



Monthly Update and Reminders August 2019

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REMINDERS

The new password for accessing the Golden Contrails Magazine, the member rosters, the archived blast emails and the Officer Documents is **yaw**.

Annual dues are due on Dec 31st and are considered delinquent on Jan 1st. If not paid by May 1st, members will be considered not in good standing and will be removed from all Golden Eagles communications. It helps your worker bees do their job if you can pay early or even pay for several years in advance. Postage and Care donations are always appreciated (see the "Store"). **A lot of extra work is required** to get a delinquent member back to active status, so don't let your dues go delinquent by not paying by May 1st! Dues status can be

checked on our website, www.thegoldeneagles.org, in the Membership section and the Roster Download subsection. *The current password is not required to access the website (also, no user ID required) or to go to the "store" on the website and pay dues, so if you inadvertently forgot to pay your dues before the cutoff date of April 30th and suddenly find that you are no longer receiving GE communications, you can still access the website without the password and bring your dues up to date.*

There are four things that require the password to access on the website. The Member Rosters, the Golden Contrails magazine, the Archived Blast Emails and the Officer Documents.

Certainly all will agree that our President Elect and Golden Contrails Editor Gary Small has been doing an excellent job with the tri-annual publication of the Golden Contrails magazine. In order to assist Gary with including interesting material in the magazine, we once again request that our members support the "Crew Room" section of the magazine by submitting a brief (or not so brief) update on your current activities, residence, health and other pertinent information that your friends may find interesting. It is sort of like meeting an old friend in the "crew room" at some of our stations and sharing the latest information about our lives.

This is a great feature of the Golden Contrails magazine, and we encourage you to participate. Get creative and let us know what you have been up to....."inquiring minds want to know!"

The Crew Room form for providing your information is accessible on the Golden Eagles website, www.thegoldeneagles.org, in the Contrails section under the "Crew Room" heading. The form can be submitted electronically via the internet by clicking on the submit prompt.

The latest member roster update for August has been posted to the Golden Eagles website, Membership Section, for download as desired.



CONVENTION NEWS

The reunion/convention for 2020 is still tentatively planned to be held at the **Stapleton Hilton Doubletree Hotel on May 14-17, 2020**. Activities such as tours and simulator flights are still being researched. As usual, all details will be shared with our members when the details are finalized. At this point it appears that the cost of the banquet meals will be **substantially less** than they were in Las Vegas at the convention last April and the hospitality suite will have upgraded food and lots of free drinks! Can't beat a deal like that! Of course Don



Gentry will be the lead bartender as in years past....he makes a mean drink!

Mark your calendars with the dates and plan on attending this gathering to share in lots of good food, drink and camaraderie.

PASS TRAVEL NEWS

Q&A:

I'm a retiree, my 2 enrolled friends are in pvr by themselves. Can they purchase the uadiscounted tickets themselves?

[Anita Ware](#): You must purchase for them, but may use their credit card.

Can retirees ship cargo on United flights using a discount?

[Anita Ware](#) I think that perk is only available to active employees. Retirees do get a discount on FedEx though. Must be an actual FedEx location, staffed with FedEx employees.

Is there a place a retiree can enter a default credit card for SA associated fees (eg. Departure taxes)? Been looking on FT & can't find.

[Anita Ware](#) No there is not, as of yet

An enrolled friend bought a UA discount ticket where the flight was cancelled. How does she get a refund?

[Anita Ware](#) United should have contacted her with other travel options. The last time I used a MyUADiscount for a DFW-EWR nonstop the flight was cancelled and I got a text from UA it instructed me to go to app to rebook. I was able to rebook a flight through IAH. She should call reservations to find out her options.

AIRLINE NEWS

United's 2Q net income jumps 54% on rising revenue, demand



United Airlines Boeing 777-800

Rob Finlayson

[United Air Lines](#) reported a second-quarter net income of \$1.1 billion, up 54% year-over-year (YOY). Revenue was up 6% from the year-ago quarter to \$11.4 billion, bolstered by rising demand systemwide.

