis of the pilots' actions, Langewiesche, a former pilot, wrote that these crashes showed "a textbook failure of airmanship." "In broad daylight, these pilots couldn't decipher a variant of a simple runaway trim, and they ended up flying too fast at low altitude, neglecting to throttle back and leading their passengers over an aerodynamic edge into oblivion," he wrote.

The worrisome conclusion to be drawn from this is that "thousands of similar crews" are flying passengers worldwide, he wrote - and that unusual conditions could lead to a fatal ending.

These are actual comments made on students' report cards by teachers in the New York City public school system. All teachers were reprimanded.

1. Since my last report, your child has reached rock bottom and has started to dig.
2. I would not allow this student to breed.
3. Your child has delusions of adequacy.
4. Your son is depriving a village somewhere of an idiot.
5. Your son sets low personal standards and then consistently fails to achieve them.
6. The student has a 'full six-pack' but lacks the plastic thing to hold it all together.
7. This child has been working with glue too much.
8. When your daughter's IQ reaches 50, she should sell.
9. The gates are down, the lights are flashing, but the train isn't coming..
10. If this student were any more stupid, he'd have to be watered twice a week.
11. It's impossible to believe the sperm that created this child beat out 1,000,000 others.
12. The wheel is turning but the hamster is definitely dead.

United Airlines ramps up recruitment to hire 10,000 pilots over the next decade

Courtesy of the RUPANEWS



United Airlines is trying to recruit pilots early in their training as the second-biggest U.S. carrier faces an impending shortage as half of its aviators' approach retirement.

The airline said it would offer conditional job offers to candidates who apply to a special program as they build experience during their training and early-career experience at small airlines.

Close to half of United's roughly 12,500 pilots will retire over the next 10 years, the airline estimates, and it expects to need to hire 10,000 over that period to keep pace with growth. Boeing has estimates that airlines will need 645,000 pilots from 2019 through 2038, with 212,000 in North America alone.

Airlines around the world are fretting about who will fly their planes in the future and are ramping up recruiting efforts. Delta Air Lines last year launched a program that invited its non-pilot employees to take unpaid leave to go to flight school and conditional job offers for college students as ranks of pilots thin due to the federally mandated retirement age of 65.

Cost is a major hurdle to becoming a pilot and training costs can top \$80,000. Strict laws in the United States require that pilots have 1,500 hours of flight time to work at a commercial airline, but there are exceptions for some students and military.

United is considering other initiatives such as loan forgiveness or guarantees, said Bryan Quigley, United's senior vice president of flight operations.

"One of the big barriers to get into the profession is the cost of getting their certification," he said. Regional carriers that serve airlines' shorter routes have had to increase bonuses to new pilots to entice applicants.

Quigley said he has noticed a "very minor impact" about staffing issues preventing some regional airlines from being able to fly as much as they could, adding that they're boosting the program so the problem doesn't worsen.

Pilots could move over to United's mainline operation after a minimum of 24 months and 2,000 hours at a regional, United said.

ED. Thanks to Larry Kruchten for sending us these "actual comments on this and the preceding page

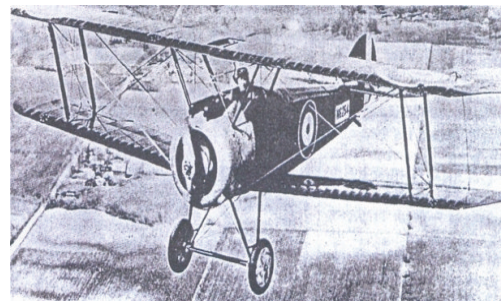
These are actual comments made by 16 Police Officers. The comments were taken off actual police car videos around the country:

1. "You know, stop lights don't come any redder than the one you just went through."
2. "Relax, the handcuffs are tight because they're new. They'll stretch after you wear them a while."
3. "If you take your hands off the car, I'll make your birth certificate a worthless document."
4. "If you run, you'll only go to jail tired."
5. "Can you run faster than 1200 feet per second? Because that's the speed of the bullet that'll be chasing you."
6. "You don't know how fast you were going? I guess that means I can write anything I want to on the ticket, huh?"
7. "Yes, sir, you can talk to the shift supervisor, but I don't think it will help. Oh, did I mention that I'm the shift supervisor?"
8. "Warning! You want a warning? O.K, I'm warning you not to do that again or I'll give you another ticket."
9. "The answer to this last question will determine whether you are drunk or not. Was Mickey Mouse a cat or a dog?"
10. "Fair? You want me to be fair? Listen, fair is a place where you go to ride on rides, eat cotton candy and corn dogs and step in monkey poop."
11. "Yeah, we have a quota. Two more tickets and my wife gets a toaster oven."
12. "In God we trust; all others we run through NCIC." (National Crime Information Center)
13. "Just how big were those 'two beers' you say you had?"
14. "No sir, we don't have quotas anymore. We used to, but now we're allowed to write as many tickets as we can."
15. "I'm glad to hear that the Chief (of Police) is a personal friend of yours. So you know someone who can post your bail.".....AND THE WINNER IS ...
16. "You didn't think we give pretty women tickets? You're right we don't ... Sign here."



A Tale of Aces

By Len Morgan
August, 1991



BACK IN THE 1930s, SCHOOLBOYS WITH the flying itch knew all about the aces of World War I-Bishop. Rickenbacker, Guynemer, Richthofen, we could name the top pilots and quote their scores. The fact that their fame was earned by shooting down five or more of the enemy did not connote an unhealthy interest. We admired their skill and audacity. The terrible backdrop of their feats was obvious.

Interest in warriors and machines of war is regarded by some as a sickness. The Sopwith Camel and Fokker D-VII were remarkable airplanes in their day; that both were expressly conceived to shoot other airplanes out of the sky does not make them loathsome in the eyes of an air history buff Likewise, he regards their pilots as what they were: brave young men who performed brilliantly under appalling circumstances.

Hundreds of books have been written about the first air war, a good number of them by pilots who were involved. Some are potboilers: others are personal recollections, occasionally biased. Most make for exciting reading rather than definitive history, particularly with regard to British aces. Unlike other nations, Britain discouraged singling out high-scoring airmen for special attention, considering it unfair to those engaged in less colorful but equally perilous flying, not to mention the faceless Tommies condemned to the horrors of trench warfare. The low priority accorded scorekeeping left an incomplete and contradictory picture.

Noted air historians Christopher Shores, Norman Franks and Russell Guest have spent 20 years painstakingly researching official records and interviewing survivors. Their monumental work, *Above the Trenches*, is Out, and a magnificent effort it is. Said to be a complete record of British Empire World War I aces, it is as complete as any such account can be. Keeping score was of little concern during the frenzy of air combat.

The victories of 846 aces are listed in meticulous detail – aircraft number, squadron, enemy type, time of day and location with references noted. Fifty-one of the aces were Americans serving with the British, or in U.S. units under British control. Mick Mannock's long-accepted score of 73 was reduced to 61 after intensive scrutiny of British and German records.

Canadian Billy Bishop's claim of 72 was allowed despite questions raised in a recent TV documentary. Basing their conclusion on official records, the authors wisely declined to enter the controversy. Even 70 years after the fact, disputing Billy's score is not taken kindly north of the border. Other claims have been updated in light of new evidence.

The personal data included is perhaps the book's most interesting feature. Frank Alberry, Sydney Carlin and Tom Hunter fought in the trenches, where each lost a leg. Alfred Leitch had a deformed foot, and Jack Scott needed crutches after a training accident and had to be helped into his cockpit. Somehow the four

talked their way into fighter flying and scored 29 victories among them.

Standing five-foot-two. South African Anthony Proctor would have been rejected for pilot training in World War I. Yet, flying an SE-5A with modified seat and controls in World War I, he was credited with 54 victories, 16 being heavily defended balloons. to become Britain's fifth ranking ace. He survived the war only to crash while practicing with an aerobatic team in 1921.

After having flown 13 sorties. Alex Beck was discovered to be underage, and was grounded. Months later he rejoined his unit and scored 11 times. Risdon Bennett achieved aceship at age 18 ½, while Ben Roxburgh-Smith, known to his mates as "Dad" due to his relatively advanced age of 34, accounted for 22 enemy aircraft during five months in action.

James McCudden was fourth-highest scorer, with 57 confirmed victories. Described as a "shooting genius," he spent hours adjusting his guns and studying tactics. As was the fate of a number of aces, he died by accident. Returning from leave in England, he landed at a field in France. On takeoff his engine quit, and he spun in attempting to return to the field. His just-finished book, *Five Years in the RFC*, became a classic.

August and Paul Iaccaci were brothers from New York who joined the same squadron in May 1918. By September they had scored 17 victories each. Both survived the war. Eugene Coler from New Jersey never claimed less than two enemy aircraft in a fight. He ran up a score of 16.

The incredible record of William Barker is familiar to every air-war historian, yet few know the story of his aircraft. He first flew Sopwith Camel B6313 on September 30, 1917, and for the last time on September 18, 1918. During the 50 weeks, he logged 379 hours, 25 minutes and shot down 50 enemy aircraft, all with

B6313. So much for the popular notion that the first warplanes were frail "stick and wire" affairs. No other single RAF fighter aircraft before or since was as successful and none more worthy of preserving -yet it was declared surplus, and scrapped. Strangely, Barker was refused the clock as a souvenir.

On his return to England in a new Sop with Snipe, he took a last run over the trenches, caught sight of a two-seater and shot it down. He was immediately jumped by 15 Fokker D-VIIs, and though severely wounded, he shot down three and crashed-landed within Allied lines. The incredible feat earned him the Victoria Cross. He died in a crash 12 years later.

