

Monthly Update and Reminders August 2020

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RECURRING REMINDERS AND NEW NOTICES

The current password for accessing the Golden Contrails magazine, the member rosters and the archived blast emails is **altimeter**

The revised member rosters for **August** have been posted on the Golden Eagles website, www.thegoldeneagles.org, under the Membership section and in the Roster Download sub-section. Check your contact information and advise us if there are any errors.

Note: New or renewed members names will be added to the rosters during the month following their joining or renewal.

As a result of the implementation of the new Golden Eagles business model, current dues paid members are no longer required to pay dues. If you are receiving this email notice, you are a current dues paid member.

NOTE:

Our President and Golden Contrails Editor, Gary Small, is planning a special edition of the Golden Contrails for the December issue since it will be the final hard copy of the magazine. Among other features to be announced later, plans are to include photos of all current members, Gone West members and copies of the contact data member rosters. Therefore, it is vital that those who have not as yet sent Gary a passport size photo, and who wish to have their photo included in the final hard copy

magazine (This will be a collector`s item!) should send him a photo at their earliest convenience.

You should also verify your contact data in the member rosters. Email addresses for the above purpose are Gary Small, smallgd@gmail.com, and/or David Rossetter, drossetter@yahoo.com.

This final legacy issue (that will be a treasure all CAL pilots will want) will be mailed to ALL members (even if they previously did not get the hard copy of the magazine mailed to them).

Red Stubben and the boys

Captain "Red" Stubben having a hangar meeting with the boys. Pictured left to right: Blake

LaMar with back to camera in rocking chair (appropriate ) , Bill Foster, Don Leesburg, Chuck Hammer, Tom Smith, Red Stubben and not pictured since he was taking the photo, Jim Caldwell.
RIP Captain Stubben!

PASS TRAVEL NEWS

Q & A

Q. This morning I tried to list my daughter on a flight and the pass travel page has been changed. I can only list myself. Is there something I'm missing ?

A. The app was updated Wednesday. Put your city pairs in but before going to the next page, hit travelers and her name should come up.

Q. After settling an overdue tax on pass travel, how long does it take to have EF travel benefits restored?

A. It would be a good idea to use Hub help. They answer all your questions usually within 1 or 2 days. The responses you will get here are other peoples opinions and they will vary widely and will leave you more confused then when you posted it. HELP HUB gets official answers in writing. They recently did an audit of all retirees whose travel was suspended for non payment. Some, it was found, had paid the charge and still the suspension remained.

They are in the process now of restoring those accounts. I would contact ETC through HELP HUB (<https://ft.ual.com> then employee services- tools- help hub)

Q. If my listed Enrolled Friends have not used their travel passes at all this year, am I allowed to remove one now, and add a new one ... or must I wait until the next Open Enrollment period. Pretty sure I cannot, but just in case, thought I would ask. Thanks!

A. You have to wait!

LAC NEWS

Reposted from the July update:

Since we have discontinued our annual reunions/conventions due to our introducing a new business model for the Golden Eagles, we will be focusing more on our Local Area Chapters (LACs) to provide a means for us to get together and maintain our friendships from our airline days. We encourage our members to support these LACs by attending the luncheons and breakfasts that they schedule periodically. We welcome any retired or working pilot to join us as a guest at these gatherings and we of course would like to see any attendees who are not Golden Eagles members be encouraged to consider joining the organization. So please invite your friends who may be interested in socializing with some of their old and new airline friends.

For those who would like to attend these functions but are not presently listed as a regular attendee, (member), you can contact any of the LAC leaders listed below for information and scheduled meetings.

Houston area:

Kingwood - **Bill Chambers** at bbob@aol.com

Conroe - **Pete Fusco** at petefusco1943@gmail.com

The Woodlands - **Tip Fuller** at tipfuller@hotmail.com

As an alternate contact for any of the above Houston groups you can contact - **Bruce Sprague** at brucesprague@mac.com
All three local LACs (Conroe, Kingwood and The Woodlands groups) meet every **quarter** for **lunch at 1130** at the Conroe **Wings N More** ([16580 I-45 S, Conroe, TX 77384](https://www.google.com/maps/place/Wings+N+More/@30.0580145,-95.3738414,35z))

The dates for these lunches are posted on our website under the LAC menu

Austin, San Antonio area (Hill Country LCA) - Dave Newell at davebnewell@gmail.com

Normally meet the third Wednesday of the last month each quarter at 1130.

SPECIAL NOTE:

The Hill Country LAC annual barbecue dinner is scheduled for Wednesday, October 21, 2020 and **this year we are expanding the event to be a regional reunion for all Golden Eagles members and their spouses.** Please check the details in the section below this one titled **REGIONAL REUNION NEWS (NEW)**. We hope many of you will decide to join us for this fun time in the Texas Hill Country! **Watch for future updates on this event.**

Denver - Dennis McDonald at B777man@comcast.net 303 841-3505 Thanks to Dennis McDonald for assuming the scheduling duties for the DEN LAC gatherings.

Dennis: We meet the second WED, every other month at Perfect Landing restaurant for breakfast - Coffee and BS at 0900 and sit down for breakfast at 0930. Our Aug meeting is usually an afternoon beer muster.

