



UPDATE AND REMINDERS AUGUST 2021

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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 **landing**

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

and they will become members for life with no further payment of dues required. Same thing applies to former members who have let their membership expire. Every pilot, active or retired, age fifty and over, from any 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

GOLDEN CONTRAILS MAGAZINE

Our Golden Contrails editor Gary Small needs more input from the members for our magazine. 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.

NEW STUFF

AUGUST GOLDEN CONTRAILS MAGAZINE HAS BEEN POSTED ON OUR WEBSITE

reading pleasure.

Here is a link to the magazine:

https://www.thegoldeneagles.org/uploads/4/5/2/4/45245885/2021_08.pdf

Or, simply click on the copy of the magazine cover page below to access the magazine



Golden Contrails

August



2021



The password for accessing certain protected features of the website, the member rosters, the Golden Contrails magazine, the archived blast emails and the officer documents, has been changed to **landing**. This password is not needed to access the website itself, only the protected features mentioned above.

Many thanks to our President and Magazine Editor, Gary Small, for the excellent job of putting together another very entertaining and informative issue of our magazine. Our magazine relies on

Thanks also to our Treasurer and Webmaster Bruce Sprague for posting the current issue of the magazine to the Golden Eagles website. Bruce does a masterful job of maintaining our website, so take a little time and browse through it for some interesting information. It is updated regularly and you may find some new material of which you were unaware.

The next Golden Contrails magazine will be published in December, 2021, and a new password will be issued at that time.

NOTE:

Have you received an email notice that you have been unsubscribed from the Golden Eagles (MailChimp) email system?

Our email system (MailChimp) will unsubscribe a subscribed member (remove them from the email list) under the following circumstances:

1. If your email browser reports our email as SPAM, our system will unsubscribe you. You can avoid this by assuring that our email addresses (davebnewell@gmail.com and smallgd@outlook.com) are included in your address book. If you find you are missing our emails, check your spam folder.
2. If you inadvertently click on the "unsubscribe" link at the bottom of our emails, you will be unsubscribed.
3. ***If you forward a Golden Eagles email to someone and they subsequently click on the "unsubscribe" link in the email, YOU will be unsubscribed since you are the registered subscriber.*** The person to whom you forwarded the email will not be affected because they are not subscribed to the system.

Therefore, please advise anyone to whom you forward a Golden Eagles email to avoid clicking on the unsubscribe link at the bottom of the email.

This will have no affect on their receipt of any further emails being forwarded to them, but it will remove you from the email list and you will have to re-subscribe. We of course would prefer that those to whom you forward our emails would join the Golden Eagles in order to receive our emails.

If you are unsubscribed from our system, you will receive a notice by email with instructions on how to re-subscribe. Here is what the notice will look like, or you may receive an email from the email co-ordinator with instructions on how to re-subscribe.

GOLDEN EAGLES MEMBERS

We have removed your email address from our list.

Was this a mistake? Did you forward one of our emails to a friend, and they clicked the unsubscribe link not realizing they were in fact unsubscribing you from this list? If this was a mistake, you can re-subscribe at:

[Subscribe](#)

For questions or comments, please contact us at:
davebnewell@gmail.com



You only need to enter your email address, first and last name, dues year (2021) and member type (R) AND CLICK ON SUBMIT

Here is what the form looks like:

GOLDEN EAGLES MEMBERS

Email Address

First Name

Last Name

DuesYear

MbrType

Home phone

Cell phone

City

Distro

SUBMIT

Q. Does anyone know if you buy a My UA discount ticket and within the 24 hour cancellation time you see it for half the price you paid, you cancel it and re-purchase it again without going against United policy? Thanks

[Doug Etc](#)

A. Yes. Same rule applies to revenue customers. No violation of policy.

Q. Planning on taking the family to Honolulu in 2 weeks...anyone have good info on restrictions (covid or delta) if there`s any on flying to HNL?...any quarantine?

A. As of July 8, if you are vaccinated you just have to prove it with your card and sometimes they require one more proof (doc note or digital card if your state does). Unvaccinated have to be tested within 72 hours of your flight departure and show the negative test. You have to fill out the paperwork on the "Safe Travels" website. It's easy if you do it all before going. 😊

Q. What does it mean when boarding totals show 3 seats open but the seat map shows 10 open? Wanting to know if I should use vacation pass or not to ensure that I get on.