Operating expenses in the quarter edged up 3% YOY to \$9.9 billion. Unit costs less fuel and profit staring, or CASM-ex, was up 0.6%.

PRASM increased 2.5% YOY, led by a 9.1% jump in Latin America. The airline is projecting 3Q PRASM to be up 0.5%-2.5% with CASM expected to be up 1%-2%.

The Chicago-based carrier may still meet the low end of its general annual target of 4%-6% capacity growth this year, despite the [Boeing 737 MAX grounding](#) and its India service disruption.

The airline's revised full-year capacity [outlook](#) has it growing 3%-4% compared to 2018. Losing the MAXs and suspending its twice-daily India flights will cost it about 2 points full-year, United CCO Andrew Nocella said on the 2Q earnings call July 17.

"We anticipate we'll be able to make some of this lost capacity up next year but not all of it," he added. The India flights, suspended in April largely because of [Pakistani airspace restrictions](#) that were lifted July 16, are set to [resume](#) in early September.

United president Scott Kirby said the airline will likely come in about half a point lower on its 2020 capacity "than it originally would have been if we had not had those issues."

The carrier has not provided 2020-specific guidance.

United lost 14 MAXs when FAA grounded the fleet in mid-March as part of a worldwide operations ban that remains in place as Boeing and regulators work to address issues with the aircraft's flight control system and training program. It was slated to have 30 MAXs by October—all but a few of them earmarked for growth, not replacements for retiring airframes. Instead, it has been forced to remove increasing number of flights from its planned schedule each month to compensate for not having the MAXs.

United's 2Q earnings release included news that it has lined up 19 used 737-700s from an unidentified source. Deliveries are slated to [start](#) by year-end. While this will increase United's fleet flexibility, executives emphasize the deal was not made to hedge against a prolonged MAX grounding.

"We were talking to the seller well before the grounding started. These transactions tend to take a little bit of time," CFO Gerry Laderman said.

"The used-aircraft acquisitions that we've been doing and continue to do is actually part of our base plan," Nocella added. "So, you shouldn't view that as additive."

United has bought more than 50 used aircraft in recent years, including both widebodies and narrowbodies.

It is also in the process of integrating the first [Bombardier CRJ550](#), a re-certified CRJ700 with a dual-class, 50-seat cabin. The initial modified aircraft was flown to Bombardier's Montreal-area facility for certification work in early July.

"Our first set of CRJ550s are being prepared to [enter](#) service later this year with [a] focus on Chicago and New York" via its Newark, New Jersey hub, Nocella said.

Original plans unveiled earlier this year called for the first CRJ550 to enter service this summer, with 25 flying by year-end and 50 by mid-2020. United has a 10-year agreement with regional partner [GoJet](#) to operate the aircraft.

While the CRJ550s were not in United's plans when it announced a goal to grow capacity 4%-6% over the next few years, Kirby said their addition should not raise eyebrows.

"That is not a large number of aircraft to move the overall dial at United," Kirby said. "There has been ... at its core, no change to the [long-term capacity] plan. "We've obviously been happy with the success of the growth plan."

United's main concern is the [MAX's return to service](#). Kirby said that United will be able to take MAXs "as quickly as Boeing can make them available to us" once deliveries—which Boeing stopped when the groundings were put in place—resume.

United has removed the aircraft from its schedule through Nov. 3, and Nocella said the airline does not expect to see the MAX flying before then.

Even if Boeing's efforts to modify the MAX are done in time to get some aircraft back in the air this year, United sees the issue having a lagging effect on 2020.

"Nobody knows right now exactly when they're going to get their scheduled MAX deliveries," Nocella said. "But one could assume that ... we won't fully catch up next year."

United and Boeing have not established a 2020 delivery plan. The airline's order book includes about 190 Boeing aircraft.