Newark area - Mark Sheprow at marksheprow@optonline.net

We will be providing updates on scheduled meetings of the LACs as things return to normal regarding the Coronavirus situation. More details regarding the LACs and their current schedules are contained in our Golden Eagles website, www.thegoldeneagles.org, in the LAC section.

REGIONAL REUNION NEWS (NEW)

*This section is being **reposted** for maximum exposure to our members. While the Covid19 situation continues to be a factor in our society, it appears that the impact of the pandemic is diminishing. Our plans at this point are to continue with the scheduled regional reunion in October. The Booth`s party barn is large and well vented and should pose no problems for those attending the event. Hopefully the effects of the virus on our society will be less of a factor by October and we can have a social gathering with minimal concern for the spread of any viral infection.*

From Golden Eagles Event Chairman Loyd Robeson

Greetings Golden Eagles members,

Since we are replacing our annual conventions with occasional **regional reunions**, we are launching this program by inviting all Golden Eagles members to attend the Hill Country LAC annual barbecue at Captain Ray Booth`s party barn, "Pilot`s Pub", at Pilot`s Landing on Lake Travis.

DIRECTIONS TO PILOT`S LANDING AND PILOT`S PUB

PREPARATIONS FOR PREVIOUS BBQ DINNER AT PILOT`S PUB OCT 2018

We realize that not everyone will attend this event, but we are inviting **all GE members** in hopes that those in the SW US area and even from nation-wide will make an effort to join in the fun.

It is hoped that this will enable all of our Golden Eagles members to congregate as we have done at our past conventions, but without the historical complexity and expense to the organization.

Here are some tentative plans/suggestions/ideas for your consideration and planning:

1. **WHEN:** Wednesday, October 21, 2020 at approximately 3:30 PM plus a few extra days as desired.
 2. **WHERE:** Ray and Mary Booth`s place in Spicewood, TX, near Marble Falls, TX in their large party barn, Pilot`s Pub. Address is [155 Contraails Way, Spicewood, TX 78669](https://www.google.com/maps/place/155+Contraails+Way,+Spicewood,+TX+78669). A map will be provided.
 3. **COST:** **Food and drink at the BBQ on Wednesday are provided at no cost by the**
-

Golden Eagles.

4. Here is a rough description of how attendees may spend their time at the event and this can of course be modified as desired as things evolve.

Attendees arrive on **Tuesday**, October 20 **OR** **Wednesday**, October 21. Arrivals on **Tuesday** may meet for cocktails/dinner in Marble Falls or Ray Booth's Pilot's Pub for drinks and snacks with dinner in town - to be coordinated and announced.

Wednesday - cocktails 3:30-5:00, barbecue dinner 5:00-7:00. Out of towners may coordinate evening social gathering at local hotel or restaurant/bar if desired after barbecue dinner. To be announced.

Thursday - Individual day trips or other activities as desired or depart for home:

Fredericksburg, TX, Nimitz War of the Pacific Museum.

Luckenbach, TX, Saloon, Wayland & Willie memorabilia

State Capitol and Texas History Museum, Austin, TX.

LBJ Presidential Library, Austin, TX.

LBJ State Park, Johnson City, TX.

The River Walk and Alamo, San Antonio, TX

Other attractions as desired. Possible lake cruise on Ray's party

barge pontoon boat.

Friday - Personal desires - depart for home or more sight seeing, visiting, etc. Evening social gathering at location of choice for drinks and dinner for out of towners continuing stay in area if desired, to be announced.

Dress, of course, is casual: Western style if desired. And always, always bring your swim suit, just in case....you never know when there might be a pool party! It should be nice pool weather in October in the Hill Country and many of the hotels in the area have pools and hot tubs.

We recommend those from out of town who will need hotel accommodations to go online at one of the discount travel sites, such as Travelocity, Expedia, Hotels.com, etc., and find a good price for a hotel in Marble Falls or adjoining localities. There are a number of hotels in the area with a variety of amenities and prices. They range from the Horseshoe Bay Resort on Lake LBJ at about \$195 per night to standard motels (Holiday Inn, Quality Inn, Best Western, La Quinta Inn and other local hotels and resorts in Marble Falls with prices from around \$75 to \$150 per night. There are other options such as private homes and condos that sleep several couples. All would likely offer some discounts for seniors and military vets and maybe an airline ID. There are many good restaurants in Marble Falls for social gatherings and meals. It is a beautiful area with lots of rich history and scenery. Once you have accessed one of the discount travel internet sites, just enter the city or town you wish to visit and the dates of the stay and the site will provide a list of available hotels and the prices. Contacting the individual hotel and negotiating a price might also be a good approach.

As you can see the concept is to allow attendees maximum flexibility in determining their own schedule of activities at their own pace aside from the barbecue dinner. The event should be viewed as a day or two or three stay in the Hill Country to tour the area, enjoy the sights and attractions and to visit with friends plus enjoy a great barbecue dinner and social gathering. The idea is for members to coordinate with their friends before or after arrival to plan activities they would like to share, such as social hours, meals and sightseeing trips. It is assumed that those who fly in will obtain rental cars which are available at the Austin airport, about an hour from the Booth's and Marble Falls. Hopefully even some of the local folks will consider getting a hotel for the event to join in and make the party last longer...



□ There is an airport right next to Ray's place suitable for those who may choose to fly in. It is the Spicewood Airport, it's designation is 88R and here is a link to it's website: <http://www.spicewoodpilots.org/>.