A. Always go by boarding totals. The seat map means nothing. Some tickets are sold that do not get assigned seats until check in.

It means 7 people have a ticket but didn't choose their seat. They usually still show up, though if it's within an hour of departure and they don't have a seat then they're more likely to no show.

Canada Revamps International COVID Travel Rules

- by [Andrew Curran](#)
- July 19, 2021
- With the Canadian Government announcing new international COVID-19 travel rules, expectations are high among Canada's airlines. Current border restrictions expire on Wednesday, July 21. On Monday, Canada announced it would welcome fully vaccinated travelers from all countries by September 7.

"We're in a much stronger position to further ease border measures for fully vaccinated travelers," said Canada's Health Minister, Patty Hajdu. "In March 2020, we implemented some of the restricted border measures in the world. On September 7, we intend to allow entry for fully vaccinated travelers from any country for non-essential travel.

"Ahead of that, on August 9, a number of important changes at the border will come into effect to allow fully vaccinated United States citizens and permanent residents currently residing in the United States to enter Canada for non-essential purposes."

[reopening-in-september/](#)

LAC NEWS

HCLAC (San Antonio/Austin)

Dave Newell



For future planning, the Hill Country LAC is planning another annual barbecue reunion at Ray and Mary Booth's party barn in Spicewood, TX for Wednesday, October 13. As last year, all GE members and their significant others are invited to attend and we will provide more details later. As was done last year, the Golden Eagles will fund the food and drinks for this event. There are lots of things to do and see around the Hill Country between San Antonio and Austin, lots of great hotels and restaurants and the weather should be ideal in October. So put October 13 on your calendar and plan on spending a day or two or three in the hill country. It is beautiful and you will enjoy the gathering. We will be requesting a RSVP later so we can plan accurately for the food and drink. There are many nice hotels close to Ray's and rental cars are available of course at the Austin airport.

In other news,

The quarterly Hill Country LAC luncheon was held **Thursday, July 22** at the Pecan Street Brewing restaurant in Johnson City, TX.

We had a nice lunch today at the Pecan Street Brewing even though we were kicked out of our normal meeting room in the back of the restaurant due to a funeral reception being held there. So we ate in the normal restaurant area along with all the other "regular" folks. We had four wives of members join us at the restaurant for their own "ladies" lunch. They were Kay Newell, Mary Booth, Elena Zambrano and Shel McWilliams.

Posted below are some photos of the group:



Vern Robinson, Buck Wroten, Bill Eason and Dave Judson



Lee Meyners, Ray Booth, Cass Zabinski and Bruce Harris



Wayman Curry and Carey McWilliams



Hans Vogelwohl and Wayman Curry



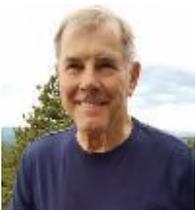
Dave Judson and Al Zambrano

As usual, the less than competent photographer, me, forgot to get photos of the ladies and myself. I assure you I was there and the ladies, wisely, were seated well away from our rowdy group and

therefore were not photographed. My bad...



Dave



DENLAC (Denver)

Good turn out at Perfect Landing for our August breakfast! Some folks who we don't see as often as we should showed up like Don Gentry (our Texas Ambassador), Jim Farrow and Glen Kowal among others. In all we had 22 folks show up. In fact after breakfast, I stopped at the Gun club to pick something up and the sales kid saw my credit card and ID and asked if I was United? I replied, former Continental. He said his father was recently retired Continental and I gave him the info to get on our mailing list.

If any of you GERS do not get my emails and want to be on the info list drop me a note. Breakfasts for rest of year are October 13th and December 8th! Hope to see you then.

Dennis



Kingwood LAC (Houston)

Bill Chambers and Bruce Sprague

The Kingwood Golden Eagles LAC meets *every Tuesday morning* at La Madeleines, in Town Center of Kingwood, Texas. Usually by 7:45 am there are at least fifteen (usually many more) old pilots there having a good time (I think the 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

Here is the 2021 and 2022 schedule:

Monday, Nov 1, 2021

Monday, Jan 31, 2022

Monday, May 2, 2022

Monday, Aug 1, 2022

Monday, Oct 31, 2022

August 2, 2021: our event at the new Spring Creek BBQ venue, we had about 38 pilots show up (plus two guests): Mark and Cheryl Kelly, Steve Souders, Tony Sacker (plus friend Riad), Tom Kosh, Dave Salveson, Kent Muhlberger, Hap Wilson, Jim Davis, Steve Cady, Rick McDonald, Phil Lindner, Rick Bixby, Tip Fuller, Jim Tucker, Bob Poland, Jack Roth, Bob Steider, Jerry Rivard, Mike Machemehl, Mario Sojo, Bob Gonzales, Bruce Roloff, Ken Robertson, Dave Atteberry, John Downey, Bill Vaughn, Jim Northington, Jane Schuring, Rich Bulger, Bill Beno, Len Reinsmith, Pete Fusco, Bruce Sprague, Lynn Rippelmeyer, Dave Little, Greg Chapman, Steve Allen and Roger Olmstead.



[Cheryl and Mark Kelly](#)



Tony Sacker and friend Riad



Tom Kosh and Dave Salverson



Hap Wilson and Kent Muhlberger



Jim Davis and Steve Cady



Rick McDonald and Phil Lindner



Steve Cady and Tip Fuller



Bob Poland and Jim Tucker



Jack Roth and Bob Steider



Jerry Rivard and Rick Bixby



Mike Machemehl



Bob Gonzalez and Mario Sojo



[Bruce Roloff and Ken Robertson](#)



[Dave Atteberry](#)



[John Downey and Bill Vaughn](#)



Bill Vaughn and Jim Northington



[Rich Bulger](#)



Bruce Roloff and Jane Schuring



[Pete Fusco and Ken Robertson](#)



Bill Beno, Bruce Sprague, Len Reinsmith and Lynn Rippelmeyer







Rick McDonald, Pete Fusco and Mario Sojo

Bill



Bruce



AIRLINE NEWS

What United's Fleet Could Look Like In 10 Years

- by [Jay Singh](#)
- July 18, 2021
- 5 minute read

United Airlines will have one interesting fleet come 2031. Here's what the carrier's fleet could look like in ten years.

The return of supersonic

[United Airlines has placed an order for 15 of the Boom Overture airliners](#), with conditions that the aircraft have to meet the carrier's safety, operating, and sustainability requirements. In addition, United has options to take 35 more aircraft.

The aircraft is expected to carry passengers starting in 2029 if all goes well. The real question with these jets is where and how United Airlines will fly these aircraft. The Concorde, the last major supersonic airliner, was limited by its range, by limitations of operating at supersonic speeds over land due to sonic boom concerns, and limited markets where the aircraft made good business sense.



United wants to bring supersonic aircraft back to the skies. Photo: Boom Supersonic

The aircraft's three potential routes are Newark to London, Newark to Frankfurt, and San Francisco to Tokyo. More could certainly follow once the airline figures out how regulatory agencies and consumers will react to the plane.

Turning to something new: eVTOLs

One of the newer investments in the airline industry is for [electric vertical takeoff and landing \(eVTOL\) aircraft](#). These small aircraft are designed to use electric motors and function as air taxis in urban markets.

United Airlines has invested in Archer, an air mobility company, to operate up to 200 of Archer's eVTOLs in partnership with Mesa Airlines. The eVTOLs are expected to travel to distances up to 60 miles at speeds of up to 150 miles per hour.

These planes are primarily designed to connect local points at United's hubs to the airport. For example, the airline could market an air taxi option from Hollywood to Los Angeles International Airport (LAX) and help passengers avoid the traffic of cars. Other options could be connecting Washington-Dulles (IAD) with points closer to the National Mall in Washington D.C. or connecting Newark Liberty International Airport (EWR) with points in Manhattan, Queens, or Brooklyn, thereby making the journey to Newark a little easier.



Archer is working on an eVTOL for urban air markets. Photo: Archer

There are still a lot of unanswered questions surrounding eVTOLs. Archer is targeting consumer flights from 2024, though it will need to get regulatory approval. After that, the question will be how these aircraft can operate in some congested airspace and what kinds of locations within cities these aircraft will be able to land and take off from.

eVTOLs are getting a lot of attention from airlines across the world. However, the entry into service could perhaps be a little optimistic. Nevertheless, this could be an exciting development.

Stay informed: [Sign up](#) for our daily and weekly aviation news digests.

Electric short-haul regional jets

United Airlines has signed an agreement with Breakthrough Energy Ventures (BEV) and Mesa Airlines for investment in startup Heart Aerospace. Heart Aerospace is developing a 19-seat electric aircraft that can fly customers up to 250 miles.

