



Update and Reminders April 2022

Recurring Announcement



We are going back to Las Vegas!



Our Event Chairman Loyd Robeson woke up from a nap one day and said “Let’s have another party”! The rest of us said “Why Not”. So dust off your party togs and head to Vegas. Some of you guys have super ugly Aloha shirts that you can’t wear anywhere else, so bring it and maybe your better half will even let you wear it for a while! This ain’t no Girl Scout camp and it sure isn’t a convention...it’s “Dealer’s Choice” where you can plan your own activities with a “home base” at the Hospitality Suite for reconnecting and planning mischief with your “buds.

Come and enjoy yourself! Oh yeah, we’ll have free drinks and snacks at the hospitality suite, which didn’t happen very often on layovers so how can you resist?”

Loyd has booked a club suite at the Tropicana Hotel for **May 3rd and 4th** for a hospitality suite where members can come and go at their leisure and enjoy *complementary* drinks and food. The protocol is that members will arrive for the reunion activities on May 3rd and depart on May 5th, Members will arrange for their own lodging and meals apart from the snacks available in the hospitality suite. We anticipate that groups or individuals will make their own arrangements for dining at any of the restaurants in the area. The Tropicana and other nearby hotels and restaurants are offering reasonable rates and prices this time of year. May 5th will be departure day.

NOTE:

“It looks like we are a victim of our own success at promoting this reunion. We never can predict how eager airline pilots are for some free drinks and snacks. At this point, we are expecting attendance of more than 80 folks that will exceed the space in our Hospitality Suite if everyone shows up at the same time. **To that end, we will have a Happy Hour with cash bar**

This is Las Vegas, and it is anticipated that members will be pursuing the available entertainment and dining opportunities beyond an occasional “touch and go” at the Hospitality Suite. We will continue sending updates on the roster of attendees and post the final list in the Hospitality Suite. As a reminder, member contact info is available in the rosters on the website (www.thegoldeneagles.org) which can also be used to coordinate activities.” **We will send out a designated email to all attendees as soon as we have finalized the times for the hospitality suite and the cocktail hours in the larger venues so that they can make reservations for dinner and shows.**

We hope to see many of you from all corners of the country for a fun reunion where we can reestablish old airline friendships and make new ones. Make it a fun getaway for you and your significant other to celebrate the coming of Spring and still waking up on the green side of the grass! The prices for shows and other activities in Vegas should be reasonable also, so with all the anticipated winnings at the slots and the tables burning a hole in your pocket, make plans to enjoy a fun Las Vegas vacation!

Rest assured there will be no long speeches by any of the officers at the hospitality suite or at the cocktail hours, however Don Gentry may lead us in a few verses of Melancholy Baby and Row, Row, Row Your Boat for our enjoyment. 🎵

Also we remind anyone attending that falsehoods, exaggerations and off-color jokes are not allowed during any discussions among the members present around the bar! 😬😬 (Don't you believe it... 😬)

It would be a great help to our reunion planners if you could drop a short reply to yours truly if you plan on attending at davebnewell@gmail.com. We understand that typically those who plan to attend our gatherings don't respond until close to the event date, but if you think you will attend, please let us know at your earliest convenience so we can plan the food and drinks.



Thanks

Stay tuned for further reminders and updates.

A running list of those planning to attend follows and will be updated regularly:

1. Gary and Keri Small
2. Dave and Kay Newell
3. Bruce and Ok Su Sprague
4. Loyd and Debbie Robeson
5. David and Pam Rossetter
6. John Solomon
7. Don and Francina Gentry
8. Ray and Mary Booth
9. Mike and Deborah Lichtenfeld
10. Susan Grigsby
11. Gary and Ranelle Humphries
12. George Lycan
13. Charlie and Cynthia Starr
14. Kaye and Debbie Riggs
15. Bill and Marty Foster
16. Scott and Julie Schulze
17. Bruce Harris and Jan Adams
18. Ron and Penny Watson
19. Mark Sheprow
20. Carl and Luann Domschke
21. Larry and Kathy Kruchten
22. Rick Miller
23. Tom and Lynne Walsh
24. Fred and Donna Ordway
25. Roy and Diann Henderson
26. Tom and Jamie Doherty
27. Lee and Toni Hannibal
28. Donald and Diane Bishop
29. Curt Forney
30. Marty and Sandy Noonan

33. Jerry Hunsinger
34. Gene and Cindy Villanueva
35. Kip and JoAnn Wintenburg
36. Bob and Lynne Pearse
37. Michael McCue
38. Mike and Bev Stach
39. Michael Barksdale
40. Roger and Carolee Fuchsgruber
41. Sean Heath
42. Carter and Chris Smith

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Recurring Reminders and New Notices

The **current password** for accessing the Golden Contrails magazine, the member rosters, the Golden Eagles documents and the archived blast emails on our website, www.thegoldeneagles.org, is **radar**

All current Golden Eagles members are now members for life and no longer need to pay annual dues.