So, grab your partner and come on to Ray's Pilot's Pub in October for some fantastic barbecue and all the fixin's. There will be lots of cold beverages of your choice and some good old Country & Western sounds to liven things up. And remember, ***Everything at the***

barbecue dinner is on the house!



Y'all come, ya'hear! Ray and Mary want you to enjoy the Pilot's Pub party barn and their beautiful home, and the Hill Country is beautiful in October. Hope to see you there.

RAY and MARY BOOTH

Loyd Robeson
Golden Eagles Event Chairman
loydgeagle@gmail.com

Dave Newell
Golden Eagles EVP/Email Coordinator
davebnewell@gmail.com

Note:

Since the barbecue dinner will be catered we will need to have a fairly accurate count of the number of guests planning to attend. It would be greatly appreciated if you would drop an email to Dave Newell at (click on the following link for your convenience)

davebnewell@gmail.com

and advise if you plan on attending and the number in your party. We will publish a list of those attending as the date of the event approaches so that attendees can contact other attendees for coordinating travel plans, hotels, social activities and other plans as desired.

A NOTE ON THE VIRUS:

We all are aware of the issues surrounding the current Covid19 virus situation. We wish to advise any of our members who choose to attend the reunion that we will respect anyone's individual wishes as far as social distancing and facial coverings at the event. There are no plans to request attendees to wear masks, but that decision will of course be up to each individual. The party barn is very well ventilated and there is adequate outdoor seating for those who are more comfortable remaining out of doors during the event. We are hopeful, and confident, that the effects of the virus will have mitigated greatly by the time we have the reunion.

AIRLINE NEWS

Atlas Air crash: poor training history of copilot went undetected

The U.S. National Transportation Safety Board determined that the crash of Atlas Air cargo Flight 3591 in a Texas bay in February 2019, was due to the disorientation of the copilot.

On February 23, 2019, the Atlas Air Boeing 767-375BCF registered N1217A, operating cargo Flight 3591 for Amazon.com and the U.S. Postal Service, crashed about 40 miles southeast of George Bush Intercontinental Airport (KIAH), Houston, Texas. Of the three people on board – two pilots and one jumpseat pilot – none survived.

The NTSB determined that the poor training and inability to handle pressure of the copilot contributed to the crash of Atlas Air Flight 3591. The first officer was the pilot flying the airplane at the time of the accident, as the captain was handling the approach preparation to Houston and communicating with air traffic control.

In their final report, the investigators concluded that the first officer was likely affected by what they call a “pitch-up somatogravic illusion”, in which a forward acceleration is misinterpreted as the airplane pitching up. The unexpected acceleration was triggered by the go-around mode which was inadvertently activated by one of the flight crew during turbulence. Thus, fearing the plane was stalling, the copilot pushed the elevator control column, sending the freighter into a descent from which it did not recover. The plane fell more than 3,000 feet (914 meters) in 30 seconds before crashing into Trinity Bay, 40 miles (64 kilometers) from its destination airport.

The NTSB points at the first officer’s employment history and training performance deficiencies, that he did not disclose to Atlas, and that the company failed to identify. “The first officer’s long history of training performance difficulties and his tendency to respond impulsively and inappropriately when faced with an unexpected event during training scenarios at multiple employers suggest an inability to remain calm during stressful situations — a tendency that may have exacerbated his aptitude related performance difficulties,” states the report.

On that issue, the NTSB blames the Federal Aviation Administration for failing to implement the recommended pilot records database (PRD) in due time, which would have “provided hiring employers relevant information” regarding the first officer.

Atlas Air’s president and CEO, John Dietrich, said his company has improved its hiring procedures since the crash and echoed the NTSB’s call for a stronger pilot database. “Of critical importance is the need for an improved federal pilot records database to provide airlines with full visibility of pilot history in the hiring process,” Dietrich said in a statement.

FAA plans 45-day public comment period on Boeing’s 737 MAX; ungrounding not likely before mid-October

July 21, 2020 at 9:53 am Updated July 22, 2020 at 12:23 am Grounded Boeing 737 MAX planes are parked on the west side of Marginal Way, across from Boeing Field in Seattle, in mid-June. (Ellen M. Banner / The Seattle Times)

By

[Dominic Gates](#)

Seattle Times aerospace reporter

Boeing has been anxious to get its 737 MAX cleared to fly again so it can start delivering what used to be a key moneymaker, but the latest schedule information from the Federal Aviation Administration (FAA) — including a lengthy public comment period — suggests the process will be stretched a bit further.

The FAA said Tuesday it will soon formally publish the proposed design changes to the Boeing 737 MAX flight control system as well as proposed new pilot procedures, and will allow 45 days for public comment ahead of clearing the jet to fly passengers again.

While this is a clear signal that federal approval for the 737 MAX to return to service in the U.S. is approaching, a person familiar with the steps ahead said it pushes the likely date for a go-ahead to mid-October, some 19 months after the plane was grounded.

Previously, Boeing had privately indicated that the jet might be ungrounded in September. Some within the company had hoped the FAA might issue clearance for the MAX that took effect immediately, with public comment possible afterwards.

But given the intense scrutiny of the jet's re-certification and continued public suspicion of the MAX after two crashes, that would have invited accusations of predetermining the outcome, and even potential legal action. The FAA has opted for the standard process, requiring a public comment period ahead of the decision.