Sen Broderick, sean.broderick@aviationweek.com

Flight Simulator Maker Expects MAX Recurrent-Training Mandate

Jul 18, 2019 [Sean Broderick](#) | Aviation Daily



TRU Simulation

WASHINGTON—[FAA](#) and [Boeing](#) are still developing new minimum training standards for the grounded [Boeing 737 MAX](#), but simulator maker TRU Simulation is not anticipating mandatory simulator sessions before pilots are cleared to return to line flying, [Textron](#) President and CEO Scott Donnelly said.

“It looks at this point to us like it's probably going to be a requirement that allows them to get back in flying [after] a transition course, and then would mandate actual MAX sim training later on,” Donnelly said on [Textron's](#) second-quarter earnings call July 17. [Textron](#) owns TRU.

Formed in 2014 when [Textron](#) purchased simulator manufacturers [Mechtronix](#) and [OPNICUS](#), TRU has provided 737 MAX simulators to Boeing, including the first-ever MAX full-flight simulator, at Boeing's Miami training center. It also counts several operators as customers, including Panama-based [Copa Airlines](#), [Icelandair](#), [Oman Air](#), and China's [Shandong Airlines](#).

Donnelly said interest in MAX simulators has been high as airlines prepare for what is expected to be mandatory sessions for MAX pilots at some point, such as during annual recurrent sessions.

“We've certainly had quite a number of inquiries from customers who are interested in going ahead and getting MAX sims on order,” Donnelly said. We started to do some long-lead ordering already to support those deliveries next year. We're still working ... with Boeing to understand their strategy on a go-forward basis as well. We really have to kind of wait and see where the [FAA](#) and the [EASA](#) end up in terms of what their training mandates are.”

Current training standards for pilots transitioning from the 737 Next Generation to the MAX do not include mandatory MAX simulator sessions. As a result, many MAX operators do not have MAX

simulators.

FAA is evaluating public comments on its proposed new training standards. FAA's draft standards, based on input from pilots who evaluated Boeing's proposed changes in March, did not include mandatory simulator sessions as a return-to-flight condition. FAA has said its final standards will incorporate public comments and could change based on Boeing's proposed final training package, which has not been submitted to the agency.

MAX training is being updated as part of changes stemming from two fatal accidents of the type within five months. Following the second accident, [Ethiopian Airlines Flight 302](#) in March, regulators grounded the 380-aircraft worldwide fleet.

Regulators do not have a timeline for approving the changes and removing their MAX operations bans. Most airlines have removed the aircraft from schedules through at least October. [Southwest Airlines](#), which operated the most MAXs at 34, announced July 18 it would keep the MAX off its schedule until at least Nov. 3.

Boeing Redesigning 737 Max Flight Controls to Boost Reliability

By

[Julie Johnsson](#)

August 1, 2019, 4:53 PM CDT

[Boeing Co.](#) is redesigning the flight-control system of the grounded 737 Max to rely on data from both of the jetliner's flight-control computers instead of just one, said a person familiar with the plans.

The U.S. planemaker is still aiming to present a final software package to regulators by September, though the timeline could slip, said the person, who asked not to be named because the plans are private. The latest approach is more comprehensive than a software update Boeing has been preparing to address a system linked to two fatal crashes.

The change to the software architecture for the grounded jetliner was reported earlier by the [Seattle Times](#), which detailed Boeing's response to a fault flagged by U.S. regulators in June. The Federal Aviation Administration, under fire for certifying the Max, uncovered the issue while testing theoretical failures in a new system-safety analysis of the Max's flight controls.

Under the changes now being planned for the configuration, the flight-control system will read inputs and outputs from both of a jet's computers for a range of sensors monitoring airspeed, altitude and the angle of the aircraft's wings against the air [stream](#). It will [check](#) for any disagreements in the sensor readings, the [Seattle Times](#) said.

The new approach, meant to make the Max more reliable, also guards against the risk that a [processing](#) error or chip failure could send an erroneous reading to the flight controls, according to the report.