Raymond Collishaw, the first ace to claim five victories in one day, led four fellow Canadians in Sopwith Triplanes, named *Black Maria*, *Black Roger*, *Black Death*, *Black Prince* and *Black Sheep*. They were flown by, respectively, Collishaw, Ellis Reid, John Sharman, William Alexander and Gerald Nash. The five claimed 116 victories altogether, 77 as members of the famous "Black Flight." Nash was shot down and captured by 30-plane ace Karl Allmenroder, who was in turn shot down by Collishaw two days later. Reid and Sharman were downed by ground fire; the remaining three survived.

After the war, some of the aces wrote books. Elliot White Springs did *War Birds*, which earned him half a million dollars – astounding royalties at the time. Victor Yeates was not as fortunate: his *Winged Victory*, graphic testimony of the futility of war, drew little notice. His health broken by 248 hours of combat flying. He died at age 37. Cecil Lewis's *Sagittarius Rising* was an other masterpiece. Lewis was one of four founders of the BBC.

Others continued in aviation. Frederick Travers pioneered airline routes in Europe, Africa and the Middle East, logging 19,500 hours in land and seaplanes. After flying with KLM and Imperial Airways (later BOAC). Gordon Olley

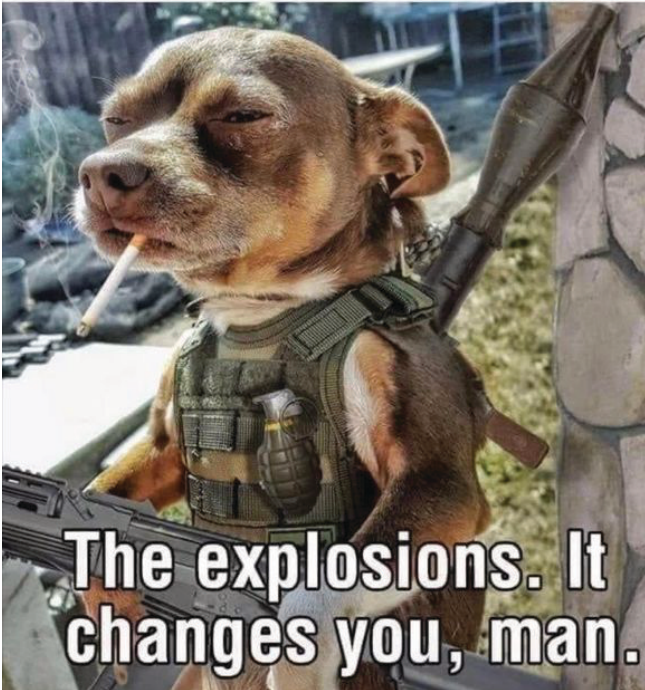
A Tale of Aces...cont

formed his own charter company. Ray Hinchcliffe also flew with KLM and Imperial; in 1928 he attempted crossing the Atlantic from east to west and was never seen again. Paul McGinness, a Bristol two-seater ace, joined his observer, Hudson Fysh, to found Qantas, Australia's national airline. An aviation partnership between Billy Bishop and William Barker was unsuccessful. Having survived the perils of air fighting, a number of aces perished in postwar flying accidents.

The outbreak of World War II saw many of the first top guns back in uniform. Fred Lord is said to have wrangled a posting to his old squadron, now flying Hurricanes, with a forged birth certificate. Recognized, he was restricted to ferrying. Ira 'Taffy' Jones tried to boost his score of 37 in a Spitfire but was soon reassigned more mundane duties. Arthur Harris, a career officer, became famous as "Bomber Harris," the boss of RAF Bomber Command.

Ken Seth-Smith was killed testing a Hawker Typhoon. Bill Tipton in a P-47. Raymond Collishaw commanded a fighter group in the Middle East and another in England. I vividly remember 'meeting one of his Black Flight wingmen in 1943. He said, "Congratulations, Morgan," and I said, "Thank you, sir," as Group Captain Gerry Nash pinned on my Royal Canadian Air Force wings.

Dogs on the 5th of July.



HOW TO TELL YOU'RE AN ADULT:

- You gain 30 pounds overnight
- You'd rather sleep than go out
- Everything hurts
- Comfort before style
- You have a favorite spatula
- College students look like 12 year olds

Catch of the Day

A young man is passing by a bar when he sees an old woman fishing with a stick and a string in a puddle by the sidewalk. "She must be a poor old fool," he thinks to himself, and out of the kindness of his heart, he invites the woman in for a drink.

After he's paid for their round and the two are sitting quietly, he asks her, "So how many have you caught today?"

The old woman grins, takes a big sip of her drink, and replies, "You're the eighth."

**Ed. This is the second in a series of actual events during his flying career from
Golden Eagles member Sonny Logan**

Funny Things - Part 2

One time I was flying a CV-240 to New Orleans and the right engine kept backfiring. A backfire was normal for this engine not a real concern, but every now and then, Bluey! All the engine instruments appeared normal so I decided to go back and look at the engine visually. The only good place in the cabin to look at the right engine was seat 5-E. There was a man sitting there so I excused myself and told him I wanted to look at the engine. To do so I had to get right down in his face. The passenger told me not to worry about that engine that it had been back firing for sometime and it always seemed to continue running okay. He said he would keep an eye on it for me. I grinned and ask if he flew this route very often." Yep" he said, "Every Wednesday." I thought a minute and then ask, "How do you know you are flying in the same airplane each Wednesday?" He simply replied, "Captain, you see that smashed fly there on the window sill, well I squashed that fly last Wednesday, a week ago." I just laughed and went back to the cockpit. I told the co-pilot a passenger was watching the engine for us. We were not to worry about that engine because he said it was okay and would continue to run. I never explained anything else or how the passenger knew. The engine ran fine for the rest of the trip. The passenger said it was okay and I believed him. The co-pilot must have thought we were both crazy.

I got caught between two line squalls one time and had to fly through some really bad stuff. The co-pilot was brand new. I think it was his third or fourth trip. He could not believe that I was going to fly into that stuff. I told him it would be okay as I had flown in bad weather before a few times. I noticed he held on to both sides of his seat for whatever purpose. I guess it helped him. My friend Bailey Gordon was coming the other way in a Convair 240 with radar. I ask him where a soft spot was and he advised me to deviate to the North of course. There is where I had to penetrate the line. I advised Traffic Control Center of my deviation. We could see the black wall ahead and I knew it would be somewhat rough. I saw a light area and my experience told me that was the best way to go through the line. I will admit it was rough for

about four or five minutes but we did get through it right side up. When we landed in Shreveport for fuel, the co-pilot quit. He said, he was just not cut out for that kind of flying. I guess he was right because to me it was not all that bad. I mean, we did make it. The airplane was still flyable. The flight had to be canceled. I waited for another co-pilot to come over from Dallas. The dispatcher wanted to know what I was doing to co-pilots. Really nothing, I explained. Just send me a co-pilot with more guts and everything will be fine. Our passengers were put on another flight. The Chief pilot, Jim Ferguson came over and we ferried the airplane back to Dallas. Not much was said. I think Jim just wanted to fly a little bit.

I was flying into San Antonio one dark foggy night. Flying in fog at night, the navigation lights on the wing tips reflect a lot brighter than usual. When you look out the window you see green reflection or red reflection depending which side of the airplane you are on. I had to go to the potty and on the way back up the aisle a little old lady stopped me to ask what the red and green lights outside were? I told her they were the navigation lights. "Oh, I see, so then all you have to do is fly between them." I laughed and said "Well, something like that". I did not have the heart to tell her the lights were on the end of the wings. She sure made it sound easy.

Pence Pilot: “My Career Just Ended”

John Croft | Aviation Daily

The two pilots flying U.S. vice presidential candidate Mike Pence from Iowa to New York after an Oct. 27 campaign rally were immediately concerned for their careers following a runway excursion at New York’s LaGuardia Airport.

After plowing through the edge of an engineered material arresting system (EMAS) pad and stopping in the grass off the right side of the runway, both pilots immediately discussed how the incident would end their careers. They agreed that they should have performed a go-around. They contacted the flight attendants to check on the cabin approximately 1 min. later.

Factual data published June 1 by the [NTSB](#) on showed that the chartered Eastern Airlines [Boeing 737-700](#), with the first officer at the controls, was higher than normal. It had a 10 kt. tailwind at the conclusion of the approach to Runway 22 in heavy rain. According to flight data recorder (FDR) information, the aircraft’s main landing gear touched down at a ground speed of 130 kt. at a distance of 4,242 ft. beyond the threshold of the 7,001 ft.-long runway, leaving less than 3,000 ft. for stopping. Both pilots immediately used maximum manual braking, deployed the speed brakes and commanded reverse thrust. An analysis of FDR data showed deceleration forces of 0.5g, indicating that the aircraft was not sliding.

Seeing the end of the runway approaching, the captain used the rudder to steer the aircraft into the grass off the right side of the runway, apparently unaware that the runway has an EMAS at the end for overruns. The first officer told investigators he was aware of the EMAS and tried to keep the aircraft on the centerline. The aircraft stopped 7,180 ft. beyond the threshold and 114 ft. off the right side of the runway, according to the NTSB.

The incident, which caused no injuries to the nine crew members and 39 passengers, and only minor damage to the aircraft, was not uncommon in relation to recent accident trends. According to the most recent safety report issued by the [IATA](#), runway and taxiway excursions are the single most prevalent contributor to airline crashes.

Over the five-year period from 2012–16, the IATA said excursions accounted for more than 20% of all accidents, with 83% taking place in the landing phases of a flight. In 2016, runway and taxiway excursions accounted for 19% of all 65 accidents recorded.

Along with Eastern Airlines training and standard operating procedures—which called for touching down within the first 2,300 ft. of Runway 22 at LaGuardia—investigators will also be looking into cockpit resource management and human factors aspects, including whether there was pressure for the pilots to land at LaGuardia.

Excerpts from the cockpit voice recorder (CVR) [transcripts](#) showed that while the pilots did perform the required checklists, they were engaged in nonrelevant conversations below 10,000 ft., breaking the “sterile cockpit” best practice of staying focused on landing duties during the final portions of a flight.