"In keeping with our commitment to remain transparent, the (notice) will crew procedures to mitigate the safety issues identified during the provide 45 days for the public to comment on proposed design changes and investigations that followed the Lion Air and Ethiopian Airlines accidents," the agency said in a statement.

Typically, such an FAA invitation for public comment draws responses from interested parties in the industry, such as airline operators, pilot unions and engineering experts. In this case, given widespread public concern about the jet's safety, a wider range of comments is likely, including from the families of the 346 people who died in the two crashes and perhaps from the Congressional committees that have been investigating the accidents.

More hurdles to come

The FAA statement noted that while publishing the proposed changes is an important milestone for the MAX return to service, "a number of key steps remain" and it "will not speculate when the work will be completed." In addition, the 737 MAX Technical Advisory Board (TAB) — consisting of experts from nine civil aviation authorities worldwide as well as the National Aeronautics and Space Administration (NASA) and the FAA — must review Boeing's final submission of documents on the MAX design changes to evaluate compliance with all FAA regulations.

[BOEING 737 MAX CRISIS COMPLETE COVERAGE](#)

[Boeing's 737 MAX Crisis: The essential stories from the coverage](#)

- [FAA completes re-certification test flights of Boeing's 737 MAX](#)
- [Critics say report let FAA off the hook in certification of Boeing's flawed 737 MAX](#)

After the public comment period closes, the FAA will take some weeks to review the comments and respond to them in a public posting in the Federal Register. The remaining steps then include a report issued by both the FAA and a panel of international regulators — the Joint Operations Evaluation Board (JOEB) — on proposed new training procedures for 737 MAX flight crews. That will also be posted for public comment. In addition, the 737

MAX Technical Advisory Board (TAB) — consisting of experts from nine civil aviation authorities worldwide as well as the National Aeronautics and Space Administration (NASA) and the FAA — must review Boeing’s final submission of documents on the MAX design changes to evaluate compliance with all FAA regulations.

Only then will the FAA be able to issue an Airworthiness Directive, which will lay out for airlines exactly what design changes must be installed on each airplane before it may re-enter commercial service. This directive would finally be Boeing’s long-awaited clearance to reenter service. With that, U.S. airlines could start taking their parked MAX planes out of mothballs and start training their pilots on the new procedures. Scheduled domestic passenger flights on the MAX could follow some 30 to 60 days later.

Even after the FAA gives this go-ahead, the intense industry crisis triggered by COVID-19 that has killed demand for air travel and slowed all commercial jet deliveries means that Boeing’s planned ramp-up in MAX production will be much slower than hoped for. Ken Herbert, an industry analyst with investment bank Canaccord Genuity, in a note to investors earlier this week projected just 40 MAX deliveries for the year — and that was assuming Boeing won FAA clearance in mid-September.

“The order outlook for the MAX continues to weaken due to both demand and financing uncertainty,” Herbert wrote. Since the beginning of the year, just over 800 firm orders for the MAX have either been canceled outright or removed from the backlog as doubtful. The FAA reiterated Tuesday that its process of re-assessing the safety of the MAX has been painstaking and won’t be rushed.

“The agency continues to follow a deliberate process and will take the time it needs to thoroughly review Boeing’s work,” the FAA said. “We will lift the grounding order only after FAA safety experts are satisfied that the aircraft meets certification standards.” Boeing declined to speculate on a timeline for the MAX’s return. “Boeing is working closely with the FAA and other international regulators to meet their expectations as we work to safely return the 737 MAX to service,” the company said in a statement.

Boeing Deepens Production Cuts, Delays 777X

[Guy Norris](#) July 29, 2020 Credit: Boeing

Facing another heavy quarterly loss of \$2.4 billion, the COVID-19-triggered market downturn, and continued uncertainty over the timing of the return-to-service of the 737 MAX, Boeing is making further cutbacks to its commercial aircraft production rates, studying additional layoffs and delaying deliveries of the 777X until 2022.

Announcing new steps in its aggressive retrenchment plan as part of the company’s 2020 second-quarter results, Boeing also confirmed production of the 747 will end in 2022 and said it is evaluating whether to consolidate in one location its two 787 production facilities in Everett, Washington and Charleston, South Carolina.

The company's priority remains fixed on returning the 737 to service, but with 450 aircraft already built and in storage awaiting delivery, Boeing is slowing plans to ramp up production to 31 per month from 2021 to early 2022 amid on-going market softness and the prolonged process of recertification. Boeing now believes deliveries will restart in the fourth quarter of 2020 pending clearance of the MAX, which was grounded in March 2019 after two fatal accidents.

Bryan Quigley

Senior Vice President of Flight Operations United Airlines

Captain Bryan Quigley is senior vice president of flight operations. In this role, Bryan serves as the airline's FAA certificate director of operations and leads the company's flight operations division. His responsibilities include overseeing 12,500 pilots; developing and implementing pilot contracts, policies and procedures; overseeing all pilot domiciles, training, flight standards and flight technology; as well as the division's operating and capital budgets.

Prior to this position, Bryan was vice president and general manager of United's San Francisco hub. He was responsible for the safety and execution of all operations at this vital hub for United. Bryan also served as managing director and System Chief Pilot and managing director of flight operations. These roles were critical during the operational integration of policies and procedures associated with the merger between Continental and United Airlines.