[United has placed a conditional order for 100 ES-19](#) once the aircraft meet United's safety, business, and operating requirements. Mesa has also agreed to add 100 ES-19s to its fleet, subject to similar requirements.

The ES-19 will connect United's major hubs with regional destinations. Photo: United Airlines

The ES-19 is designed to utilize electric motors instead of jet engines. These aircraft will mimic some of the turboprop aircraft operations worldwide by running short-haul operations to smaller destinations.

For example, United Airlines has looked at adding regional routes from Chicago O'Hare International Airport (ORD) to Purdue University Airport (LAF) and from San Francisco International Airport (SFO) to Modesto City-County Airport (MOD).

Like eVTOLs, there are plenty of unanswered questions around the ES-19. Questions of where the planes will be charged, the business case surrounding them, and how airport infrastructure at major

The traditional jet aircraft

Much of United's fleet will be traditional jet aircraft. There are three certain types that will be flying for United: the Airbus A321neo family, [the Boeing 737 MAX](#), and Boeing 787 families.

United Airlines will certainly be flying the Boeing 787 family of aircraft. Photo: Getty Images

United will also likely continue to fly its Boeing 777-300ERs, which are newer, and a healthy fleet of Boeing 737 Next Generation jets. How many of each type, however, remains to be seen.

Almost certain retirements would be the Boeing 757s, which will depart in the middle of this decade, and the Boeing 767s. The Airbus A319s and A320s are getting a little older and may be retired heading into the 2030s.

United Airlines will likely have enough jets to replace the Boeing 757s, thanks to an order book including [Airbus A321XLRs](#), A321neos, and Boeing 737 MAX jets.



The Airbus A321XLR will be key for United's transatlantic endeavors. Photo: Airbus

The real question will be how United replaces the 777-200ERs and the Airbus A320 family of aircraft. Certainly, more orders for the A321neo or 737 MAX could expand the narrowbody fleet.

Do not forget that United Airlines is also sitting on an order for 45 Airbus A350-900s. The airline, which previously has had very strong ties with Boeing and operated a predominantly Boeing fleet, has not been shy about taking on Airbus jets, including older A319s or A320s.

newer, more fuel-efficient aircraft. United is keenly focused on reaching net zero emissions by 2050, and taking on greener aircraft will be a big part of that commitment. The A350s are scheduled to come from 2027 onwards, so United has time before making a decision.

Then again, Boeing is also going to likely offer some new types in the market. This could include the hotly anticipated aircraft that could serve as a successor to the Boeing 757. Details on that jet are a little scarce for now, but United would certainly be a key player in any decisions on that new plane.

United is certainly gearing up to have a very interesting fleet in ten years. Some newer technologies like eVTOLs, electric regional aircraft, or supersonic jets may still be under development in 2030 and beyond. Nevertheless, United is certainly showing that it is willing to try out something new, which could pay off really well for the carrier.

Incredible: Inside A Brand New United Airlines Boeing 737 MAX 8

- by [Jay Singh](#)
- June 29, 2021

On Tuesday, United Airlines officially debuted its stunning Boeing 737 MAX 8 to the public eye. Unveiled at an event at the airline's hub at Newark Liberty International Airport (EWR), United will begin flying the jet next month. What is special about this aircraft is that the interior is not the standard United Airlines 737 MAX configuration. Instead, passengers will find a host of customer-friendly initiatives onboard, including seatback entertainment at every screen, power outlets, and more room for carry-on baggage.



United has debuted its 737 MAX 8, and it is stunning. Photo: Jay Singh | Simple Flying

[United Airlines took delivery of its first Boeing 737 MAX 8](#) only a few days ago. The [details about the aircraft have been kept under wraps](#), as United plotted a major announcement billed as “United Next.” Now, the jet has been unveiled, and Simple Flying got an inside look at the stunning aircraft.

The first thing to note is that the aircraft is outfitted with room for 166 passengers in a two-class configuration. There are 16 seats in the first class cabin, which is a recliner-style seat. First class is in a 2-2 configuration.