TELL YOUR NON-GOLDEN EAGLES FRIENDS....Those eligible for membership can submit a new member form from our website, www.thegoldeneagles.org, pay a one time membership fee of \$35 and they will become members for life with no

pre-merger subsidiary airline of United Airlines is cordially invited to become a member of The Golden Eagles. Complete details and instructions for becoming a member are on our website, www.thegoldeneagles.org in the Membership section.

Revised Rosters on Website

The member rosters are revised periodically, usually around the first of every month. The rosters are in the Membership section on our website and are available for access by our members with the use of the current password. The month to which the rosters have been revised is indicated next to the name of the roster on the website. Please check your contact information on the rosters and advise our Secretary, David Rossetter, drossetter@yahoo.com, of any needed corrections. Corrected information can be submitted to us by using the Roster Update Form on our website in the Membership section under Roster Update ***The revised rosters for MARCH 2022 have been uploaded to the Golden Eagles website, www.thegoldeneagles.org, under the Roster Download heading of the Membership section.***

GOLDEN CONTRAILS MAGAZINE

In case you missed the notice, the December issue of the Golden Contrails magazine is on the Golden Eagles website, www.thegoldeneagles.org in the Contrails section.

NOTE: *For those who may not have gotten around to going to the website and downloading the Golden Contrails magazine for April 2022, the link below the photo of the magazine cover below is a link to the magazine for your convenience. Just click on the link below the photo of the cover page and you will be taken to the magazine.....*



Golden Contrails

April



2022



https://www.thegoldeneagles.org/uploads/4/5/2/4/45245885/2022_4.pdf

Our President and Golden Contrails editor Gary Small would appreciate any feedback regarding the Golden Contrails magazine. Like it...don't like it.....suggestions.....let Gary know. He would like to hear from you so he can continue

Also, please consider sending him some of your "remembrances" , AKA war stories, for the magazine. Also don't forget the feature on our website called the "**Crew Room**" under the Contrails heading. There you can let your fellow members know what you have been up to (that you can talk about!) and any information you would like to share with your GE friends, such as a recent move, family news or anything else you think our members would like to know about. The form for submitting this information is located on our website, www.thegoldeneagles.org, in the Contrails section and is labelled "Crew Room".

Here is a link to the Crew Room for your

convenience: <https://www.thegoldeneagles.org/crew-room.html>

Input from our members is always needed to use as material for the Golden Contrails Magazine, so help our editor do his thing by providing him with some good stories or updates on your activities. Have you relocated to a new area, added family members, had a really exciting vacation, taken up a new hobby or acquired a new toy?....let us know.

USEFUL PHONE NUMBERS AND EMAIL ADDRESSES:

United Airlines Benefits Center 1-800-651-1007 (M-F 0700 - 1900 hrs Central Time) For Traditional Medical, HMO or Insurance questions; report death of retiree or spouse; change of address & other forms. 1-800-651-1007 (M-F 0700 - 1900 hrs Central Time) <https://flyingtogether.ual.com>

Password Reset (Flying Together) 1-800-255-5801 United Reservations 1-800-241-6522

United ePass Line: From US 1-866-359-3727; Outside US +1 713-324-7277 You will always be transferred to a reservation agent. A \$25 fee will be charged to make a new booking or to change an existing booking's class of service (FC, BC, Y), pass type (Personal, Vacation) or Origin/Destination. However, there is no charge if you call to cancel a booking or to change a travel listing's date or time (with same city pair).

Employee Travel Center ETC@united.com: for all travel inquiries. Access Flying Together > Travel 24/7 to find policies, procedures, Q&As and our booking tools - employeeRES, mobileRES and the United Pass Line. ***The Employee Travel Center no longer answers phone calls. Use Help Hub on FlyingTogether website or email.***

Flying Together Help Desk (United Digital Technology Service Desk— aka Tech Support) 1-800-255-5801 <https://flyingtogether.ual.com> New United Number for all Retired call: From the US: 1-877-825-3729. Outside US: 1-847-825-

Pass Travel News

Q & A

Q. I just want to clarify- can we check in for two flights?

A. No you can only check in one flight at a time

Q. I am a retiree and am allowed to change my enrolled friends every 6 months. If John Smith is my enrolled friend during Jan-Jun, can I buy a 20% discounted ticket (during months he is my enrolled friend) for travel during August when I have changed my enrolled friend to someone else?

A. Yes, but if you make any changes it will revert to a full-fare ticket

Q. I am retired. I am flying on a vacation pass. I have 47 years seniority. Does an active employee with 6 months seniority, flying on a vacation pass board ahead of me?

A. No. An active employee will not go before you unless they have more than 47 years .. if you use your vacation pass. That gives you your 47 years. If you use a personal pass, then yes, they go before you.

Q. Can anyone tell me how I would get a retired employee I.D.

A. Retiree badges are available only to former employees with a Retiree travel status. The badges are intended to provide retirees with a tangible link to their former employer and supplement the Verification of Eligibility Letter when attempting to apply for any applicable discounts offered to United retirees. This badge is not mandatory nor is it required for pass travel. It's only available via Help Hub, and the cost is \$35 for the initial badge. It takes about 6 months.