As the aircraft descended below 8,000 ft., the first officer stated: “I hope @ doesn’t call us asking how lon—how much longer.” Both pilots laughed in response. (The NTSB uses the “@” symbol to denote a “non-pertinent” word.) The pilots soon had another nonrelevant conversation, presumably about the flight attendants, as flaps were being deployed in preparation for landing.

After the excursion, the first officer stated, “Should have go[ne] around.” The captain used the public-address system to announce, “Stay seated, stay seated,” and said to the first officer, “My career just ended.” Both pilots then agreed that they should have performed a go-around.

After shutting down the engines and starting the auxiliary power unit, the pilots opened the cockpit door to provide an assessment of the situation to a Secret Service agent.

“Nice. Nice job,” the agent said, after being briefed.

“Huh,” the captain replied.

“Nice job,” the agent said. “You stopped it, at least.”



In a convent in Ireland, the 99-year-old Mother Superior lay quietly. She was dying. The Nuns had gathered around her bed, laying garlands around her and trying to make her last journey comfortable. They wanted to give her warm milk to drink but she declined. One of the nuns took the glass back to the kitchen.*

Then, remembering a bottle of Irish Whiskey that had been received as a gift the previous Christmas, she opened it and poured a generous amount into the warm milk.

Back at Mother Superior's bed, they lifted her head gently and held the glass to her lips. The very frail Nun drank a little, then a little more and before they knew it, she had finished the whole glass down to the last drop.

*As her eyes brightened, the nuns thought it would be a good opportunity to have one last talk with their spiritual leader. "Mother," the nuns asked earnestly, "Please give us some of your wisdom before you leave us." *

She raised herself up very slowly in the bed on one elbow, looked at them and said, DON'T EVER SELL THAT COW... ""

An Irishman walks into a bar in Dublin, orders three pints of Guinness and sits in the back of the room, drinking a sip out of each one in turn. When he finishes them, he comes back to the bar and orders three more. The bartender approaches and tells him, "You know, a pint goes flat after I draw it, and it would taste better if you bought one at a time." The Irishman replies, Well, you see, I have two brothers. One is in America, the other is in Australia, and I'm in Dublin. When we all left home, we promised that we'd drink this way to remember the days we drank together. So I drink one for each o'me brothers and one for me self." The bartender admits that this is a nice custom, and leaves it there. The Irishman becomes a regular in the bar, and always drinks the same way: He orders three pints and drinks them in turn. One day, he comes in and orders two pints. All the other regulars take notice and fall silent. When he comes back to the bar for the second round, the bartender says, "I don't want to intrude on your grief, but I wanted to offer my condolences on your loss." The Irishman looks quite puzzled for a moment, then a light dawns and he laughs. "Oh, no, everybody's just fine," he explains, "It's just that me wife had us join that Baptist Church and I had to quit drinking. But it hasn't affected me brothers though."



The Great Escape

Untouched for almost seven decades, the tunnel used in the Great Escape has finally been unearthed. The 111-yard passage nicknamed 'Harry' by Allied prisoners was sealed by the Germans after the audacious break-out from the POW camp Stalag Luft III in western Poland. Despite huge interest in the subject, encouraged by the film starring Steve McQueen, the tunnel remained undisturbed over the decades because it was behind the Iron Curtain and the Soviet authorities had no interest in its significance.

But at last British archaeologists have excavated it, and discovered its remarkable secrets.

Many of the bed boards which had been joined together to stop it collapsing were still in position. And the ventilation shaft, ingeniously crafted from used powdered milk containers known as Klim Tins, remained in working order.

Scattered throughout the tunnel, which is 30ft below ground, were bits of old metal buckets, hammers and crowbars which were used to hollow out the route.



A total of 600 prisoners worked on three tunnels at the same time. They were nicknamed Tom, Dick and Harry and were just 2 ft square for most of their length. It was on the night of March 24 and 25, 1944, that 76 Allied airmen escaped through Harry.

Barely a third of the 200 prisoners many in fake German uniforms and civilian outfits and carrying false identity papers, who were meant to slip away managed to leave before the alarm was raised when escapee number 77 was spotted.

Tunnel vision: A tunnel reconstruction showing the trolley system.

Only three made it back to Britain. Another were executed by firing squad on the orders of Adolf Hitler, who was furious after learning of the breach of security. In all, 90 boards from bunk beds, 62 tables, 34 chairs and 76 benches, as well as thousands of items including knives, spoons, forks, towels and blankets, were squirreled away by the Allied prisoners to aid the escape plan under the noses of their captors.

Although the Hollywood movie suggested otherwise, *NO* Americans were involved in the operation.

Most were British, and the others were from Canada, (all the tunnelers were Canadian personnel with backgrounds in mining) Poland, New Zealand, Australia, and South Africa.

The site of the tunnel, recently excavated by British archaeologists. The latest dig, over three weeks in August, located the entrance to Harry, which was originally concealed under a stove in Hut 104.

The team also found another tunnel, called George, whose exact position had not been charted. It was never used as the 2,000 prisoners were forced to march to other camps as the Red Army approached in January 1945.



Watching the excavation was Gordie King, 91, an RAF radio operator, who was 140th in line to use Harry and therefore missed out. 'This brings back such bitter-sweet memories,' he said as he wiped away tears. 'I'm amazed by what they've found.'

Bitter-sweet memories: Gordie King, 91, made an emotional return to Stalag Luft III.
In a related post:

Many of the recent generations have no true notion of the cost in lives and treasure that were paid for the liberties that we enjoy in this United States. They also have no idea in respect of the lengths that the "greatest generation" went to in order to preserve those liberties. Below is one true, small and entertaining story regarding those measures that are well worth reading, even if the only thing derived from the story is entertainment.

Escape from WWII POW Camps

Starting in 1940, an increasing number of British and Canadian Airmen found themselves as the involuntary guests of the Third Reich, and the Crown was casting about for ways and means to facilitate their escape..

Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of 'safe houses' where a POW on-the-lam could go for food and shelter.

Paper maps had some real drawbacks -- they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush.

Someone in MI-5 (similar to America's OSS) got the idea of printing escape maps on silk. It's durable, can be scrunched-up into tiny wads and, unfolded as many times as needed and, makes no noise whatsoever .

At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington Ltd When approached by the government, the firm was only too happy to do its bit for the war effort.

By pure coincidence, Waddington was also the U.K. Licensee for the popular American board game Monopoly. As it happened, ' games and pastimes' was a category of item qualified for insertion into 'CARE packages', dispatched by the International Red Cross to prisoners of war.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany, Italy, and France or wherever Allied POW camps were located . When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece.

As long as they were at it, the clever workmen at Waddington's also managed to add :

1. A playing token, containing a small magnetic compass
2. A two-part metal file that could easily be screwed together
3. Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!

British and American air crews were advised , before taking off on their first mission, how to identify a 'rigged' Monopoly set -- by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square.

Of the estimated 35,000 Allied POWS who successfully escaped, an estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war.

The story wasn't declassified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honored in a public ceremony.

It's always nice when you can play that 'Get Out of Jail' Free' card!

Some of you are (probably) too young to have any personal connection to WWII (Sep. '39 to Aug. '45), but this is still an interesting bit of history for to know.

Boeing altered key switches in 737 MAX cockpit limiting ability to shut off MCAS

By Mike Baker and Dominic Gates/Seattle Times and Courtesy of the RUPANEWS

In the middle of Boeing 737 cockpits, sitting between the pilot seats, are two toggle switches that can immediately shut off power to the systems that control the angle of the plane's horizontal tail.

Those switches are critical in the event a malfunction causes movements that the pilots don't want. And Boeing sees the toggles as a vital backstop to a new safety system on the 737 MAX – the Maneuvering Characteristics Augmentation System (MCAS) – which is suspected of repeatedly moving the horizontal tails on the Lion Air and Ethiopian Airlines flights that crashed and killed a total of 346 people.

But as Boeing was transitioning from its 737 NG model to the 737 MAX, the company altered the labeling and the purpose of those two switches. The functionality of the switches became more restrictive on the MAX than on previous models, closing out an option that could conceivably have helped the pilots in the Ethiopian Airlines flight regain control.

Boeing declined to detail the specific functionality of the two switches. But after obtaining and reviewing flight manual documents, The Seattle Times found that the left switch on the 737 NG model is capable of deactivating the buttons on the yoke that pilots regularly press with their thumb to control the horizontal stabilizer. The right switch on the 737 NG was labeled "AUTO PILOT" and is capable of deactivating just the automated controls of the stabilizer.

On the newer 737 MAX, according to documents reviewed by The Times, those two switches were changed to perform the same function – flipping either one of them would turn off all electric controls of the stabilizer. That means there is no longer an option to turn off automated functions – such as MCAS – without also turning off the thumb buttons the pilots would normally use to control the stabilizer.

Peter Lemme, a former Boeing flight-controls engineer who has been closely scrutinizing the MAX design and first raised questions about the switches on his blog, said he doesn't understand why Boeing abandoned the old setup. He said if the company had maintained the switch design from the 737 NG, Boeing could have instructed pilots after

the Lion Air crash last year to simply flip the "AUTO PILOT" switch to deactivate MCAS and continue flying with the normal trim buttons on the control wheel. He said that would have saved the Ethiopian Airlines plane and the 157 people on board.

On the newer 737 MAX, according to documents reviewed by The Times, those two switches were changed to perform the same function – flipping either one of them would turn off all electric controls of the stabilizer. That means there is no longer an option to turn off automated functions – such as MCAS – without also turning off the thumb buttons the pilots would normally use to control the stabilizer. "There's no doubt in my mind that they would have been fine," Lemme said. Boeing said in a statement that the company had historically called for pilots to flip both switches to shut of a problematic or "runaway" stabilizer, so the change on the MAX ensured that the function of the switches matched that procedure. The company said the two switches "were retained for commonality of the crew interface."