First class onboard the Boeing 737 MAX 8. Photo: Jay Singh | Simple Flying

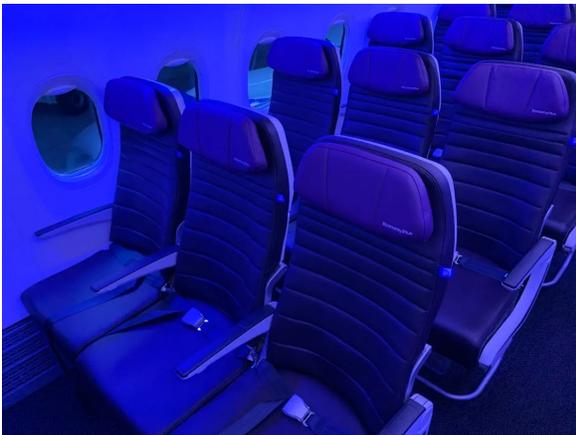
Passengers will notice many of the traditional hard product features of United’s first class product. This includes the traditional branding elements. There is also ample storage for a narrowbody first class product, including a tray and cupholder for drinks.

The biggest change for passengers is the fact that there is now seatback entertainment onboard. Passengers in the premium cabin will get to indulge in entertainment on a 13-inch screen that is responsive to touch.



First class seats have 13-inch seatback monitors. Photo: Jay Singh | Simple Flying

Back in economy, United Airlines is going for even more premium cabin seating. This includes a whopping 54 extra-legroom seats sold as “Economy Plus.” Similar to United’s Premium Plus international widebody premium economy, these seats are a purple color



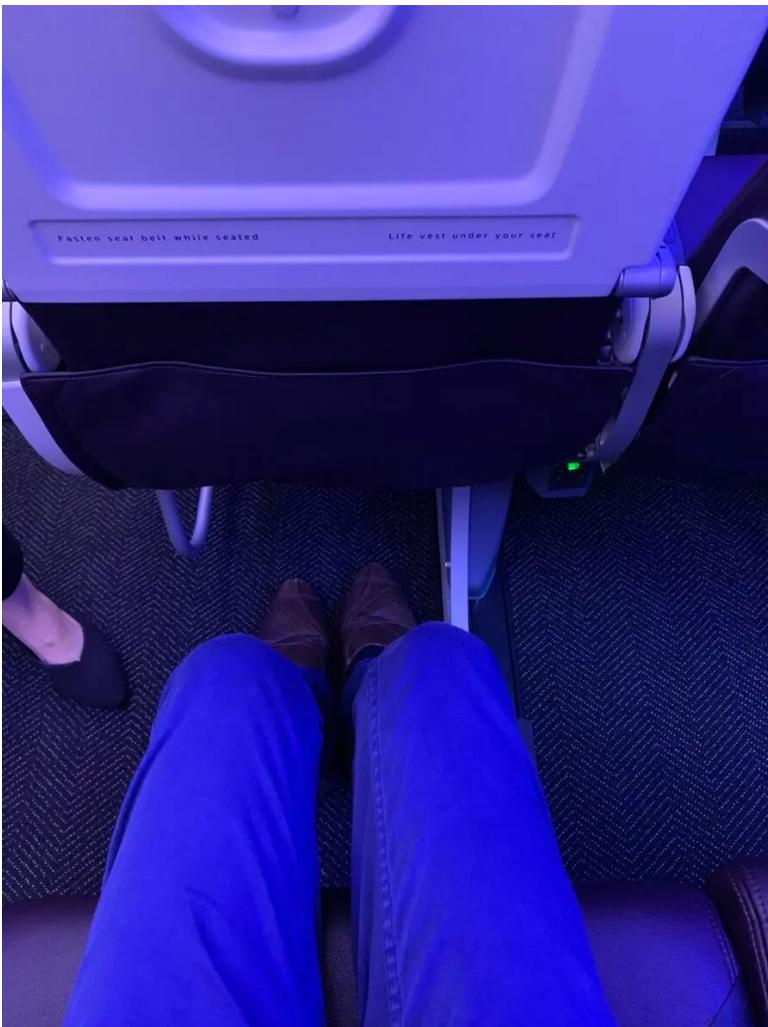
Economy Plus on the Boeing 737 MAX 8. Photo: Jay Singh | Simple Flying

There are a couple of extra inches of legroom in this cabin compared to standard economy. Passengers here will also benefit from easy access to power outlets, USB charging, and seatback screens.



The screens are slightly smaller in economy. Photo: Jay Singh | Simple Flying

As for legroom, it is ample and in line with what most airlines offer in an extra-legroom product onboard a narrowbody aircraft. There is no formal premium economy cabin on the MAX 8.