Prior to joining United, Bryan served as a U.S. Naval Aviator and retired as a Navy Captain from the U.S. Navy Reserve. He commanded Patrol Squadron 62 in Jacksonville, Florida, and served as a senior staff officer to NATO prior to retirement.

Bryan received a Bachelor of Science in business administration from Appalachian State University and completed the Executive Scholar Program from the Kellogg School of Management at Northwestern University.

A Special Message from Bryan Quigley Senior Vice President, Flight Operations

Flight Ops team,

I am going to go straight to the point in this message. On town halls, in emails and via direct communications, you have consistently asked about the current and projected financial situation for our company and the full potential impact on pilot furloughs after October 1 when the Payroll Support Program portion of the CARES Act ends. I will use the message to share those details.

Current situation

Last week, United and other airlines reported Q2 financial results. While we did better than

our network peers in terms of matching capacity to demand, raising debt and preserving cash, it is more apparent than ever that this pandemic has had an impact on our industry, and our airline, far greater than any challenge in the history of aviation. While we at United have been quick to acknowledge the reality of the situation, and aggressive in our response to it, leading the industry in almost every meaningful metric, we are still seeing a very bleak picture. To give you some insight into the state of the business, total revenue, including cargo, is down 85% over the last seven-day rolling average. International passengers are down 85% using the same seven-day rolling average, and revenue is down even more. Despite the optimism you may hear, demand has not meaningfully improved, and without very tough decisions, this is simply not sustainable for us. We expect to end Q3 with a daily cash burn of about \$25 million per day; that's \$2.3 billion dollars in just three months.

While this is better than almost every other major US carrier, it means that we continue to lose money at an unsustainable rate. To put this in further context, United's total salaries and benefits costs will be our largest cash expense category in the 3rd quarter, and our pilots' share of that salary and benefits costs is more than 40%. Many will question why this is a problem since we have raised so much liquidity. There are two reasons: 1) we do not know how long demand will be depressed, and we absolutely must reduce our cash burn rate to make sure we make it to the other side of the crisis; and 2) we must pay back all of these loans, and that means we need to conserve cash to ensure we have the ability to do so. Going forward, we will be forced to focus on paying back these loans rather than buying new airplanes, hiring new pilots or even returning pilots who may have been furloughed.

In recent weeks, bookings have stalled and we continue to see an impact of the recent increase in COVID-19 cases on our business. If you recall, prior to the 4th of July holiday, we were seeing a modest increase in bookings and expected to "fly" an August schedule that was 60% down YOY. After the COVID-19 cases increased again, we saw bookings deteriorate once more. Because of this we have had to reduce our schedule to accommodate lower demand. This is a very real reminder that hope is not a strategy – and that we need to be prepared for very low demand for a long time to come.

Furloughs

We have previously announced that unless we see a change in the current situation, we would furlough 2250 pilots between October 1 and the end of 2020. These numbers were based on the more optimistic outlook that we were seeing prior to the 4th of July holiday and only represented the number of pilots that could potentially be furloughed in 2020. The total number of pilots that we have developed furlough plans for is about 3900, or roughly one third of our pilots. That means that we had planned to furlough an additional 1650 pilots in 2021. Because COVID-19 cases continue, and demand improvement remains very slow, we may need to furlough more pilots in 2020, and in 2021, than originally planned.

Outlook

In every contact with our pilots, I have been clear that I do not want to negotiate in public. I am not doing that here and I am not trying to scare you. This is simple math and if you are paying attention to the news, you understand that global economic impact is significant. I want you to understand our dilemma and reach your own conclusion. Given the recent surge in cases and associated reduced business, we do not expect customer demand to exceed about 50% versus 2019 levels until a vaccine is developed, mass produced and readily available. Scott has said on “Earnings Live” and in “Straight from Scott” messages that we don’t expect to see a vaccine that is mass produced until late 2021. If 50% seems pessimistic to you, consider that even to get to that 50% level, revenue demand has to increase by about four times compared to where it is now. If we don’t see demand recover beyond 50% within a reasonable time, you can do the math. As of today, we have 11,675 active pilots, not including pilots that are on leave.

Furlough mitigations

There are really only two ways to mitigate the full impact of furloughs. The first is another stimulus bill. As you know, and as Kate referenced yesterday in a note to all frontline employees, Congress is negotiating another piece of legislation that may include an extension to the Payroll Support Program. While nothing is certain, our union partners have built a strong campaign to advocate for an extension and we have worked closely with them to support those efforts because an extension would save jobs. We expect that if Congress reaches a deal, it will likely be before they adjourn for their annual August recess which is expected on August 7. The only other way to mitigate furloughs is through a negotiated agreement with our unions to reduce the cost until we see a return of demand to our business.

The bottom line

Here is the bottom line. We do not expect to improve any more than 50% of 2019 demand levels until a vaccine is available and mass produced. We have built a plan to accommodate a significant reduction in business which would drive 3,900 furloughs, and that may not prove to be enough. If a vaccine is not readily available that will allow the world’s population to feel it is safe to return demand to normal, we will likely be in a 50% YOY demand scenario for longer than any of us hope or expect. This could drive more furloughs.