Boeing previously had proposed redesigning a system known as MCAS so that it compared readings from two angle-of-attack sensors vanes and wasn't triggered by a single, faulty sensor. In both deadly

accidents, erroneous data tripped the flight-control software that repeatedly pushed down the aircraft's nose until pilots lost control.

The October crash of a Lion Air 737 Max 8 and the March disaster involving an Ethiopian Airlines plane of the same model killed 346 people.

New Airbus suffers control fault like grounded Boeing



Airbus

- By **CHARLES BREMNER**
- THE TIMES
- 11:22AM JULY 20, 2019

Airlines have been alerted to a potentially dangerous fault in the controls of the latest Airbus that has similarities to the trouble with the grounded Boeing 737 Max.

The European Aviation Safety Agency (EASA) has issued an airworthiness directive for the Airbus A321neo after the aircraft was found in certain cases to pitch its nose upwards excessively.

“This condition, if not corrected, could result in reduced control of the aeroplane,” the directive said.

As a temporary remedy airlines have been told not to load their A321neos, which carry about 185 passengers, with the weight as far to the rear of the aircraft as they were permitted until now.

The latest version of the hugely successful A320 series of twin-engined jets went into service in May 2017 and more than 190 are in use around the world with 35 airlines.

Two Boeing 737 Max airliners crashed in the past year after a [computer](#) system corrected what it wrongly detected to be an excessive pitch upwards.

Airbus stressed that the problem with the [software](#) that operates the tail and wing controls on the A321neo occurred only “in certain and remote conditions and in combination with specific commanded manoeuvres”.

The situation of possible control reduction involved only a low-level hard manoeuvre such as a “go-around” to abort a landing, it said.

Referring to Boeing’s crisis, which may cost it up to \$US5 billion (\$, Airbus said: “There are clear dissimilarities between this [Airbus] scenario, and other scenarios ... which are affecting aircraft other than Airbus aircraft types.” It added that “there is absolutely no aircraft automatic ‘takeover’ from the crew [manual](#) inputs”.

In the crashes of Indonesian and Ethiopian Boeing 737s in October last year and March this year, the computer activated the tail stabiliser against the commands of the pilots and they could not overpower it.

Experts said that the stability problem in the rival jets arose from the way that their computers corrected the natural tendency of each aircraft to pitch its nose upwards. This occurred after they were equipped with new, larger engines than those on earlier models.

However, the [systems](#) are quite different between the highly automatised Airbus and the relatively simple Boeing.

The flawed Boeing system for reducing excessive pitch was “unacceptably badly done”, Bjorn Fehrm, an analyst with the aviation news site Leeham, wrote on Friday. “The Airbus version for the A321neo has a solid [implementation](#) ... but it can be improved.”

Airbus said that a permanent remedy would be ready by the third quarter of next year.

The Times

AP Sources: Boeing changing Max software to use 2 computers

TOM KRISHER

,
[Associated Press](#)•August 2, 2019Boeing is working on new software for the 737 Max that will use a second flight control computer to make the system more reliable, solving a problem that surfaced in June with the grounded jet, two people briefed on the matter said Friday.

When finished, the new software will give Boeing a complete package for regulators to evaluate as the company tries to get the Max flying again, according to the people, who didn't want to be identified because the new software hasn't been publicly disclosed.

The Max was grounded worldwide after crashes in Indonesia and Ethiopia that killed a total of 346 people.

Use of the second redundant computer, reported Thursday by the Seattle Times, would resolve a problem

discovered in theoretical problem simulations done by the Federal Aviation Administration after the crashes. The simulations found an issue that could result in the plane's nose pitching down. Pilots in testing either took too long to recover from the problem or could not do so, one of the people said.

In the new configuration, both of the plane's flight control computers would be monitored by software instead of the current one, and pilots would get a warning if the computers disagreed on altitude, air speed, and the angle of the wings relative to the air flow, the person said. Only one computer was used in the past, because Boeing was able to prove statistically that its system was reliable, the person said.