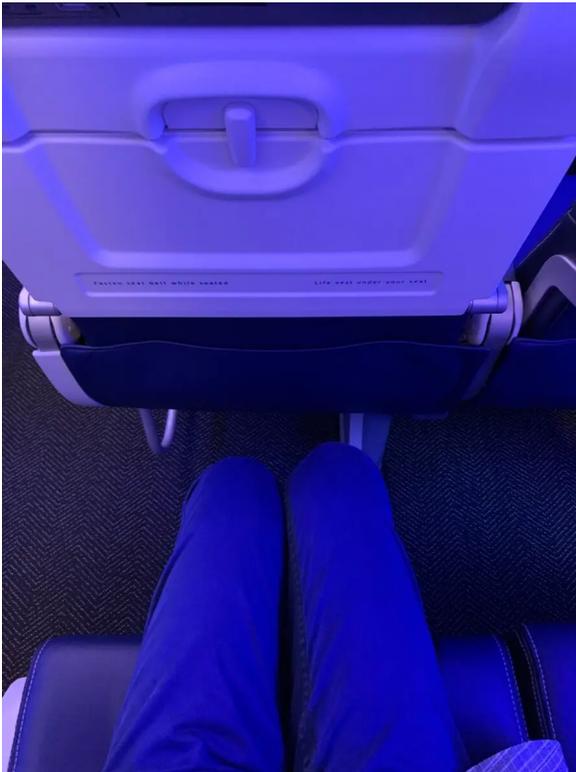


The extra few inches will be beneficial for taller passengers or those who want a little more room to stretch out. Photo: Jay Singh | Simple Flying



Economy class on the Boeing 737 MAX 8. Photo: Jay Singh | Simple Flying

The legroom is a little tighter back here. However, it is still in line with what most airlines offer onboard narrowbodies for short- and medium-haul flying.



It is a little tighter, but it is not as tight as some ultra-low-cost carriers configure their planes. Photo: Jay Singh | Simple Flying

One huge customer-friendly initiative United is taking with the updated interiors is offering larger overhead bins. United claims that it will now be able to offer every passenger onboard the aircraft



The large overhead bins onboard the aircraft. Photo: Jay Singh | Simple Flying

Stay informed: [Sign up](#) for our daily and weekly aviation news digests.

Seatback entertainment is back on United

The biggest boon for passengers onboard the MAX 8 is that seatback entertainment is back onboard [United Airlines](#) aircraft. After ditching it for streaming, United Airlines is bringing back the popular passenger-friendly amenity. Even though most passengers are stepping onboard an aircraft with a personal device to [stream entertainment](#), most passengers prefer to utilize a seatback screen.

United's executives spoke at the United Next event, highlighting a so-called "halo effect" surrounding seatback entertainment. Toby Enqvist, Chief Customer Officer and Executive Vice President at United stated the following on the halo effect seatback screens provide:

"What we've seen in our research is, is it provides this halo effect. Everything gets better. The food gets better, the seat comfort gets better, just because we've got those screens."

Offering an anecdote of his travels, CEO Scott Kirby added the following:

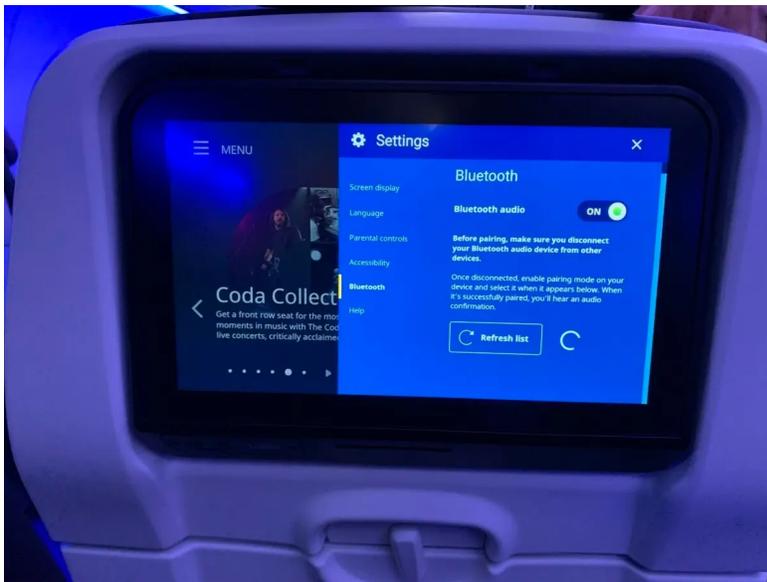
"But most recently, I flew, within the last few weeks, out to Colorado with my family. My seven year old son Shawn was sitting in first class with my wife, and I was back in coach with the rest of the crew. We got off the airplane and Shawn's at the top of the jetbridge and he's literally bouncing up and down to tell me about what he did on the plane.