You have often asked me how quickly we are able to furlough and whether it makes sense to furlough so deeply. The answer is that it depends on demand and how long it takes to see signs of a recovery. As we have said, demand is severely impacted and we don’t expect a vaccine to be readily available until the last half of 2021. This is a consistently shared view throughout the industry. So, the answer is that if we do not get relief from the government, or find a solution together with our unions, we will have no option but to furlough these pilots quickly and we wouldn’t expect them to return for years.

We have to find a way to mitigate furloughs. If we are not able to, many of our fellow pilots will be severely impacted in the short term, and every pilot on this property will be negatively affected in terms of career prospects and expectations.

By mitigating furloughs, we not only help protect our coworkers during this difficult time, we also remain "flexible", and can bounce back aggressively when demand does recover. This will speed our pilots' return to the "flying they enjoyed" prior to COVID-19. If we do not mitigate furloughs, we risk a much slower recovery, and it could be years before we would expect to return all of our pilots from furlough and return our senior pilots to their prior "fleets and seats".

Feel free to contact me or discuss with your union or Flight Ops leaders if you have any questions.

Sincerely,
Bryan

United to drop contract with ExpressJet, dealing potentially fatal blow

By Tracy Rucinski

CHICAGO (Reuters) - United Airlines said on Thursday it has decided to drop its contract with ExpressJet, and consolidate all of its outsourced flying on 50-seat planes with regional rival CommutAir.

The decision could be a fatal blow to ExpressJet, which will begin to wind down its operations, according to a memo from Chief Executive Subodh Karnik to employees seen by Reuters.

Reuters reported United's choice between the two carriers on Monday, after it saw a union letter to ExpressJet pilots warning that the choice could have a "dramatic impact" on the future of ExpressJet.

In a statement on Thursday, United said CommutAir will become its sole operator of Embraer SA E145 50-seat planes, under a transition that will take a number of months.

Chicago-based United has minority stakes in both ExpressJet and CommutAir, which bring passengers from smaller markets to destinations that United itself serves on larger jets.

United was ExpressJet's sole client, which like other global airlines is suffering from the coronavirus pandemic that has decimated air travel demand.

ExpressJet did not comment on the contents of Karnik's memo.

But in a statement, it said: "We are very disappointed that United Airlines did not select

ExpressJet Airlines to be its future ERJ145 United Express operator."

ExpressJet said it will now explore all options for the company's future in 2021, while it expects to continue normal operations through the rest of this year.

Airbus' self-flying plane just completed successful taxi, take-off, and landing tests, opening the door for fully autonomous flight

The European manufacturer just completed flight testing for its Autonomous Taxi, Take-off, and Landing project in June after its flagship aircraft successfully navigated each phase of flight on its own as pilots simply watched.

Over 500 flights were conducted with the new Airbus A350-1000 XWB that successfully utilized "image recognition technology" to essentially give the plane a pair of eyes. The technology, integrated with the A350's exterior cameras, allowed it to perform the phases of flight entirely on its own, [Airbus](#) announced.

Airbus began the autonomous flight testing program – known as the Autonomous Taxi, Take-off, and Landing project or ATTOL – in 2018, according to the manufacturer. One of its newest jets, the Airbus A350-1000 XWB, was chosen to be the testbed for the project thanks to the advanced technological features of the aircraft. ***Airbus states the technology won't replace pilots in the cockpit but will make flying safer by helping reduce workload.***

Wiring Fixes Among Changes FAA Will Require Before MAX Can Return

WASHINGTON—The FAA's proposed steps for operators to clear Boeing 737 MAXs for service include separating wire bundles deemed to be noncompliant with regulations and conducting "readiness" flights to ensure the long-grounded aircraft are airworthy, a draft notice of proposed rulemaking (NPRM) made public Aug. 3 reveals.

The wire-bundle issue, discovered during regulators' comprehensive review of the MAX's design and certification, concerns horizontal stabilizer trim arm and control wiring that runs the length of the aircraft. The FAA found that the wiring needs to be separated in 12 places to meet 2007 regulatory changes put in place to prevent wiring failures from creating hazards. The agency ordered Boeing to fix the issue on new-production MAXs and develop instructions for in-service aircraft.

Many MAX operators planned to take advantage of the ongoing grounding and make the wiring changes before returning their MAXs to revenue flying, using service instructions Boeing issued on June 10. What was not clear: whether the FAA would require operators to address the issue before the MAXs flew again or give them the flexibility of a longer window for compliance, which is typical for many airworthiness directives. The NPRM confirms that the wiring work is one of several steps that must be completed on each existing MAX before returning to revenue service.

Because Boeing made the in-service modification work package available nearly two months ago and the FAA tentatively approved its contents, the agency's wiring mandate is not expected to add time to MAX return-to-service preparation. Updating MAX wiring, while an important regulatory compliance issue, is an ancillary change in the package of upgrades that will end what will likely be an 18-month-plus fleet grounding. The major changes are installing updated flight control computer (FCC) software that modifies the MAX's maneuvering characteristics augmentation system (MCAS); new "MAX Display System" software that gives pilots more information on anomalies; and putting pilots through new, updated training.