"Boeing strongly disagrees with any speculation or suggestion that pilots should deviate from these long-established and trained safety procedures," Boeing said.

On the Lion Air flight in October, pilots were apparently unaware of MCAS. As various warnings went off in the cockpit, they never reached the conclusion to use the runaway stabilizer procedure. In the end, data from the flight shows, the repeated commands of MCAS eventually sent the plane plummeting into the sea.

After that crash, Boeing issued a directive calling for pilots to use the typical runaway stabilizer procedure to deal with MCAS in the event of a problem. Then pilots would be able to swivel the tail down manually by physically turning a control wheel that connects to the tail via cables.

But on the Ethiopian Airlines flight, the pilots appear to have recognized the errant MCAS problem and flipped the cutoff switches as described in the checklist. But then it appears that the pilots were unable to move the manual wheel, likely because the forces on the tail made it physically challenging to turn. The bottom of Boeing's runaway stabilizer

checklist seems to acknowledge the possibility of this physically challenging scenario. It suggests that the pilots can first use the electric trim to neutralize those potential forces before hitting the cutout switches.

After failing to manually control the stabilizer, the Ethiopian Airlines pilots appear to have flipped the cutoff switches back on, which awakened the MCAS system. It soon sent the plane diving to Earth. Lemme said he's surprised that Boeing made the change to take away the functionality that could have allowed the pilots to shut off MCAS without shutting off the electric switches at their thumbs. "I don't get it at all," Lemme said. "I don't see what the benefit was for making that change. It was like change for change's sake."

But Doug Moss, an aviation consultant who has worked as a commercial pilot on Boeing planes, said the cutout switches need to be as simple as possible. Asking the pilots to flip one of the switches – instead of what they have historically known about flipping two switches simultaneously – may have just added a layer of complexity that isn't helpful in an intense scenario.

"When you're pulling on the column with 80-100 pounds of force trying to save your life, your troubleshooting techniques are very weak," Moss said. "You need some gut-level instinctive things to do to solve the problem."

A veteran Boeing 737 test pilot said that all Boeing planes have two such cutoff switches, not just the 737. And both he and American Airlines Captain Dennis Tajer, a spokesman for the Allied Pilots Association who flies 737s, said they could think of no existing procedure that called for flipping only one of the switches.

The procedure appears to be designed to prepare for a situation in which the plane's stabilizer motor is for some reason jammed and moving uncommanded in one direction – a classic "runaway stabilizer" situation. That would require shutting off all power to the motor.

As the FAA worked to inform pilots about the changes on the MAX airplane when it first came into service, the agency didn't describe the new functionality of the switches. In its documentation, it simply noted a labeling change: "Stab Trim cutout switches panel nomenclature," the Flight Standardization Board included on its list of differences between the plane models.

Boeing & Southwest Airlines are 'discussing' "Reimbursement"

By Evan Hooper/Staff Writer, Dallas Business Journal and Courtesy of the RUPANEWS

As Southwest Airlines and Boeing discuss a reimbursement package to recoup the airline for the financial damage the 737 Max grounding has caused, some of that money could go to Southwest employees.

"We need to know what those monetary and other reimbursements will look like, and we are looking at ways to share proceeds as appropriate with all of our Employees," Chief Executive Gary Kelly wrote in an internal memo Monday morning.

In July, Southwest Airlines said it had begun discussions with Boeing about reimbursements. Southwest operated 34 Max planes at the time of the March grounding and said the aircraft has had a financial impact of \$225 million for the first half of 2019.

Boeing is anticipating having to pay up for damage the 737 Max has caused, as the Chicago-based company recorded a \$4.9 billion charge in the second quarter for potential settlements.

Like other airlines, Southwest has taken thousands of flights off its schedule this year as it works with a smaller fleet than anticipated. The Dallas-based carrier scrapped the plane from its schedule until Jan. 5, 2020. Other carriers, like Fort Worth-based American Airlines Group Inc., are still holding out hope the Max will return prior to Christmas. American took the plane out of its schedule through Dec. 3. Speaking at an industry conference last week, Tammy Romo, Southwest chief financial officer, said she projects the Max to be recertified before Thanksgiving. Southwest leadership has previously said it will take between one and two months to comply with all Federal Aviation Administration directives, including pilot training. The 737 Max grounding is causing ripple effects throughout the company. For example, Southwest delayed several pilot hire and promotion classes scheduled for this fall as it works with a smaller fleet.

Fly West, a Trip We take

by Romain Oliver Nelsen

I was a Continental Airline pilot, albeit with short wingspan, just fifteen years. My last flight was some thirty eight years ago. Here for review, is the story of my last flight, westward as it were. By way of warning, although it happened as laid out, I admit some bar-stool ornamentation. And also, my all-too-flowery prose sounds to the ear as wine sipped toasting my overdone remembrance. The big deal shows.

Simply said, I was honored to ferry a “stretch” Boeing 727-224 from LAX to HNL on December 18 of 1981. Frank Tullo graced the right seat; Marty Noonan oversaw it all from the panel. Expert witnesses both, I valued their support. Full fuel load. Otherwise empty airplane.

Somehow, I’ve lost the pocket “Red Book” where I often jotted typical flight detail. This recount would be the better with including notations of fuel and time and aircraft numbered call- sign. But I don’t need such sparse detail to appreciate my gift. By the grace of Golden Contrails, I’ll here try to entertain,

This extended 727 was to join service with two smaller Boeing 727-100C of the subsidiary Air Micronesia. Air Mic had flight limits, while needing more capacity on the Saipan – Osaka shuttle, which was picking up. That far-away up-take contrasted with down-turns suffered in 1981, which I remember all too well. But since I was with you so briefly, I doubt you’ll remember me, a short-timer, as compared with those of you who hung in through turbulence – for a full career.

My Continental run began on a hazy-bright morning at the Los Angeles Main Office in June 1966, when I interviewed with Andy Camarata for a pilot job. He flipped through my Air Force Form Five and surprised me with a job offer doing something as Second Officer, third-seat on Continental contract operation to southeast Asia. The Company would provide training for the needed Flight Engineer Certificate.

I wanted a straight pilot job in Denver. But Andy laid out what seniority meant, or could mean. He told me I’d likely regret passing the first sign-on date possible – yesterday, he said, if I could slide time aside. Persuaded, I agreed and accepted. LAX became and remained my domicile throughout. I held F/O or S/O seats on various Boeing 707 models, S/O briefly on our four Boeing 747s, then F/O on DC-10 schedules. After eleven years, I snagged a Boeing 727 Captain bid.

Coincidentally, Bob Stunkard hired me as check-pilot assistant. In my last Continental years, I served Bob directly, while indirectly helping Jack Alley, who’d become System Chief-Pilot as Paul Eckel was leaving. Working for Bob Stunkard was the best job I’ve had. Under his auspices, my duty assignments ranged the Pacific, experiences beyond imagination’s edge. Too good to truly last.

Of course, they didn’t. Jack Alley called me at home Sunday morning, August 9, 1981. After hello, he said “Al killed himself last night. In his office. Gun he’d bought just to do it.” Our CEO felled by onslaught corruption. What lay in store for us? I asked the Company for a leave to leave. Coming up on year-end 1981, my application was approved.

Bob Stunkard held an elegant party at an up-scale Malibu overlook. Conversation didn’t get far from our disarray. As contribution to the festivities, I got maudlin drunk. Somehow I made home that night without injury or arrest. The next day was to be my last. Accrued vacation would take me out. I came to the Office to collect my desk junk. The ferry story begins here.

Bob materialized. “Ro,” he said, nodding me to follow. “Hungover?” His comment likely did not require careful, state-of-being examination. “Yes, sir,” I said. “How’d you notice?” I studied the floor tiles for a way to thank him and apologize.

Skipping my contrived contrition, Bob moved, as was his wont, directly: “You know about that two-hundred to get to Guam?”

"Yes, sir. Heard of it," while inwardly reflecting Bob's question.

"Air Mic guys coming to pick it up?"

"Nope." Bob said. *"We'll take the ferry. At least to Honolulu. Want it?"*

"Yes, sir," I said. *"I do. Indeed, I do. When?"*

"Tomorrow. Seventeenth latest. Okay?" Bob got to the gist, as usual, straightaway.

"Think you'd make it?"

"Sure," I said. *"Not today, but close, close."*

Bob said that this "stretch" three-holer ferry would likely be first-time airline operation over that wet distance. At least he thought by Continental, while not sure of other carriers. For sure, though, the leg from LAX to HNL was beyond service operation; five plus hours in a 727-200 series, edged safety even as a ferry.

"Maybe take the seats out?" Bob asked rhetorically, as he pushed a button on his speaker-phone:

"Marty, bring the two-hundred stuff. Ro'll take it. Thanks." Marty was then the Second Officer Supervisor. In his usual twinkle, he appeared.

"Can do?" Bob asked. He knew the answer. And I knew that Marty knew.

"Sure, Bob, but not just now. Today, we'd go up to SFO, launch from there." Today was December fifteenth. *"Better tomorrow? Jet-stream trending north."*

"Done," Bob said. *"Frank Tullo asked for the flight. I said he could have the right seat. Marty on the panel. Okay?"*

"Sure. Okay. Good," I said. Both Frank and Marty were admired friends. Frank had set me up and took right seat on both my DC-10 FAA rating ride and check-airman authorization.

Headwinds unscrewed the next day; December seventeen looked doubtful. SFO could cut some 120 miles. Pilot's discretion? Somehow, LAX-HNL, seemed more in keeping than short-cutting from SFO to HNL. Winds Aloft forecasts held hope – likely lesser jet stream effect in twenty-four hours. Bob okayed another delay, but impatiently. *"Last continuance, Ro,"* he said, dipping pointedly into legal parlance for his ultimatum.