The problem revealed in June is similar to the one implicated in the two crashes. That problem was with flight-control software called MCAS, which pushed the nose down based on faulty readings from one sensor. MCAS was installed on the planes as a measure to prevent aerodynamic stalling, and initially it wasn't disclosed to pilots.

The new software would make the entire flight-control system, including MCAS, rely on two computers rather than one, said the person. "It would make the whole flight control system more robust," the person said.

Boeing Co. spokesman Charles Bickers said only that the company is working with the FAA and other regulators on software to fix the problem that surfaced in June. The company has said it expects to present the changes to the FAA and other regulators in September, and it hopes the Max can return to flight as early as October.

The two people briefed on the matter said Boeing has finished updating the MCAS software by scaling back its power to push the nose down. It is also linking the software's nose-down command to two sensors on each plane instead of relying on just one in the original design.

The FAA has been widely criticized for its process that certified the Max as safe to fly, largely because it uses company employees to do inspections that are then reviewed by the agency.

Woman-Only Crew Flies a United 787 to the World's Largest Airshow

by [Jordan Allen](#)

Flights with all-female crews aren't that unusual anymore. It happens at [Emirates](#), it happens at [Air India](#), it happens at [Southwest](#), and at many other airlines.

But it can still make news, for example when a jetliner staffed by all women goes on a special flight to the biggest airshow in the world. That's what happened on Wednesday, when United sent a Boeing 787-8 Dreamliner staffed by women only [from Chicago](#) (ORD) to the EAA AirVenture air show in Oshkosh (OSH), as a symbol of the company's support of women in aviation.

The all-woman crew was joined by nearly 100 United female employees in areas including Airport Operations, Inflight Services, Flight Operations, Technical Operations, Network Operations and more.



Image courtesy of United Airlines

Crew members and other United leadership then met with 70 women high school students with a passion for aviation to give a seminar. Conversations and activities included advice on how to pursue a career in aviation, a tour of the Boeing 787, and the announcement of a new scholarship for budding aviation enthusiasts at the Women in Aviation Luncheon by United's Chief System Pilot Bebe O'Neil

LAC NEWS

Kingwood LAC

The Kingwood LAC had their regular breakfast Aug 13, and these two photos were provided by Bruce Sprague. Bruce is the really good looking dude with the cotton top sitting fifth on the left.





Denver LAC

The Denver LAC had a get-together on Wednesday, August 14th, at Lodo's Bar and Grill in Littleton, Co. Good food, drink and camaraderie were enjoyed by all. Here are a few photos of the gala event.









NEW MEMBERS

James Baird

.....AND, THE LIGHTER SIDE.....



You've all heard of the Air Force's ultra-high-security, super-secret base in Nevada, known simply as "Area 51?"

Well, late one afternoon, the Air Force folks out at Area 51 were very surprised to see a Cessna landing at their "secret" base. They immediately impounded the aircraft and hauled the pilot into an interrogation room.

The pilot's story was that he took off from Vegas, got lost, and spotted the Base just as he was about to run out of fuel. The Air Force started a full FBI background check on the pilot and held him overnight during the investigation.

By the next day, they were finally convinced that the pilot really was lost and wasn't a spy. They gassed up his airplane, gave him a terrifying "you-did-not-see-a-base" briefing, complete with threats of spending the rest of his life in prison, told him Vegas was that-a-way on such-and-such a heading, and sent him on his way.

The day after that though, to the total disbelief of the Air Force, the same Cessna showed up again. Once again, the MP's surrounded the plane... Only this time there were two people in the plane. The same pilot jumped out and said, "Do anything you want to me, but my wife is in the plane and you have to tell her where I was last night!"

On some air bases the Air Force is on one side of the field and civilian aircraft use the other side of the field, with the control tower in the middle. One day the tower received a call from an aircraft asking, "What time is it?"

The tower responded, "Who is calling?"

The aircraft replied, "What difference does it make?"