MCAS, implicated as a central factor in two fatal 737 MAX 8 accidents that led regulators to ground the model in March 2019, commands automatic horizontal stabilizer inputs to help the MAX handle like its 737 Next Generation predecessor. The software changes ensure MCAS functions as intended, but does not confuse or overwhelm pilots, and only activates when intended. Its original design, which relied on data from a single angle of attack (AOA) sensor, left it susceptible to a single-point failure. Boeing assumed pilots would recognize and react to unneeded MCAS inputs quickly, but the two MAX accidents, Lion Air Flight 610 in October 2018 and Lion Air Flight 302 in March 2019, showed the company was wrong.

The NPRM and a related FAA summary of its MAX review emphasize that work still remains. The largest piece is having regulators and line pilots validate proposed changes to MAX pilot training. A Joint Operations Evaluation Board (JOEB) review, including participation from Brazilian, Canadian, European, and U.S. pilots and regulators, must be done, followed by an FAA-led Flight Standardization Board (FSB) report that will establish minimum training curriculum for MAX pilots. COVID-19 pandemic-related travel restrictions have presented issues for the JOEB work, which would normally be done in one location. The FAA on July 21 said "final planning is underway" for the JOEB and FSB pilot evaluations but did not offer details on timing.

Among the major training changes expected to be adopted: mandatory simulator sessions for all prospective MAX pilots. Previously, pilots with 737 type ratings could transition to the MAX following computer-based differences training. The FAA also is proposing changes to seven non-normal checklists (NNCs): runaway stabilizer; stabilizer trim inoperative; airspeed unreliable; altitude disagree; AOA disagree; speed trim fail; and horizontal

stabilizer out of trim. Some changes are linked to the FCC modifications, while others stem from human factors research that found problems with their language or logic. It also is adding an eighth NNC, indicated airspeed disagree, to the airplane flight manual.

The FAA's analysis broke the MAX safety issues into seven categories: MCAS relying on a single AOA sensor; MCAS's repetitive commands; MCAS's stabilizer-trim adjustment authority; flight crew recognition and response; how the MAX alerted pilots of an AOA disagree; other possible horizontal stabilizer failures; and MCAS-related maintenance procedures. FAA's directive and the pending training plan addresses each of them. A required "readiness flight" will validate the software upgrades on each aircraft.

Fixes to the single-AOA sensor issue include the updated FCC software "to eliminate MCAS reliance on a single AOA sensor signal by using both AOA sensor inputs and changing flight control laws to safeguard against MCAS activation due to a failed or erroneous AOA sensor," the FAA said. Neither the NPRM nor the FAA summary discuss adding additional AOA sensors.

MAX training will be finalized separately and will include a public-comment period. Once the training program is approved, the FAA will issue an airworthiness directive mandating the return-to-service steps. The agency is not working with a time line. The NPRM is in final pre-publication stages and should be out in the coming days. It stipulates a 45-day comment period, meaning the FAA will not publish a final version until mid-September at the earliest. MAX operators have said they will need at least a month, and likely more, to upgrade their MAXs, ensure they are ready to fly following extended stints on the ground, work them back into flight schedules, and train pilots.

American Airlines pilots can work every other month or take leave to avoid job cuts

American Airlines has reached a deal with its pilots union designed to reduce the number of job losses in October as the airline shrinks because fewer people are flying during the pandemic.

American had previously offered early retirement to pilots and other employees. But, Senior Vice President Kimball Stone said Tuesday, "we still had many more people than necessary to run our operation." The agreement with the Allied Pilots Association would let pilots work every other month through next May, or take leave while receiving training so they could be rehired if travel demand recovers.

It is the latest among a number of deals negotiated by airlines and their unions to limit or avoid job cuts in October. That is when federal relief for airline labor costs and a ban on layoffs end. Congress is considering giving passenger airlines another \$25 billion to avoid

layoffs shortly before the Nov. 3 election. Last month, American, which is based in Fort Worth, Texas, warned 25,000 employees, including about 2,500 pilots, that they could be furloughed, or laid off with rehiring rights. More than 800 American pilots took early retirement.

Delta Air Lines, which sent furlough warnings to more than 2,500 pilots, got 2,200 to take early retirement. United Airlines warned 36,000 employees that they could lose their jobs. A hoped-for recovery in air travel leveled off in June and July as the number of coronavirus cases in the U.S. surged. Passenger traffic is down more than 70% from a year ago.

<https://www.chicagotribune.com/business/ct-biz-american-airlines-coronavirus-pilot-jobs-20200805-6vdqdt6fpzcbnf4or3r223e6ba-story.html>

United Buys Into VFR Strategy by Adding Florida Flights

As other airlines increase their leisure travel footprint, United Airlines will do the same by adding flights throughout the Midwest and Northeast to Florida. Seven northern cities will get direct routes to four key Florida Markets by the end of the year, including Orlando and Fort Lauderdale.

With corporate travel grounded for the foreseen future, United Airlines is adding more leisure flights from the Midwest into Florida. [In a press release](#), the Chicago-based carrier announced the launch of new direct routes from seven cities into four Florida key markets.

CLEVELAND, COLUMBUS, INDIANAPOLIS AND PITTSBURGH TO GET NEW FLIGHTS

The new routes will offer direct service from underserved airports direct to four Florida cities: Fort Lauderdale, Fort Myers, Orlando and Tampa. Leaders at the airline say the new routes reflect customer demand for more travel options.