On December 18, we got lucky: the jaunt would do, with legal fuel, and without the nuisance of removing seats. After check and recheck, I signed on the Pilot in Command line. We caught a ride to that concrete expanse where our "stretch" was parked above fuel pits that held slightly cooler kerosene. There our Air Mic "Big Bird" glowed shiny, freshly painted white, its tail regaled in bold stripes trailing in stylized separation.

To begin, Marty pulled the auto-fueling circuit breakers and told the fuelers to pump until kerosene ran from the tank vents, assuring top-off. Frank checked in with Los Angeles Clearance Delivery, patiently explained the hitch: after and only after en route approval, would we move. Then a tug would tow us to departure runway. Once in take-off position, we would start engines.

"Interesting," the Controller remarked as he read routine clearance, *"as filed"* to Honolulu. Off we went, behind a tug. Marty held up on starting the Auxiliary Power Unit, for the fuel saving share. The ride behind the tug, unseen where angled from sight below the nose, defied ordinary reason, as though uncontrolled on a roadway into a nowhere fairy tale. But we were there, Runway 24 Left. Los Angeles Tower cleared us into take-off position before we had reached the starting end. *"Clearance coming through,"* the Operator advised.

We swung cockpit windows closed and latched. *"Set to go,"* I told our tug driver on intercom – adding, *"With thanks."* On hand signal, I toed the pedal brakes and set the lever.

"You're welcome, sir. Good luck." He uncoupled and pulled off to stand watch for the start. Frank announced, *"Ready,"* to the radio. *"Cleared for takeoff,"* the Tower voice offered.

"Starting up," Frank replied. Marty ran the checklists. We started engines as though on any flight. When stabilized at idle, I signed thumbs up to the Lead Mec, who saluted. I waved return.

As I eased the throttles forward and released brakes, I remembered again in paraphrase something by "Red" Stubben of the oddity he felt in his 727 takeoff, in the quietude from those engines mounted so far aft beginning to spool, nearly soundless as though from invisible and erie force.. But thrust, there was. As Marty adjusted each throttle, slightly, I had my own unearthly thought: Wingmen rolled on each side, left and right outside, no, that's not so. My wingmen are in this cockpit, and out there too, all of you are with me, cover as wingmen do.

"*Here we go,*" Frank told Tower, as he pinned the yoke forward. With his call:

"*Eighty knots,*" I shifted my left-hand grip from nose-wheel steering, semi-circle stub to the yoke. Frank eased off as I eased on.

"V1," Frank announced. In standard practice, almost ceremonial, I move my right-hand from the throttle-knobs to the yoke. No stopping on remaining runway now. "*Rotate,*" came Frank's call, as I coaxed elevators to gently free the nose-wheel. Now angled to fly, the runway dropped away. And I felt an inexplicable joy of being where I was, then and there.

"*Positive rate,*" Frank said, with me in chorus, each directed by a needle nod and then fuller swing from Vertical Speed Indicators, confirming estrangement from earth's bonds.

"*Gear up, please, sir.*" I sang out in foolishly formality.

"*Indeed, sir,*" Frank replied, raising the handle.

Landing gear doors opened. Wheel trucks lugged into the underbelly, momentarily slowing acceleration while doors clunked closed. As airspeed gained, I signaled Frank for flap retraction, and nodded to Marty for "Climb Power."

The Los Angeles Tower Operator cheerily directed a radio frequency change and added, "*Good luck.*"

"*Thank you, Sir,*" Frank replied. "*We'll be back if it doesn't work out.*"

I dipped a wing to ease toward 232 degree mag heading. The marvelous flying device in my hands reached for altitude and speed. I trimmed its high-T horizontal stabilizer. I can't quite say how those sensations escaped ordinary.

Until the top-of-climb, I hand flew, kept the pleasure to myself as, Captain Al Shelly had suggested, when I was brand new, explaining: "*Autopilots don't take check rides; you do.*" Then I engaged the autopilot, reluctantly, as though surrendering my skill to capitalism's indifference.

From then onward, overdramatized, for sure. Now just cruise and monitor. Simplicity, crossing the Equal Time Point, the ETP, on time and fuel. In the John Wayne 1950s film rendition of Earnest Gann's *The High and Mighty*, for drama it was Point of No Return.

We chatted and marked progress. "Miles and miles of water," I'd heard a captain once remark, "and all you see is the top." His rye note remains, as then, with its wise admonition. Fuel calculations put us slightly ahead, with pounds to spare at the ETP.

My first MAC trip under the command of Captain Lee Zerba, from Travis Air Force Base in California to Hickam Field Honolulu. had been rich experience. I'd been awestruck by the take-off roll, which had given me a close-up view of the runway's departure end, as that 320C struggled into air at max takeoff weight, laden with tankered fuel and fuselage crammed full of United States Marines, with gear, bound for Vietnam. Then, on that same first flight, after ETP passage foreclosed return, the Company advised of south-facing beach tsunami warning for Hickam, but went on to assure us that the outbound crew would be standing by to get our aircraft safely out of danger from deluge, soon after as we deplaned. My take was informed by reading James Michener's *Hawaii*, long before. I didn't swim well. None others of that crew knew what to make of it. So, press on. *No big deal* explained to me at the hotel. "*Alla time happens, alla time,*" the desk clerk explained, demonstrating with hand signal appropriate. That first trip, all between, and as this last, held mystic beauty awaiting me.

The islands appeared exactly where they should, reflected on Ground Map on the weather radar. On course and approaching, Molokai appeared to the left, where an isolated flat jutted seaward stood symbol to honor Father Damien, the Priest, who cared for Lepers isolated there in a primal, societal fear. The Molokai Channel glowed frothy green, as waves chopped the channel between the islands. A few fishing boats rode the swells that top the water above and around this favored place.

Honolulu Air Traffic Control approved unrestricted descent. We began the slide to land. Diamond Head's maw profile jutted against concrete Honolulu sprawl. Pearl Harbor lay beyond, ahead, there if indistinct in sea haze.

I turned to line up, high and diving, engines remaining reposed, until I eased them into play as we flatten onto the usual glide slope angle. I called for flaps and landing gear. With cluck and shush into the airstream, we were locked for landing. When on the mark, I spooled engines forward to hold runway view steady on my cockpit windscreen. That done, I was ready for my last one.

Frank called off the landing script, altitude and speed in familiar terms. "*Plus five, sink six, one-hundred feet.*" I was on the numbers. Right on. Then. Thump. Thinking too much, I think, too much or too little flare. Frank and Marty kidded charitable congratulations. The landing was just okay, but a Thumper was not what I'd wanted for my last. Way it goes.

I steered to the pad where smiling Air Mic people met us. "*Good bird,*" I told the mechanic who'd first appeared in our door. Fuel gauges reflected what remained was as planned, not much, but enough.

Finally then, to sign-out. Completely within the rectangled lines around the block marked for Pilot-in-Command, I clearly inscribed *R.O. Nelsen*, without touching any surrounding line, as I'd been first required as an Aviation Cadet, some twenty-five years before. And that was it.

Despite thumps, I remain the luckiest guy I know. And saying so, my good fortune flows from gifts you've given me, the means whereby I could get by. At barely aged forty-six, I left Continental of my choosing, when leaving seemed best, and because I had another way to earn daily bread. Others faced more difficult lives – by far. Guilty for my good luck, but mostly for the help generously given me, as the gift of the last flight. There, that's my Sermon on the Plane.

From a long after-pause, I still miss flying, miss the airplanes, miss mostly you, who put up with me. On good nights I dream of flying; on bad nights I practice law. I asked, and Gary Small gave me space. Thank you.

A retiree returns home with his golf bag, a little disappointed.

"So, how it was?" Asks his wife.-

Well, I have no trouble hitting the ball, but the problem is that I can not see where it falls, even with my glasses ...-

You have to take my brother Marcel!- But he's 84 years old, Marcel. And he does not know how to play golf.-Yes, but he sees very well. You play, and he tells you where the ball fell!

The next day, our golfer takes his 84-year-old brother-in-law to golf and gets his first swing.-

Have you seen where she go, Marcel?- Yeah!-

So ? Where is she?

I forgot

Dorothy Olsen, a Pioneering Pilot in World War II, Dies at 103

(theworldnews.net) posted on the RETUP forum...all Golden Eagles welcome to join

As a teenager envisioning the vast world beyond her family's small farm in Oregon, Dorothy Olsen was mesmerized by "The Red Knight of Germany," Floyd Gibbons's biography of Baron Manfred von Richthofen, the German World War I ace.

"Young blood, hot and daring, raced through their veins," Gibbons wrote, "even as the winged steeds they rode raced on the wind to conquest or disaster."

Dorothy dreamed of racing on the wind herself. Before she realized that dream, she accustomed herself to heights by leaping from the hayloft of the family barn onto the stacks below. She perfected her balance atop the wooden slats that flanked the manure pile. After graduating from high school, she used the money she made from teaching tap dance and ballet to take flying lessons.

When World War II began, she and 25,000 other women applied to the Army Air Forces for the only jobs open to female pilots: freeing men for combat by ferrying newly minted fighters and bombers from the factories to domestic embarkation points for service overseas.

After feasting on bananas and malted milk for a week to raise the weight on her five-foot-tall frame from 92 to the required minimum of 100, she became one of 1,879 women accepted and one of 1,074 to complete the training program to become Women Air Force Service Pilots, or WASPs.

"They were the first women to fly military aircraft for the United States," Debbie Jennings, curator of an exhibition about the pilots at the Museum of Flight in Seattle, said by email.

Mrs. Olsen died at her home in University Place, Wash., near Tacoma, on July 23, Ms. Jennings said. She was 103 and one of only 38 WASPs still living.

"The WASPs had moxie," Kimberly L.

Johnson, director of the WASP Archive at Texas Woman's University in Denton, Tex., said in an email. "They personify what it meant to persevere."