Announcement from Doug, ETC:

The moment many people have been asking for is finally here. Not more than an hour ago, we were finally able to release a great new enhancement to employeeRES. Everyone with an eRES profile, including pass riders for whom employees have created a profile, now have the ability to save a credit card to their profile, and to use that credit card in the future to pay for any travel charges that have to be paid to purchase the ticket. And not to worry about the security of your card details. They are saved in the same PCI-compliant format as United uses in

card, and they will not have access to other pass riders' credit cards.

This new feature is currently only available on employeeRES, and NOT on the United app. But don't fret. There is a mobile-friendly version of eRES available on mobile browsers using the same website address as you use on a computer. And if you are an employee or retiree who has linked your MP account with your eRES profile, then any bookings you make in eRES will automatically show up in the app. And, the app team is currently working to make this saved form of payment available for you to use when booking on the app. However, I don't have a release date, as the ETC is not responsible for the functioning or timing of software updates on the app.

For additional information about this exciting new enhancement, please visit Flying Together and go to TRAVEL -> employeeRES - employeeRES information. Then look for the "Saved form of payment" link in the list of how-to guides.

LAC News

Hill Country LAC (San Antonio/Austin)

Dave Newell

The Hill Country LAC plans to have its quarterly luncheon at the Pecan Street Brewing Restaurant in Johnson City, TX on Thursday, April 21, 2022 at 1130. A few of the wives may attend for their "ladies lunch" and as always guests are welcome.

Dave



DEN LAC (Denver)

Dennis McDonald

Denver breakfast club met at Perfect Landing restaurant for our bi-monthly get together. Twenty three folks attending !



L-R Tom Young, John Taylor, Chip Barnes, Jim Moore and David Senn.



Clockwise - Tom Frieling, Norm Edson, Bill Brock, Bob Boozel (blocked), Sam Chipps, Don Riebe, Terry Thompson. Ed Stapleton and Fred Buhl.

Attending, but not photo'd - Paul Sciera, Brent Domeny, Dennis Lonneman (NEW), Lonnie Blilie, Corey Haven, Ryan Heideman and Dennis McDonald.

Our next breakfast is 8 June. If you or someone you know is not on our list please let Dennis know.

Our dates for the rest of 2022 are 8 June, 10 August, 12 October and 14 December. As always dates / wives or friends are invited.

If any of you GERS do not get my emails and want to be on the info list drop me a note.

Dennis



Kingwood LAC (Houston)

Bill Chambers and Bruce Sprague

The Kingwood Golden Eagles LAC meets ***every Tuesday morning*** at La

record was over 30 of us). Lots of laughs while we swap "there I was" stories, solving the world problems, helping each other with our technical problems, and other "very important stuff". Everyone is welcome, including non Golden Eagles members and pilots from other airlines. Plus we get free coffee and drinks, and veteran discounts on everything else! Find more information and photos of all our members on our Golden Eagles website: go to "LAC" menu tab, then "Kingwood, TX (www.thegoldeneagles.org).

Also, four times a year, we meet with the Woodlands / Conroe LAC pilots for lunch at our new excellent BBQ venue in a central Houston location. Find more information, location map, and photos on our Golden Eagles website: go to "LAC" menu tab, then "HOUSTON AREA" (www.thegoldeneagles.org).

The Houston Area quarterly lunch meets about 11:30 am (for 2-3 hours or longer), and ALL pilots (GE members, non GE members, and anyone else from all over the Houston area that wants to join us (we have had flight attendants, spouses, and friends show up). This is basically a "reunion" with fellow pilots you may have not seen in years! GE members from out of town, of course, are encouraged to come! We typically have 30 to 45 pilots show up, and as the word gets out, we expect to have many more in the future.

The Fall dates (Nov or Oct) will be considered THE "Major Event" of the year, where we will put in the full court press to get EVERYONE locally and from out of town to join us. You may miss some of the quarterly events, but DO NOT miss out on the Fall major event! Stick these dates on your calendar!

TIME: 11:30 am

WHEN:

Monday, May 2, 2022

Monday, Aug 1, 2022

Monday, Oct 31, 2022 (*Major Event!*)



Newark LAC

Mark Sheprow

Mark has no report this time.....

Mark Sheprow

732-449-0615

(cell) 732-685-3473

marksheprow@optonline.net

Mark



Regional Reunion News

We are planning a nationwide reunion in Las Vegas on May 3, 4 and 5. See the notice at the beginning of this update for details. Here is a notice from our Event Chairman, Loyd Robeson, announcing the reunion:

The next Golden Eagles Reunion will be in Las Vegas on May 3, 4 & 5, 2022. We've booked a Club Suite in the Tropicana Hotel to use as a come and go hospitality room. We will have complimentary drinks and snacks available. There will also be two cocktail hour/meet and greet events with light snacks and a cash bar at the hotel in larger venues due to the unexpected larger number of members who have stated they plan to attend. There are several hotels in the area besides the Tropicana that offer reasonably priced room rates. Please free to stay at any of them.