"By way, he never watches TV, he uses his iPad. But on an airplane, he never touched his iPad, he spent the whole time with the seatback entertainment system. He told me

“But it’s not just kids that like it. If you walk from the back of an airplane to the front, which I did it yesterday flying in here to Newark, 60% of the people are engaging with it.”

Passengers like to use the inflight entertainment system. It helps make the flight pass by quicker, is far more convenient when enjoying a snack or a meal, and helps the whole cabin feel more modern.

Another huge bonus for passengers is that United Airlines is the first, and so far only, US airline that is updating its inflight entertainment system to handle Bluetooth pairing. That means if you are stepping onboard with your over-the-ear, Bluetooth-compatible noise-canceling headphones or Apple’s AirPods, you will soon be able to pair those devices with the entertainment system and not have to use any lesser quality headphones.



Passengers will soon be able to connect their personal headphones to the inflight entertainment system. Photo: Jay Singh | Simple Flying

What to make of the MAX 8

United will begin flying the Boeing 737 MAX 8 from July 15th. The aircraft type will touch Houston (IAH), Newark (EWR), and Las Vegas (LAS) in its initial runs. The airline expects to expand the MAX 8’s reach in the carrier’s network, and additional schedule changes are possible.

The [Boeing 737 MAX 8](#) at United Airlines is the preferred narrowbody aircraft to be on. To come to the event, I flew on a Boeing 757-200, operated by United. Compared to the MAX 8, the 757 felt so tired and worn out.

The jet will certainly be a passenger favorite. [United Airlines](#) is betting that passengers are going to select the airline for its improved customer experience. This is part of the airline’s positioning as a premium carrier.

interiors

What Caused A United 787-10 To Be Cleared For An Occupied Paris Runway?

- by [Chris Loh](#)
- July 20, 2021

In July of 2020, a United Airlines 787-10 had a near-miss in Paris when ATC cleared the aircraft to land on an occupied runway. At the time, the runway assigned for landing, 09R, was already occupied by an easyJet A320 on its way to Spain. A year has passed since the incident, and French investigators have released their final 14-page report with their conclusions and probable causes on the potentially disastrous incident.

Findings from French investigators

France's Bureau of Enquiry and Analysis for Civil Aviation Safety (*BEA*, French: Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile) has released its findings a year after the incident occurred.

The report retells [the series of events on July 19th](#), stating that ATC had given the United 787 clearance to land on runway 09R, despite the aircraft being on ILS approach on runway 09L. On that day, landings were assigned to runway 09L while take-offs on runway 09R.

With this assigned clearance and seemingly wrong instruction, the crew, wishing to dispel doubt on the authorization, read back the landing clearance by adding the specific phrases "**Understand**" and "**Sidestep for 9 right**" while also waiting for a possible correction of the clearance by the controller. However, the controller did not check the crew's readings, and the aircraft continued towards 09R instead of 09L.

[According to The Aviation Herald](#), the BEA report (translated from French) offered the following points as probable causes of the serious incident:

1. A "mental slip" by the [air traffic controller](#) when clearing the 787 to land on an occupied runway. This was made worse with the readback by the 787 crew not being verified.
2. The traffic management at that moment was mainly on runway 09R (one landing, two departures, two runway crossings)
3. The controller's concern with his change of position from Local NorthWest to Local NorthEast
4. The controller's lack of practice was connected to the [decrease in traffic during the COVID-19 crisis period](#).

A change in controller position caused by a turned-off screen

With regards to the third point and the change in position, the BEA briefly noted that the screen of the Local Northwest Control position in the North Control Tower could not be turned on. This is how the situation was described in the report:

“The controller indicated that she took up her post in the north tower of the airport at 4:30 am on the day of the occurrence, and that she was in the LOC NE position. Usually for the east facing configuration, the LOC NW position is used. The control screen in the LOC NW position was off and appeared, according to the controllers, to be out of order.”