Transporting and testing the latest models, towing targets and transferring captured enemy planes, the WASPs collectively flew an estimated 60 million miles from 1942 to 1944. Thirty-eight died in accidents during training or on duty.

From her base in Long Beach, Calif., Mrs. Olsen flew 61 missions herself for the Sixth Ferry Group in nearly two dozen models, including P-38s, P-51s and B-17s. She flew them to West Coast airfields to be deployed in the Pacific, or to Newark to be stationed in Europe.

She was said to have been one of only a dozen WASPs certified for night flying.

As Civil Service employees rather than military personnel, the WASPs had to pay for their own food and lodging.

"The government didn't treat us so well," she told The Chinook Observer, a newspaper in Washington State, in 2011.

"A bay mate was killed in a plane crash, and the rest of us had to take up a collection to get her body back home to Portland because they wouldn't pay for it," she recalled. "When the war was over I was fired, just like that, and we didn't get much recognition until many years later."

The WASPs were finally recognized as veterans eligible for benefits in 1977 under President Jimmy Carter. In 2010 they received the Congressional Gold Medal, one of the nation's two highest civilian awards, as a group.

Mrs. Olsen received military honors at her funeral, at which Ms. Jennings read "Celestial Flight," a poem written by a fellow WASP, Elizabeth MacKethan Magid:



According to Mrs. Olsen's daughter, this photo was taken — also probably in 1944 — when she was delivering a plane, stopped for the night and went into a bar for a bite to eat. The men in the photo are unidentified. Credit via Olsen family

*She is not dead —
But only flying higher,
Higher than she's flown before,
And earthly limitations will hinder her no more.*

Dorothy Eleanor Kocher was born on July 10, 1916, in Woodburn, Ore., to Ralph Kocher, a farmer, and Frances (Zimmering) Kocher.

After high school, she began teaching dance to the principal's two children and eventually opened her own studio.

But she was smitten by Gibbons's book about von Richthofen and completely hooked after paying to ride as a passenger on a biplane at the state fair in Salem. (She picked hops to earn the money for her fare.)

She joined the Woodburn Flying Club and before World War II was said to have been one of only three women in the Portland area to earn a private pilot's license.

After the war she married Harold W. Olsen, a state trooper, and settled in University Place. He died in 2006. She is survived by their daughter, Julie Stranburg; their son, Kim; two grandchildren; and a great-grandson.

She never considered becoming a commercial or private pilot, and after her children were born she abandoned the cockpit altogether. Nothing, she said, could compare to the experience of piloting a winged steed like the long-range, single-seat fighter known as the P-51 Mustang. "She said, 'Why would I want to fly a Cessna when I've flown a P-51?'" her daughter recalled to The News Tribune of Tacoma.

Instead she opened an antique store in Washington State.

Mrs. Olsen was left totally deaf for 37 years because of nerve damage from an anesthetic administered during a dental procedure. Cochlear implants restored her hearing when she was 80.

While she never flew a plane again, she retained her hunger for racing on the wind. She once famously received a speeding ticket while driving her orange 1965 Ford — a Mustang, of course.

Two prisoners talking in their cell, one said to the other,

"You're getting out soon."

"That's right."

"Are you going straight, or back into politics?"

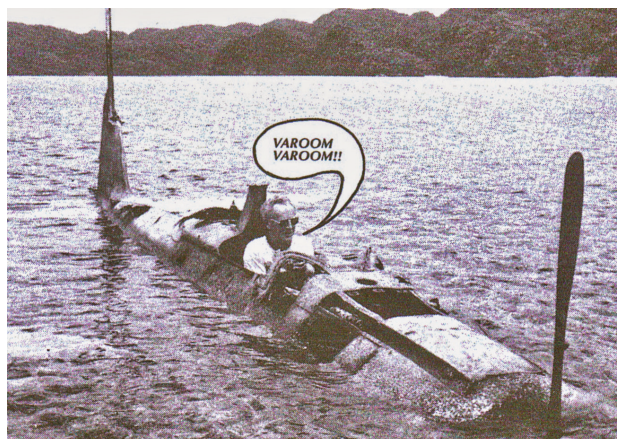
**I THOUGHT THE
DRYER MADE MY
CLOTHES SHRINK.
TURNS OUT
IT WAS MY
REFRIGERATOR.**

Air Mike's First Jet flight

Another "Blast from the Past", courtesy of the John Clayton "garage cleaning" library!

As indicated on bottom of this reproduction, this was originally printed for the Jan-Feb 1978 edition of The Golden Jet

John was Editor of the Golden Jet company newsletter "back in the day".



Air Micronesia Captain Dave Streit sits in the cockpit of an old WWII Japanese aircraft shot down in one of the countless lagoons in the Palau Islands. It's interesting to note that three decades after the end of the war the cockpit controls for the flaps on this aircraft still work. This picture was taken at low tide, because at high tide the aircraft is completely submerged.

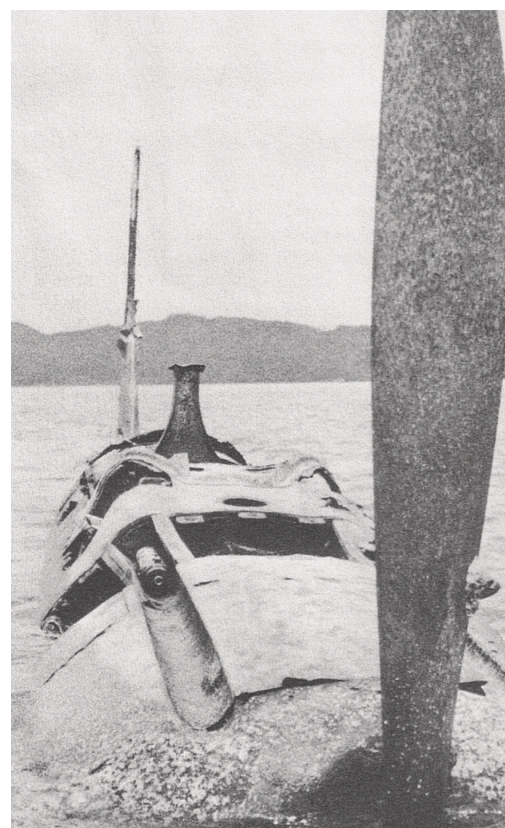
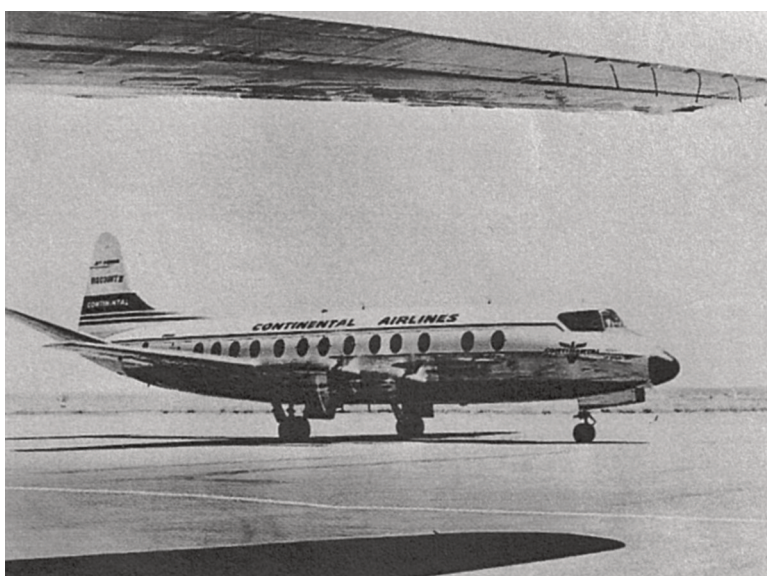
Air Mike's First Jet Flight by John D. C Layton "The first jet flight to visit the islands of Micronesia was one of the most interesting that I've ever flown." Captain Dave Streit speaking, one of the pilots flying the inaugural trip from Honolulu to Guam in May of 1968. Dave's been flying the Air Mike operation ever since, and says it has been one of the most enjoyable experiences of his life. "Jet aircraft had never flown into such places as Majuro, Truk, Ponape, and Palau, and as many of the runways were constructed from coral-in addition to being relatively short in length-we had to make some interesting proving runs." Describing that first flight, Dave says, "We flew out with two complete crews, plus an official from every major department in Continental Airlines as well as a representative from both Boeing who built" the plane and Pratt & Whitney who manufactured. the engines. And of course there were quite a few members of the press on board as well. "Because Kwajalein, one of the island stops along the route from Honolulu to Guam, was at that time an off-limits, super-secret U.S. Air Force base, we did not have permission to land there. "So naturally that meant extra careful planning of our fuel load from Honolulu. Then when we arrived at Johnston Island, literally just a slab of concrete runway in the Pacific, we found out that the USAF base had given us permission to land at

Kwajalein. We made the first passenger stop at Majuro. It seemed to me that every man, woman, and child on the island had come out to the airport. It was an incredible sight to be greeted by so many, many people." In those days the landings were made on a coral runway. Now Majuro boasts a beautiful airport, with landing lights and excellent facilities. Leaving Majuro, the aircraft flew on to Kwajalein and refueled. From here it continued on to Truk, because at that time there was no runway in Ponape. "Landing in Truk," says Dave, "really keeps you on your toes, so to speak, because the runway there is only 5,000 feet in length. It is made of coral, has the ocean on three sides, and sometimes has tricky wind conditions. Just as at Majuro, no jet had ever landed at Truk. I thought we'd seen everything at Majuro, but the crowds at Truk were beyond belief. We were accorded the type of reception that is reserved for astronauts returning from the moon. Someone told me later that in excess of six thousand people came out that day to welcome us. After we'd shut down the engines, people rushed out and surrounded the aircraft, touching the wings to see if it was real. "Tiger" Mathews, one of the flight attendants on the trip, said she was awed by the sight of so many people. When things quieted down, we gave as many Trukese as possible a tour of the aircraft."