Loyd



Airline News

Citing Unconstitutional Overreach, Pilots Sue Over Mask Mandate Extension

[Katie Pavlich](#)



Source: (AP Photo/Charlie Riedel)

A number of pilots are suing over the extension of the Transportation Security Administration's ongoing mask mandate for air travel. "In court paperwork, the 10 commercial airline pilots – who work for American JetBlue and Southwest – argued that the CDC issued an order 'Requirement for Persons to Wear Masks While on Conveyances & at Transportation Hubs' on Feb. 1, 2020 'without providing public notice or soliciting comment,'" [Fox Business](#) reports. "The pilots are asking the court to "vacate worldwide the FTMM (federal transportation mask mandate)' calling the move an 'illegal and unconstitutional exercise of executive authority.'"

The pilots also argue the mandate is being justified despite studies showing masks don't work to protect against Wuhan coronavirus. In early 2020 and before mask

Last week the TSA announced the CDC recommended the mandate stay in place and therefore, the requirement was being extended until at least April 18.

US Airline CEOs Ask For The Mask Mandate To Be Dropped

[BY LUKE BODELL](#)

The CEOs of 10 US carriers have written to President Joe Biden.

Several executives at US carriers have called on President Joe Biden to remove the federal mask mandate onboard aircraft. CEOs at carriers including American Airlines, United Airlines, and Delta Air Lines said that the mask requirement is no longer necessary in the current environment.

United Airlines Operates Berlin Brandenburg's 1st Ever US Flight

[BY LUKAS SOUZA](#)

New Berlin airport sees first US flight since opening in 2020.

This morning at 10:21 (local time), [United Airlines](#) flight 963 took off from [Berlin Brandenburg Airport](#) (BER) and headed to [Newark Liberty International Airport](#) (EWR). The flight is monumental as it is the first-ever to the United States from Berlin Brandenburg Airport.

History in the making

Since [BER opened for operations](#) on October 31, 2020, no flights have been operated to the US because of the COVID-19 pandemic. The last time an airline operated a flight from Berlin to the United States was on March 20, 2020. Until the pandemic, United operated its Berlin flights to [Tegel Airport](#). Tegel Airport was closed on November 8, 2020, and is now being used to welcome Ukrainian refugees fleeing their country due to the crisis with Russia.



The EWR - BER and BER - EWR routes will be serviced by United's Boeing 767-400ER. Photo: Anikka Bauer | Flughafen Berlin Brandenburg GmbH

Daily flights from May 5

United will serve the BER - EWR route with its [Boeing 767-300ER](#) aircraft, which have a capacity of 240 passengers in a three-class configuration. Initially, the route will see six weekly flights. However, beginning on May 5, United will service the Berlin route daily.

United Airlines has established itself as the most significant US player in the German aviation market, operating nonstop flights to Germany for over 30 years. During the summer, United is planning 119 weekly flights from Germany to the US and another 42 flights to Switzerland. United will operate more flights than before the pandemic between the two countries.

JETBLUE RETREATS IN NEWARK, HANDING VICTORY TO UNITED

[MATTHEW KLINT](#)



JetBlue is trimming its summer schedule from many stations, citing high fuel prices and staff shortages, but notable among the cuts is the retreat from Newark Liberty International Airport, a fortress hub of United Airlines.

Of note, every route cut in Newark is also served by United Airlines. Spirit Airlines served four of nine destinations.

- 44% of the route cuts involve Florida
- 37% are above 2,000 miles
- 74% began after the pandemic

To that last point, we see most U.S. carriers adjust to more leisure-oriented travel during the pandemic, facing a steep decline in business travel that is only now beginning to return.

CONCLUSION

United will celebrate this news, but consumers should not: it will mean higher fares. Even so, JetBlue's routes cuts in Newark are a testament to United's strength. JetBlue strategically chose which routes to abandon and its Newark cutbacks indicate United fiercely battled JetBlue on price, making those routes relatively less attractive as JetBlue faces staffing shortages and rising fuel prices.

FOUR PILLARS THAT WILL MAKE UNITED AIRLINES "THE BIGGEST AND THE BEST AIRLINE IN THE HISTORY OF AVIATION" ACCORDING TO CEO SCOTT KIRBY



United Airlines CEO Scott Kirby has laid out four pillars he says are necessary for United to become “the biggest and the best airline in the history of aviation.”

In This Post:

- [United Airlines CEO Outlines The Four Pillars That Will Lead To Growth And Dominance](#)
 - [Pillar 1: United Next](#)
 - [Pillar 2: Operational Excellence](#)
 - [Pillar 3: Customer Service \(NPS\)](#)
 - [Pillar 4: CSAMx](#)
- [CONCLUSION](#)

United Airlines CEO Outlines The Four Pillars That Will Lead To Growth And Dominance

In a video message to employees reviewed by *Live and Let's Fly*, Kirby seeks to rally the troops for what he views as the most critical year in United's push to grow and to win loyalty.