“The addition of these new flights represents United’s largest expansion of point-to-point, non-hub flying and reflects our data driven approach to add capacity where customers are telling us they want to go,” Ankit Gupta, vice president of domestic network planning for United, said in the press release. “We look forward to offering customers in the Midwest and Northeast more options to fly nonstop to Florida this winter.”

The routes will be broken into two phases. The first will be a seasonal run from Nov. 6, 2020 through Jan. 10, 2021, offering direct service to all four Florida cities from Boston Logan International Airport (BOS), Cleveland Hopkins International Airport (CLE), and LaGuardia International Airport (LGA) in New York.

The second phase will introduce permanent routes between all seven Midwest and Northeast cities to Florida. Boston, Cleveland and New York will get new service to all four cities, while Milwaukee Mitchell

Airport (MKE) will get service to two cities: Tampa and Fort Myers. Columbus John Glenn International Airport (CMH), Indianapolis International Airport (IND) and Pittsburgh International Airport (PIT) will only receive service to Fort Myers.



Image courtesy: United Airlines

NEW SERVICE COMPLIMENTS LARGER “VISITING FRIENDS AND RELATIVES” STRATEGY

With corporate travel [not expected to recover for at least three to five years](#), United’s strategy adds on to the larger “VFR” strategy: Visiting friends and relatives. In July 2020, JetBlue announced a [massive route expansion](#) across the country to support leisure travel, while [consolidating their operations at Los Angeles International Airport \(LAX\)](#). In turn, Alaska Airlines [boosted their west coast service](#), adding 12 new nonstop routes out of Los Angeles.

NEW MEMBERS

Tony Vandermolen
Alan Minning
Tim Gamble

Welcome.....



.....and, the lighter side.....

A rather elderly gentleman walks into an upscale hotel cocktail lounge. He is very well-dressed, smelling slightly of an expensive after-shave, hair well-groomed, great-looking suit, flower in his lapel. He presents a suave, well-looked-after image.

Seated at the bar is an elderly fine-looking lady in her mid-seventies. The gentleman walks over, sits down next to her, and orders a drink.

He takes a sip then turns to her and says, "So tell me good looking, do I come here often?"

I want to die while asleep like my grandfather, not screaming in terror like the passengers in his car.
--

<i>Suicidal twin kills sister by mistake!</i>
--

I have kleptomania, but when it gets bad, I take something for it.
--

Flying gloves for old pilots

Why Teachers DRINK

The following questions were set in a GED examination . These are genuine answers (from 16 year olds – ‘selected’)

Q. Name the four seasons

A.. Salt, pepper, mustard and vinegar.

Q. How is dew formed.

A. The sun shines down on the leaves and makes them perspire.

Q. What guarantees may a mortgage company insist on

A.. If you are buying a house they will insist that you are well endowed.

Q. In a democratic society, how important are elections

A.. Very important. Sex can only happen when a male gets an election.

Q. What are steroids

A. Things for keeping carpets still on the stairs ..

(Shoot yourself now , there is little hope)

Q... What happens to your body as you age

A.. When you get old, so do your bowels and you get intercontinental.

Q. What happens to a boy when he reaches puberty

A.. He says goodbye to his boyhood and looks forward to his adultery.

(So true)

Q. Name a major disease associated with cigarettes.

A.. Premature death.

Q. What is artificial insemination

A... When the farmer does it to the bull instead of the cow.

Q. How can you delay milk turning sour

A.. Keep it in the cow.

(Simple, but brilliant)

Q. How are the main 20 parts of the body categorized (e.g. The abdomen)

A.. The body is consisted into 3 parts - the brainium, the borax and the abdominal cavity. The brainium contains the brain, the borax contains the heart and lungs and the abdominal cavity contains the five bowels: A,E,I,O,U (wtf!)

Q. What is the fibula?

A.. A small lie.

Q. What does 'varicose' mean?

A.. Nearby.

Q. What is the most common form of birth control

A.. Most people prevent contraception by wearing a condominium.

(That would work)

Q. Give the meaning of the term 'Caesarean section'

A.. The caesarean section is a district in Rome.

Q. What is a seizure?

A.. A Roman Emperor.

(Julius Seizure, I came, I saw, I had a fit)

Q. What is a terminal illness

A. When you are sick at the airport.

(Irrefutable)

Q. What does the word 'benign' mean?

A.. Benign is what you will be after you be eight

(brilliant) .

Q. What is a turbine?

A.. Something an Arab or Shreik wears on his head. Once an Arab boy reaches puberty, he removes his diaper and wraps it around his head.

GONE WEST

* Denotes Golden Eagles member

Names in red denote gone west announced since last update

Jim McBride

Jan, 2020

Daniel King

Feb 15, 2020

Ray Shubert

Mar 8, 2020

Roger Stephens

Mar 10, 2020

Thomas Lund	Mar 11, 2020
Howard "Tick" Loitwood	Mar 14, 2020
Dave MacCormick	Mar 30, 2020
John Nelson *	Apr 1, 2020
Billy Ray Mills	Apr 30, 2020
Claude Perret *	May 14, 2020
Alex Alexander	May 20, 2020
Bill Darrow *	May 29, 2020
Barry Schultz	June, 2020
Allen Timms	June 8, 2020
Paul Britton	June 18, 2020
Mike Perry *	July 3, 2020
Emily Howell-Warner	July 4, 2020
Richard Mahoney	July 14, 2020
C M "Red" Stubben *	July 29, 2020

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

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