Jan • Feb • 1978

Zero In On the Sights at the Palau Continental

The location is the beautiful Rock Islands of Palau in Micronesia, and the place is a coral reef near Continental's Palau Hotel. Sit in the cockpit of this Japanese Zero fighter, . . . and incredible as it may sound, . . . "after 31 years in the water, it's still possible to move the flaps up and down. Running out of gas during the last stages of WW 2 in the Pacific, the pilot landed on a coral reef. Never moved since that landing, the fighter is now a tourist attraction. Taking pictures, as most tourists always do, are l to r; Pat Whelan, Air Micronesia flight attendant, and Capt. Dave Streit, also of Air Mike, who is taking pictures of his sister in the plane's cockpit. Standing patiently by, is the "driver" of the Palau Continental Hotel excursion speed boat.



United Airlines Plays Up Its Denver Advantage as Global Routes Suffer

No doubt United President Scott Kirby has a high opinion of his talents. But he said United's Denver gamble would pay off. And by all accounts, it has.

— Brian Sumers

For United Airlines, China is weak, Hong Kong is “terrible,” Argentina is “pretty bad,” the rest of the world is “between OK and good,” and Denver is emerging as the airline’s “highest-margin hub,” the carrier’s president told investment analysts Thursday afternoon.

The pockets of international weakness are an annoyance, but should not materially influence earnings, as other regions, including Mexico, Brazil, and the Caribbean have improved, United’s Scott Kirby said. United recently said it will suspend Chicago-Hong Kong and Newark-Buenos Aires.

Speaking at the Morgan Stanley 7th Annual Laguna Conference in Dana Point, California, Kirby poked a bit at his predecessors, saying a few years ago that “United would have been missing its numbers and would have been blaming it

on China and Hong Kong.” But he said the new United, which has bulked up its domestic presence since Kirby joined in August 2016, has enough profitable assets to make up the difference. United has promised investors it will hit \$11 to \$13 in earnings per share by 2020, and Kirby reiterated the airline will make that, no matter what. “It’s no excuses,” he said.

DENVER ADVANTAGE

Chief among those assets may be Denver, where United’s has been adding flights. As recently as two years ago, United operated about 360 flights at its Rocky Mountain hub, but on some days this summer, it flew more than 500.

By adding scale at a centrally located airport with no operational obstacles, United has boosted profitability. Not long ago, the airline struggled to compete against Frontier Airlines and Southwest Airlines, both of which operate large operations and competed with United for customers.

But as United has grown — it is more than twice the size of Southwest, which tops out at about 225 daily departures — competition from the two low-cost carriers is less of a threat.

The increased scale also has made more long-haul routes viable. When United had fewer domestic flights in Denver to feed widebody jets, it struggled to fill airplanes headed to



Europe and Asia. The airline tried London in 2008, but gave up on it in 2011.

But London returned recently, along with a new route to Frankfurt. They joined an existing flight to Tokyo, which the airline started in 2013.

The Frankfurt route began in May and was “one of the five most profitable international routes” over the summer, Kirby said, even though it can take years for a new route to mature.

Meanwhile, London, which resumed last year on a seasonal basis, is now year-round.

“This is what happens with a hub,” Kirby said. “You add flying to a hub and it makes everything else stronger.”

United may grow more in Denver, Kirby said, though the airline has not yet decided how much. He suggested it could be between about 500 daily flights and 720. Delta operates the largest U.S. airline hub in Atlanta, with more than

1,000 departures.

“As long as we grow margins in the hubs, there is still going to be opportunity,” Kirby said.

Growing Denver, along with other mid-continent hubs in Chicago and Houston, was the key part of Kirby’s plan to improve United’s domestic network and regain “natural share” the airline had lost under former CEO Jeff Smisek, who preferred a strategy of modest growth. Many investment analysts wrote they disliked Kirby’s idea, fearing it would start a fare skirmish and diminish returns for all airlines.

But that hasn’t happened. On Thursday reminded analysts he was right about how it would play out. “People screamed at me all day for the growth plan,” Kirby said. “They don’t understand how it exactly works.”

737 MAX

United has pulled Boeing 737 Max 9 jets from its schedules until December 19. United, like most airlines, has extended the cancellation period several times, but Kirby said there’s

some indication the wait for the Max is almost over.

Ostensibly that's good news, though Kirby acknowledged the Max grounding is boosting unit revenues at all airlines. With less capacity than expected, prices naturally go up.

Next year, as Max flights return, airlines should lose some pricing power. Kirby said he agrees with the conventional wisdom but said, "I expect pricing will be firmer than people think it is going to be next year."

Kirby declined to share names, but said some U.S. airlines have struggling, allowing stronger carriers to take advantage. All major publicly traded U.S. carriers are profitable, but JetBlue Airways and Spirit Airlines have spooked markets recently with updated guidance.

American Airlines has also struggled operationally, alienating some key customers.

"I suspect some of them will continue to

underperform next year," Kirby said of the unnamed competitors.

EXPEDIA NEGOTIATIONS

United's contract with Expedia Group expires at month's end, and if nothing changes the airline's fares soon will disappear from its sites including Expedia. If changes, the airline's fares soon will disappear from its sites, including Expedia, Travelocity and Orbitz.

United's executives have said little about their feud with the company, or why they want to drop the contract. But Kirby and others have said United will be fine without the deal. Expedia executives have said their company will be OK without United.

"We've got 18 days to go, and we are talking to them now," Kirby said, adding, "It is not on my top 10 list of things to worry about."



For jazz enthusiasts and those who desire to learn.

Yogi Berra Explains Jazz:

Interviewer: Can you explain jazz?

Yogi: I can't, but I will. 90% of all jazz is half improvisation. The other half is the part people play while others are playing something they never played with anyone who played that part. So if you play the wrong part, it's right. If you play the right part, it might be right if you play it wrong enough. But if you play it too right, it's wrong.

Interviewer: I don't understand.

Yogi: Anyone who understands jazz knows that you can't understand it. It's too complicated. That's what's so simple about it.

Interviewer: Do you understand it?

Yogi: No. That's why I can explain it. If I understood it, I wouldn't know anything about it.

Interviewer: Are there any great jazz players alive today?

Yogi: No. All the great jazz players alive today are dead. Except for the ones that are still alive. But so many of them are dead, that the ones that are still alive are dying to be like the ones that are dead. Some would kill for it.

Interviewer: What is syncopation?

Yogi: That's when the note that you should hear now happens either before or after you hear it. In jazz, you don't hear notes when they happen because that would be some other type of music. Other types of music can be jazz, but only if they're the same as something different from those other kinds.

Interviewer: Now I really don't understand.

Yogi: I haven't taught you enough for you to not understand jazz that well.

American Aviation History In A Nutshell

(Sent in by Larry Kruchten)

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegal??s up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month - BUT he also needed to agree to fly North and East - BUT not South!

Northrop's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire.??

His mother, Minta and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft which today is Bell Helicopter Textron]

ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boeing to fly.??

Later, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At this same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.

Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes .. that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.

A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out .. taking Larry Bell and other key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, was persuaded by Glenn to join his team. The Martin MB-1 quickly emerged from the team's efforts and became the Martin Bomber.

Although too late to enter WWI, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships and cruisers to prove it's worth. He was later court martialed for his effort.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster.

A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother, Gordon Scott, had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors.

Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft's world cruiser designs.?? While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan and together, they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly

everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu.??

In June 1927, my brother, Gordon, left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as its 26th employee, shortly after the disaster, and I worked on the Vega. It was made almost entirely of wood and I quickly became a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans as it initiated the So California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in - a barber shop's back room - a vacant church - and an abandoned cannery - but came to fruit on as mighty oaks.

One day, a little girl asks her mother

"Tell me mother, how were the parents born?"

"Well," her mom replied, "it's God who created the first human parents, Adam and Eve.

Adam and Eve had children who later became parents in turn and so on.

This is how the human family was formed. "

Two days later, the girl asks the same question to her father.

This one answers her:

"You see my daughter, millions of years ago, monkeys slowly, evolved to become the human beings we are today."

The puzzled little girl returns immediately to see her mother:

"Mom, ... But how is it possible for you to tell me that the first parents were created by God and that dad told me that they were monkeys that evolved?"

And the mother to answer her very calmly, while smiling:

"It's very simple, darling, I told you about my family ... and your father was talking about his" !!!!

An Explanation of the Air France Concorde Crash

By Peter Dunn www.ozatwar.com

The RAeS lecture by Concorde pilot John Hutchinson last night was fascinating and astonishing. He presented clear evidence that the French authorities, who conducted the crash investigation, covered up the true cause and tried to blame Continental airways engineers and design weaknesses in Concorde. The truth is that Air France was totally to blame. Firstly their maintenance procedures were extremely poor.

During an undercarriage service a spacer, that kept the wheels tracking straight, was not replaced. The spacer was later found on the shelf in the maintenance hangar. The aircraft had done four flights with this defect prior to the crash so it wasn't the prime cause, but as with all accidents there were a number of other errors that all added up.

This may have been another successful flight had the crew not of had such a cavalier attitude to flight safety. The first officer's license had expired making the flight illegal. This wasn't a factor in the crash but demonstrates the unprofessional attitude in Air France.

The main fault lies with the Captain who overrode procedure and ordered the tanks to be filled to the brim instead of the normal 80%. He ordered more fuel than was required to be put in the aft tanks used for taxiing. He allowed 19 bags, that had not been weighed, to be loaded in the aft hold. All this made the aircraft over weight and the CofG out of limits.

Presumably due to the weight and balance being out of limits he requested to use the runway extension, even though it was officially out of use because it was being re-surfaced. He also elected to take off with an 8 kt tail wind. The French investigations verdict was that the crash was caused by a metal strap falling off a Continental airways DC10 onto the runway which burst a tyre, punctured the Concorde's fuel tank starting a fire.