Recent messages from Kirby have dwelled on the past, thanking employees for their tenacity during the pandemic to transform the image of United into a company that commands more respect from the public at large, and importantly the decision makers who influence public policy. While Kirby again thanked employees for their past work, his message was centered on the future:

“But as proud as I am of the last two years, we are about to embark on an exciting and historic growth initiative at United Airlines, United Next.”

narrowbody aircraft to include customer-friendly features like seatback screens, mood lighting, and high-speed wi-fi.

> **Read More:** [United Airlines Will Modernize Mainline Jets With New Interiors](#)

Pillar 1: United Next

Kirby went on to detail United Next, his first pillar to build the biggest and best airline:

“For a little bit of context, the fastest any airline in the world has grown in history was Ryanair grew by 52 net new airplanes in a single year. We’re going to grow by over 100 airplanes per year, and we’re going to do it five years in a row.

“We’re going to add 500 aircraft to the fleet of United Airlines. And that is a great opportunity but it’s also going to be challenging. What that means is that we’ve got, this year, four pillars to really, really focus on, that we can all focus on to make sure that we’re successful and that we continue to build upon the foundation that we build during COVID, to really establish ourselves as the biggest and the best airline in the history of aviation.

“And if we’re successful bringing these 500 airplanes onboard, we are so far ahead of any of our competitors that there’s really no way that anyone can catch up to us.”

Calling it “really, really complicated,” Kirby explained the complexities of upsizing the fleet, including:

- the need for more pilots
- how pilots will need to be retained as they move to different fleet types
- re-striping airports gates to account for new mainline aircraft replacing regional jets
- adding more gates

In an important display of leadership, Kirby called upon existing employees to step up, encouraging them to take on larger roles with more responsibility as thousands more are hired.

Kirby added, “Any snare could hinder the goal of bringing on two airplanes per week for the next five years and to grow.”

Pillar 2: Operational Excellence

“huge strides” in NPS during the pandemic. ([Net Promoter Score](#) is the metric United uses to gauge customer satisfaction)

“We have to be really focused not only on taking care of customers, but also getting the planes off the gate and keeping the airline running on time, because there’s nothing that drives our customer satisfaction as much as running an on-time airline and getting their flights there.”

Live and Let’s Fly has learned that pushback on-time is seen as so important, United is scaling back its [Connection Saver](#) program as it weighs how important departing on-time is for the majority of passengers on its flights.

Pillar 3: Customer Service (NPS)

Even so, Kirby continues to push the narrative that customer service is key to extracting a premium in revenue from customers rather than simply competing on the basis of ticket cost.

“You know, I think that in the end is going to be probably the most enduring change that we all are able to look back on at the end of COVID and say, what changed the most about United Airlines? And it is the focus on the customer.

“And that feeling, making our customers feel like we care, because we do care, and taking care of those customers, more than anything, is what’s going to drive our market share higher and get us out of the world of just competing for the lowest price, and get customers who are loyal to United, who believe in United, who know what we stand for.”

Pillar 4: CSAMx

Finally, Kirby outlined the seemingly-contradictory goal of controlling costs. First, Kirby sees this as possible through technology.

“What we haven’t done is take any of the cheese off the pizza. We have invested more in the product, in the customer experience, and how we treat and take care of customers, and you can see that with the United Next order.

“What we also have to do is use all the technology that we created that many other airlines don’t have. We’ve created new processes, new technology, that are going to allow us have costs that come down over time, cost per available seat-mile (CASMx).”

Kirby sees further cost savings achieved by replacing regional jets with larger mainline jets:

“The other tailwind that we have is because we’re growing that drives cost efficiency, and because we’re up-gauging. We’re going to add on average about 30% more seats per flight to our airplanes in the next few years, and that gives us a real tailwind. “

Profitably, per Kirby, is what is essential for United Next be successful. That will require costs in other areas to be controlled.

“So while we implement United Next, while we focus on operational excellence, we can’t lose sight of all the progress we made on efficiency to run a cost-efficient airline.”

Passengers have most-noticed that “cost-efficiency” in a scaled back soft product onboard.

CONCLUSION

Kirby ends where he began, making the case that United will be “biggest” and “best” airline in the world and calling upon all employees to take part.

“These four pillars will really drive United to a historic achievement. We’ve set ourselves up to be the biggest, the best airline in the history of aviation. During the pandemic, we got a full lap ahead of our competitors, and it’s up to use to finish the race and do so successfully.

“And as long as we don’t stumble, there’s no way anyone can catch us. But to be clear, this is an every single person at United Airlines effort. We’re going to be growing fast, and we need 100% of the people at United Airlines all in on making this the biggest, the best airline in the history of aviation.”