The tower replied, "It makes a lot of difference. If it is an American Airlines flight, it is 3 o'clock. If it is an Air Force plane, it is 1500 hours. If it is a Navy aircraft, it is 6 bells. If it is an Army aircraft, the big hand is on the 12 and the little hand is on the 3. If it is a Marine Corps aircraft, it's Thursday afternoon."

Here is an actual list of aircraft problems reported by pilots at the end of the day for the mechanics to fix before takeoff the next day followed by the notes the mechanics left for the pilots to read the next morning.

(P) Left inside main tire almost needs replacement

(S) Almost replaced left inside main tire

(P) Something loose in cockpit

(S) Something tightened in cockpit

(P) Evidence of leak on right main landing gear

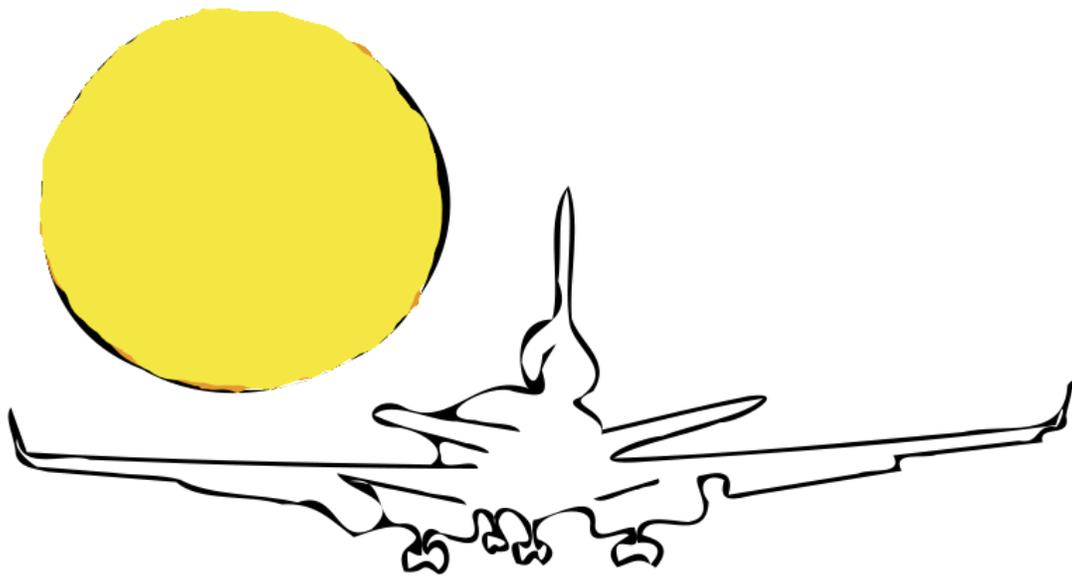
(S) Evidence removed

(P) DME volume unbelievably loud

(S) Volume set to more believable level

(P) Number three engine missing

(S) Engine found on right wing after brief search



GONE WEST



GONE WEST - 2019

* Denotes Golden Eagles member

Red text denotes since last update

| | |
|--------------------------------|----------------------|
| Harry Watson * | Jan 10, 2019 |
| Almond Carroll | Jan 22, 2019 |
| Thomas Steele | Jan 27, 2019 |
| John Huber | Feb 27, 2019 |
| Robert DeGrishe | Mar 5, 2019 |
| Robert Hutten | April 6, 2019 |
| Carl McGee | April 8, 2019 |
| Charlie Walker * | April 14, 2019 |
| Joe Portlock | May 1, 2019 |
| Dan Brady | May 9, 2019 |
| Warren Beckman | June 29, 2019 |
| Ray Bukovsky | June, 2019 |
| Joseph Mesimer | June 3, 2019 |
| Hal Sheads * | June 3, 2019 |
| Ralph Bellerue * | June 12, 2019 |
| G. M. "Casey" Cameron * | July 18, 2019 |
| Robert Foley | July 29, 2019 |
| Larry Mechem * | July 26, 2019 |



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

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