What really happened was that as the aircraft accelerated over the unprepared part of the runway it hit a ledge as it crossed onto the prepared surface at about 100kt. This caused the wheels to track to the left as they had no spacer to constrain them.

The tyres overheated and burst starting the fire. The aircraft slewed off the runway to the left, hit a runway light and the metal strap which carved a piece of tyre off which was then thrown up into the wing tank setting up a shock wave. As the tank was full there was nowhere for it to go other than out through the top of the wing streaming fuel into the engine efflux. The engine overheated but wasn't on fire and was still producing power.

The flight engineer ignored normal procedure and shut the engine down. As the aircraft was past V2 he should have allowed the aircraft to gain height before doing that. All this contributed to the aircraft crashing into a hotel killing all 109 on board and 4 people in the hotel. The death toll could have been a lot worse. As the Concorde was careering off the runway it missed a fully loaded 747 waiting for permission to cross, by just 20 feet.

On board that aircraft was the President of France and his wife. In addition to that a British youth orchestra had planned to stay in the hotel. Had it not been for their ferry being delayed they would have checked in and certainly perished as well. What makes the French authorities actions even worse was that they obstructed the UK's AAIB investigation, not allowing full and timely access to the crash site and certain evidence.

The French prosecuted the Continental Airways engineers for manslaughter and they unfairly blamed design weaknesses in Concorde. The engineers were later acquitted on appeal, and this is where much of the hidden evidence came to light. After the trial the French barrister, who successfully defended the engineers, was mysteriously found dead but the French didn't hold an inquest into that.

A disgraceful chain of events that eventually led to Air France, who wanted to see Concorde grounded, putting pressure on Airbus, who were the design authority for Concorde, to increase their charges to British Airways. This was a deliberate act to make the aircraft too expensive to operate and resulted in an unjustifiable slur on the reputation of one of the greatest aircraft ever to fly. Thanks for John Hutchinson for revealing the truth and the shame on the French for allowing this to happen.

A father, son and grandson went to the country club for their weekly round of golf. Just as they reached the first tee, a beautiful young blonde woman carrying her bag of clubs approached them.

She explained that the member who brought her to the club for a round of golf had an emergency that called him away and asked the trio whether she could join them.

Naturally, the guys all agreed.

Smiling, the blonde thanked them and said, "Look, fellows, I work in a topless bar as a dancer, so nothing shocks me anymore. If any of you want to smoke cigars, have a beer, bet, swear, tell off-color stories or do anything that you normally do when playing a round together, go ahead. But, I enjoy playing golf, consider myself pretty good at it, so don't try to coach me on how to play my shots."

With that the guys agreed to relax and invited her to drive first.

All eyes were fastened on her shapely behind as she bent to place her ball on the tee. She then took her driver and hit the ball 270 yards down the middle, right in front of the green.

The father's mouth was agape. "That was beautiful," he said.

The blonde put her driver away and said, "I really didn't get into it, and I faded it a little."

After the three guys hit their drives and their second shots, the blonde took out an eight iron and lofted the ball within five feet of the hole. (She was closest to the pin.)

The son said, "Damn, lady, you played that perfectly."

The blonde frowned and said, "It was a little weak, but even an easy seven would have been too much club. I've left a tricky little putt." She then tapped in the five-footer for a birdie.

Having the honors, she drove first on the second hole, knocked the heck out of the ball, and it landed nearly 300 yards away smack in the middle of the fairway.

For the rest of the round the statuesque blonde continued to amaze the guys, quietly and methodically shooting for par or less on every hole.

When they arrived at the 18th green, the blonde was three under par, and had a very nasty 12-foot putt on an undulating green for a par.

She turned to the three guys and said, "I really want to thank you all for not acting like a bunch of chauvinists and telling me what club to use or how to play a shot, but I need this putt for a 69 and I'd really like to break 70 on this course.

If any one of you can tell me how to make par on this hole I'll take him back to my apartment, pour some 35-year-old Single Malt Scotch Mill Scotch in him, fix him a steak dinner and then show him a very good time the rest of the night."

The yuppie son jumped at the thought! He strolled across the green, carefully eyeing the line of the putt and finally said, "Honey, aim about 6 inches to the right of the hole and hit it firm. It will get over that little hump and break right into the cup."

The father knelt down and sighted the putt using his putter as a plumb. "Don't listen to the kid, darling', you want to hit it softly 10 inches to the right and let it run left down that little hogback, so it falls into the cup."

The old gray-haired grandfather walked over to the blonde's ball, picked it up and handed it to her and said, "That's a gimme, sweetheart."

The blonde smiled and said, "Your car or mine?"

Remember...old age and treachery will overcome youth and skill every time!

We felt compelled to send the message below to the entire list of former members who did not renew in 2019...AFTER we started receiving a BUNCH of inquiries as to why they were no longer getting emails etc.

Please do NOT make us send one to YOU next year because you "forget" to pay your dues. This is an unpleasant bunch of extra work for us...so PLEASE go do it NOW.

Dave, Bruce and David say "Thanks"

(I just get stuck with the dirty work)

Golden Eagles Renewal Process

Dear former Golden Eagles Member,

Although I am reluctant to disturb your possible wish to remain inactive, we have recently had a rash of inquiries from other former members as to why they are no longer receiving Dave's blast emails, the Golden Contrails magazine and other "comms" from our group.

The reason is that dues were not paid by the grace period deadline (April 30). Our bylaws require that we purge anyone delinquent in dues on that date from our CURRENT rosters, "benefits" etc. So far, you have missed Dave's Monthly Updates, a few Gone West notices and two Golden Contrails, (the May edition had 12 pages of convention photos). Fortunately, if you rejoin, you can retrieve all of those from the website.

When someone realizes that they have "**forgotten**" to pay (in spite of endless reminders), and wishes to "re-up", we are more than happy to welcome them back...BUT...due to the mechanics of our bulk email system (which complies with federal anti-spam laws) we can NOT simply add you back onto Dave's email list. What has to happen is that he sends a form to the member, which MUST then be completed and emailed back to us from the SENDERS email address to get "re-subscribed".

Honestly, this is a pain in the (you know what) for the former member AND Dave. Frankly, it seems pretty inconsiderate to make him do that, but he is a nicer guy than me.

We would LOVE to have you back, but respect your decision if you choose not to re-join. If you do want to come back and join the frolics, then please go to the website (www.thegoldeneagles.org) and PAY YOUR DUES. Dave will then send you the form to resubscribe and you'll be back in the loop.

You are all jet pilots...so this "ain't that hard".

Oh yeah, one more thing...we're not perfect so maybe WE are in error regarding your dues. If so, let us know and we'll fix it.

Gary Small

President-Elect and "all around get stuck with the dirty work guy"

The Crew Room

Wouldn't you love to see your recent activities shared with your buddies, just like these brave members? Come on! Give us your "Show and Tell" (no anatomical parts...please!)

Crew Room - Fidel Sanchez

What Have You Been Up To?

After performing with the Las Cruces New Horizons Symphony Orchestra for over 12 years, I performed my last concert on the 19th of May, a couple weeks short of my 81st birthday. A fun time was had blowing away on my trombone that my parents bought me when I was in Jr. high. Fidel

I thought I was losing weight, but it turned out my sweatpants had come untied.

Employer: We have a companywide 401K

Me: I don't think I can run that far.

CREW Room- Vince Czaplyski

What Have You Been Up To?

After retiring off the B777 in April I wasn't quite ready to hand it up, and so have begun flying a Hawker800 for a private owner, based in SRQ. My wife Kim and I live here in Sarasota, so it's close to home (as in no commuting).

While this is very different from airline flying, it is fun to be able to keep my hand in the flying game. The Hawker is a bit of a throwback in time compared to the Boeings I flew, but an honest airplane. Mostly up and down the east coast, or trips to the islands.

If by "crunches" you mean the sound potato chips make when you chew them, then yes, I do crunches.

Otherwise I've been getting back into tennis after a decade layoff, and taking the once in a while trip to Paris, where Kim and I have had an apartment for a number of years. I commuted from CDG to EWR for 4 years when we were living there full time. Now we mostly rent it out via AirBNB and to our airline friends, and as I said use it ourselves when we can.

Otherwise enjoying life in Florida, with good neighbors, friends and family, and lots to do.



Gone West - 2019

- *Denotes Golden Eagles member*

| | | | |
|-----------------|-------------------|-----------------------|---------------|
| Bob Pigors | Jan 03, 2019 | Ralph Bellerue* | June 12, 2019 |
| Harry Watson * | January 10, 2019 | Warren Beckman | June 29, 2019 |
| Almond Carroll | January 22, 2019 | Bob Pries | July 11, 2019 |
| Thomas Steele | January 27, 2019 | Glenn "Spike" Squires | July 13, 2019 |
| John Huber | February 27, 2019 | G.M. "Casey Cameron" | July 18, 2019 |
| Robert DeGrishe | March 05, 2019 | Larry Mecham* | July 26, 2019 |
| Robert Hutten | April 06, 2019 | Robert Foley | July 29, 2019 |
| Carl McGee | April 08, 2019 | Richard Rombard | July 31, 2019 |
| Charlie Walker* | April 14, 2019 | Roy Snead | Aug 15, 2019 |
| Joe Portlock | May 01, 2019 | Tony Eggers | Aug 21, 2019 |
| Dan Brady | May 09, 2019 | Phillip Kemp | Aug 22, 2019 |
| Hal Sheads* | June 03, 2019 | Gus Wenzel | Aug 24, 2019 |
| Ray Bukovsky | June 2019 | Don Griffin* | Aug 24, 2019 |
| Joseph Mesimer | June 03, 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
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www.thegoldeneagles.org



Thanks to Shaun Ryan for sending this "memory"