Pilot shortage has landed

As carriers seek to fill pandemic holes, gaps in readiness foil efforts

By KYLE ARNOLD, Dallas Morning News

The faster-than-expected rebound in travel after the COVID-19 pandemic erased one critical question that airlines faced: “Will people want to fly again?” Now a new

carriers aggressively searching for new pilots, both hiring regional pilots eager to make the jump to bigger planes with bigger paychecks and snagging highly coveted students still in flight school by dangling hundreds of thousands of dollars in sign-on bonuses and retention payments.

Still, those new pilots aren't arriving fast enough. Regional carrier SkyWest Airlines, selling tickets through United Airlines, cited a shortage of pilots while petitioning the government to drop service to 29 cities, such as Victoria. Southwest Airlines this month said it's cutting April and May schedules due to staffing shortages.

The beginning of a long-foretold pilot shortage is here, and it may hinder a travel industry that's already struggling to emerge from two years of pandemic pain. With the pandemic pushing thousands of pilots to retire early, airlines are facing a massive gap in the availability of people to fly commercial airliners. Aviation consulting firm Oliver Wyman is predicting that there will be a shortage of about 19,000 pilots globally by the end of 2022, a number that will grow to about 60,000 in 2029 as the number of baby boomer pilots who earned their wings in the military are forced to retire at 65.

"It's already hitting, and the regional airlines are going to bear an unfair burden," said Geoff Murray, an airline consultant with Oliver Wyman's global aviation team. "We'll see that reflected with the elimination of service, especially to small cities."

Regional airlines are a keystone of the country's flying ecosystem, connecting the smallest destinations to major hubs in Dallas-Fort Worth, Houston, Chicago and Denver. Regionals will get hit the hardest because the country's mainline carriers, including American, Southwest, United and Delta, pay much better than regional airlines and usually treat those smaller companies as farm teams to fill their big-league rosters of pilots. That takes its toll if there aren't enough pilots to replace the ones moving up to the majors. About 63% of the nation's airports are served only by regional carriers such as Envoy (flying American Eagle-branded planes), SkyWest, Mesa and others, according to the Regional Airline Association. About 41% of all scheduled flights in the U.S. are on regionals.

'A timing issue'

At Envoy's headquarters in Irving, a few miles from American Airlines' corporate campus, ground school instructor Mark Stewart spent an afternoon walking students through the complicated flight controls and operational procedures needed to get new pilots up to speed on flying a commercial aircraft, even after they had spent 1,000 to 1,500 hours in the air during flight school.

After about three months of training in classrooms and flight simulators, pilots are sent out as first officers and paired with more experienced captains to fly from cities

classes are full. In recent months, airlines have had to work even harder.

We do have a timing issue right now with the fact that the industry has seen such growth,” said Capt. Ric Wilson, Envoy’s vice president of flight operations. “We’re losing a lot of our captains.”

Just this month, the carrier pledged to give flight school students another \$15,000 to commit to joining one of its regional airlines after graduating and getting rated to fly commercial planes. Between student pilot programs and flow-through programs for sticking with the Fort Worth-based carrier, potential pilots are looking at more than \$200,000 in recruitment and retention bonuses in their first five to seven years of flying, more than enough to cover the six-figure flight training costs.

Try finding that level of financial help in other occupations, even in high-demand, high-skill fields like surgeons and nursing where graduates are left on their own to repay hundreds of thousands of dollars in debt. But creating new captains, the lead pilots on a two-person team flying a jet, isn’t as easy as putting the more experienced flyer in the left-hand seat. At bigger airlines, it takes years to work up to captain, and most pilots are highly experienced by the time they break into the upper half of seniority needed to get the rank. Regionals usually require pilots to hit about 1,000 hours of flying time.

In recent months, as the industry added flights at a rapid rate, bigger mainline airlines are poaching captains from those feeder regionals. Without captains, there’s no one to fly with first officers. Without a pair, airplanes don’t take off and first officers don’t get hours to become captains.

“There is a bit of a pinch, a timing issue right now. We’re losing this group of captains and we don’t have pilots to replace them,” Wilson said. “It’s not because we can’t hire them. It’s just they can’t get their qualifications quick enough to become captains.”

During 2020 and early last year, airlines such as Envoy and American shut off new-pilot hiring and training classes, causing a gap of 15 to 18 months when no entry-level first officers were hired to start gaining experience. The earliest pilots who had their training delayed would just be approaching the captain level now, two years later. Dallas-based Southwest is putting more money into training, too. On March 18, the company announced that it’s creating a pilot pipeline program with two regional carriers, SkyWest and Advanced Airlines.

Southwest expects to hire more than 1,000 pilots this year. The company also restarted work on its pilot training center in Dallas, a \$13 million project that will add eight new simulators and help push pilots through training more quickly.

Taylor Ingle, 23, started training at U.S. Aviation Academy in Denton in August and expects to take out about \$60,000 in loans for the two-year training program. She's hoping to zoom through the program as fast as she can and save money working in the school's admissions department. After she gets her commercial pilot license, she'll still need to earn about 650 hours working as a flight instructor.

"I had considered going to the military, but I don't think that's the right path for me," said Ingle, who got a bachelor's degree in business administration from the University of Pittsburgh before deciding on flying while working as an intern at an airport. "One concern is the cost of flight training; everyone knows it can get pretty pricey."

If she sticks with one of the airline feeder programs, she could net over \$200,000 in grants and bonuses, more than enough to pay for the cost of schooling. She'll have her pick of airlines to choose from — United and Delta investing in cadet programs, too — along with a growing number of cargo carriers and international airlines.

The industry's pilot shortage dates back decades, when most baby boomer pilots were hired out of the military in the 1980s and left carriers with little worry for years to come. But then airlines went through a crisis in 2013 when the Federal Aviation Administration increased the number of flight hours required for a student to earn an air transport pilot license, the certification needed to fly commercial jets.

Costs for training were already high, around \$100,000 for two to four years of school. The increase in hours came after the deadly Colgan Air crash in 2009 near Buffalo, N.Y., that killed 49 people, after which investigations determined that pilots didn't have sufficient training. Students were suddenly forced to spend another 500 to 750 hours gaining experience, usually as flight instructors. Even after that, pay was low for starting pilots, sometimes as little as \$22,000 a year.

That's when airlines started to create pathway programs for student pilots, giving them cash assistance and the promise of a job once they graduated. Regional airlines increased pay, now about \$50,000 to start, and the number of students increased. But the industry is still a high-cost, high-reward undertaking, said Murray, who studies pilot demand at Oliver Wyman. He's also a flight instructor.

The average pilot at American Airlines made about \$249,000 in 2020, according to Massachusetts Institute of Technology's Airline Data Project. Even fifth- or sixth-year Envoy pilots make about \$108,000, according to Addison-based pilot trainer Thrust Flight, one of Envoy's partner schools.

You are laying out that cash in training with the hope that those jobs will still be there when they are done," Murray said. "Kids will look at me and ask what happens if there's another 9/11 and the whole industry crumbles."

days

The CDC is extending its mask mandate despite protests from airline

By [Anders Hagstrom](#) [FOXBusiness](#)

[close](#)

[Airline CEOs say mask mandate 'makes no sense'](#)

The Centers for Disease Control and Prevention (CDC) will extend its travel mask mandate for 15 more days despite protests from airlines. President Biden's administration had previously extended the federal mask mandate to April 18 in early March. Airline CEOs united in calling on Biden to end the mandate on March 24, but to no avail.

"It makes no sense that people are still required to wear masks on airplanes, yet are allowed to congregate in crowded restaurants, schools and at sporting events without masks, despite none of these venues having the protective air filtration system that aircraft do," [the letter said](#).



New Members

Dale Hansen

Darla Comeaux

Mark Weatherup

Gene Villanueva

Sean Heath

Welcome aboard..... 

AND.....THE LIGHTER SIDE



Bubba and Billy Bob are walking down the street in Atlanta, and they see a sign on a store which reads, "Suits \$5.00 each, shirts \$2.00 each, trousers \$2.50 each."

Bubba says to his pal, "Billy Bob, look here! We could buy gobs of these, take 'em back to Tuscaloosa, sell 'em to our friends, and make a fortune. Just let me do the talkin' cause if they hear your accent, they might think we're ignorant, and won't wanna sell that stuff to us. Now, I'll talk in a slow Georgia drawl, so's they don't know we is from Alabama."

They go in and Bubba says with his best fake Georgia drawl, "I'll take 50 of them suits at \$5.00 each, 100 of them there shirts at \$2.00 each, 50 pairs of them there trousers at \$2.50 each. I'll back up my pickup and"

The owner of the shop interrupts, "Ya'll played football for Bama, didn't y'all?"

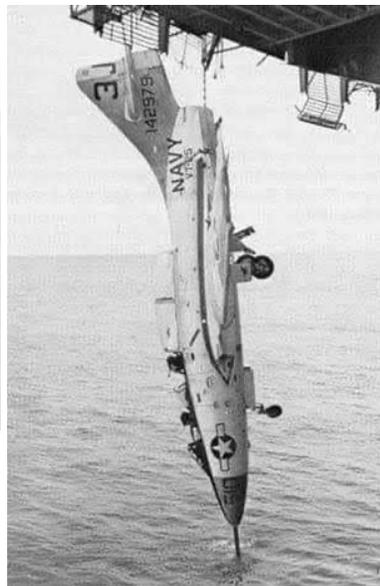
"Well...yeah," says a surprised Bubba...."How come you knowed that?"

"Because this is a dry cleaners."

Today's 3 year olds can switch on laptops and open their favorite apps



Me? When I was 3,
I ate mud



Air Force pilots have always wondered why Navy planes need tail hooks. Well, here's the answer. After a tough day of flying on an aircraft carrier, the planes are always washed, and they use the hooks to hang the planes over the side to dry.

Now you know...

Who is Pete
and why do
we keep
doing things
for his sake?

made with mematic

**the company
that produces
yardsticks
won't be
making them
any longer.**

If you can't think of a word, say, "I forgot the English word for it." That way people will think you're bilingual instead of an idiot.

I'm at a place in my life where errands are starting to count as going out.

I'm getting tired of being part of a major historical event.

My goal for 2021 was to lose 10 pounds. Only have 14 to go.

Ate salad for dinner. Mostly croutons and tomatoes. Really just one big round crouton covered with tomato sauce and cheese. FINE, it was a pizza.... OK!

I just did a week's worth of cardio after walking into a spider web.

I don't mean to brag, but I finished my 14-day diet food supply in 3 hours and 20 minutes.

A recent study has found women who carry a little extra weight live longer than men who mention it.

Kids today don't know how easy they have it. When I was young, I had to walk 9 feet through shag carpet to change the TV channel.

Senility has been a smooth transition for me.

Remember back when we were kids and every time it was below freezing outside

I may not be that funny or athletic or good looking or smart or talented. I forgot where I was going with this.

I love being 80, I learn something new every day and forget 5 other things.

I don't always go the extra mile, but when I do, it's because I missed my exit.

A thief broke into my house last night. He started searching for money so I got up and searched with him.

I think I'll just put an "Out of Order" sticker on my forehead and call it a day.

Just remember, once you're over the hill, you begin to pick up speed.

Having plans sounds like a good idea until you have to put on clothes and leave the house.

It's weird being the same age as old people.

When I was a kid I wanted to be older . . . this is not what I expected.

Life is like a helicopter. I don't know how to operate a helicopter.

It's probably my age that tricks people into thinking I'm an adult.

Marriage Counselor: Your wife says you never buy her flowers. Is that true? Me: To be honest, I never knew she sold flowers.

Never sing in the shower! Singing leads to dancing, dancing leads to slipping, and slipping leads to paramedics seeing you naked. So remember. . . . Don't sing!

If 2021 was a math word-problem: If you're going down a river at 2 MPH and your canoe loses a wheel, how much pancake mix would you need to re-shingle your roof?

I see people about my age mountain climbing; I feel good getting my leg through my underwear without losing my balance.

I'm at that age where my mind still thinks I'm 29, my humor suggests I'm 12, while my body mostly keeps asking if I'm sure I'm not dead yet.

AND MY FAVORITE:

You don't realize how old you are until you sit on the floor and then try to get back up.

We all get heavier as we get older, because there's a lot more information in our heads. That's my story and I'm sticking to it.



GONE WEST



* **Denotes Golden Eagles member**

Names in red denote gone west announced since last update

2021

Larry Camden *	Jan 21, 2021
Pete Hernandez *	Mar 15, 2021
Barry Levitz	Mar 25, 2021
Thomas (Ted) Daniel	Apr 8, 2021
Charlie Oligschlaeger	Apr 17, 2021
Gus Wenzel	Aug 24, 2019 (notice received 27Apr)

Robert "Bob" Kinsey *	June 2021
Jack Johnson *	June 3, 2021
John Garrett	July 7, 2021
Larry Battersby *	June 27, 2021
Joe Rodehorst	July 21, 2021
Ron Bloecher	July 26, 2021
Ken Lakes *	Aug, 2021
Harry Clemence	Aug 4, 2021 <i>Notice just received</i>
Jay Purcell	Aug, 2021
Paige Seats *	Sept 17, 2021
Al Minning *	Sept, 2021
Greg Dodson	Oct 7, 2021
Jay Barnes *	Oct 2021
Richard "Dick" Kardell	Nov 24, 2021
Ron Cosgrove *	Nov 28, 2021
Walt Jennings *	Dec 7, 2021

2022

Bob Roney *	Jan 6, 2022
Tom Root	Feb 3, 2022
David Klaue	Feb, 2022
Jack Sherer	Feb 9, 2022
Ed "Bud" Cox	Feb 16, 2022
Harry Cameron *	Mar 7, 2022

Larry Nelson * **Apr, 2022**

From Larry's wife, Jan:

Dear all, Thank you for your warm thoughts & prayers, they are much appreciated. The families & I have decided to have a church luncheon & then a ceremony at Goodland Cemetery for the internment. It will be **Wednesday, June 29, time TBA**. This is the day before the Goodland All School Reunion so we're hoping it will be more convenient for everyone. If possible, please rsvp so we know how many for lunch . . .you can either call me 303-674-7104 (leave message) or email me at lanjmn13@gmail.com. Thank you again for your condolences. Jan

William Saefke**April 2022**

Tribute to Bill Saefke:

I had the pleasure of flying with Bill many times. He was always fun and I looked forward to our next trip. I'm very saddened to hear of his passing.
Jay Meinen

That's all folks. See you next month around the 15th with another update.



Dave Newell
EVP/Golden Eagles Email Liaison

davebnewell@gmail.com



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