The report goes on to say that this was the first day the north tower opened after two weeks of closure, following exclusive use of the south runway pair controlled from the south tower and central tower.

During this period, the screen was turned off by its main switch, which is different from what controllers would do on a daily basis. In fact, the main switch is *“located in a place that is not easily accessible to them,”* with the report stating that controllers were not aware of this master switch. With the controller in the NE position, facing the holding points of runway 27L, she did not have direct visual contact with the thresholds of runways 09 from her position in the control tower.

Conclusion

It looks like human error was undoubtedly the most significant factor in this potentially disastrous incident. After all, the situation can be boiled down to the mistake of saying **“09R”** instead of **“09L.”**

While the majority of ‘blame’ can be put on the controller, we can see that a number of factors contributed to the situation, putting them in a worse position that increased the likelihood of error.

June 2021 Aircraft Orders Highest Since COVID-19

July 26, 2021



Airlines are starting to plan long-term again, making new orders for fleet replacements. This is probably why the orders in June this year were the highest monthly total seen since the start of COVID-19. Overall, orders in the first six months of 2021 have been 64% higher than the same period in 2020 and 56% higher than in 2019.

Most of the new orders are for 737 MAXes and A320s. In fact, Boeing accounts for 72% of all commercial aircraft orders placed between November 2020 and June 2021.

American Airlines Pilots Delaying Flights Until Hotel Rooms Have Been Booked

Pilots at American Airlines have been told to delay flights when they are due to layover in a city away from their home base until hotel accommodation has been booked and confirmed. The decision to potentially disrupt the airline's operations comes as both pilots and flight attendants face mounting issues with hotel accommodation that have now reached "[unprecedented and unacceptable levels](#)".

In some cases, flight attendants have been forced to sleep next to baggage conveyor belts in the airport because the third party company that AA outsources its crew limo and hotel services to failed to book accommodation. In another case, a pilot allegedly arrived at the layover hotel to find that a room hadn't been reserved and no hotel rooms were available in the local area. Instead, the pilot was forced to sleep in the hotel lobby before operating another flight the following day.

Both the flight attendant union and the Allied Pilots Association (APA) have filed grievances with the Dallas Fort Worth-based airline demanding AA fulfil its contractual obligations to provide suitable hotel rooms for crew. As the situation has dragged on, some pilots have been forced to book their own accommodation out of their pocket but they are still waiting for AA to reimburse them. APA wants AA to repay them with interest, while the Association of Professional Flight Attendants is demanding unspecified "relief" payments for crew caught up in the fiasco.

APFA says flight attendants are struggling to get transport to designated crew hotels and sometimes have to get an Uber to the hotel, only to then find out that the hotel doesn't have any available

United Airlines will require all U.S. employees to get Covid vaccines, a first for domestic carriers

United Airlines will require its 67,000 U.S. employees to get vaccinated against Covid by no later than Oct. 25 or risk termination, a first for major U.S. carriers that will likely ramp up pressure on rivals.

Airlines including United have so far resisted vaccine mandates for all workers, instead offering incentives like extra pay or time off to get inoculated. [Delta Air Lines](#) in May started requiring newly hired employees to show proof of vaccination. United [followed suit](#) in June.

United's requirement is one of the strictest vaccine mandates from a U.S. company and one that includes employees who interact regularly with customers like flight attendants and gate agents. United Airlines employees must upload proof that they received two doses of [Pfizer](#) or [Moderna](#) vaccines or one dose of [Johnson & Johnson](#)'s single dose five weeks after federal officials give full approval to them or by Oct. 25, whichever is first, the executives said. Exceptions will be made for certain health issues or religious reasons, United said.

Many of United's employees have already reported they have been vaccinated, including more than 90% of pilots and 80% of flight attendants, according to company officials. United didn't disclose the company's overall vaccination rate. In comparison, about 60% of [American Airlines](#)' pilots are vaccinated, according to an Aug. 5 letter to members from their union, the Allied Pilots Association, which encouraged aviators to get vaccinated.

The Air Line Pilots Association, which represents United's more than 12,000 aviators, believes the mandate is legal. It said the "small number of pilots" who don't agree with the policy or plan to remain unvaccinated should contact their chief pilot's office.

Frontier Institutes Employee Vaccination Requirement Amid Frustration Over Variants

- by [Jay Singh](#)
- August 7, 2021

On

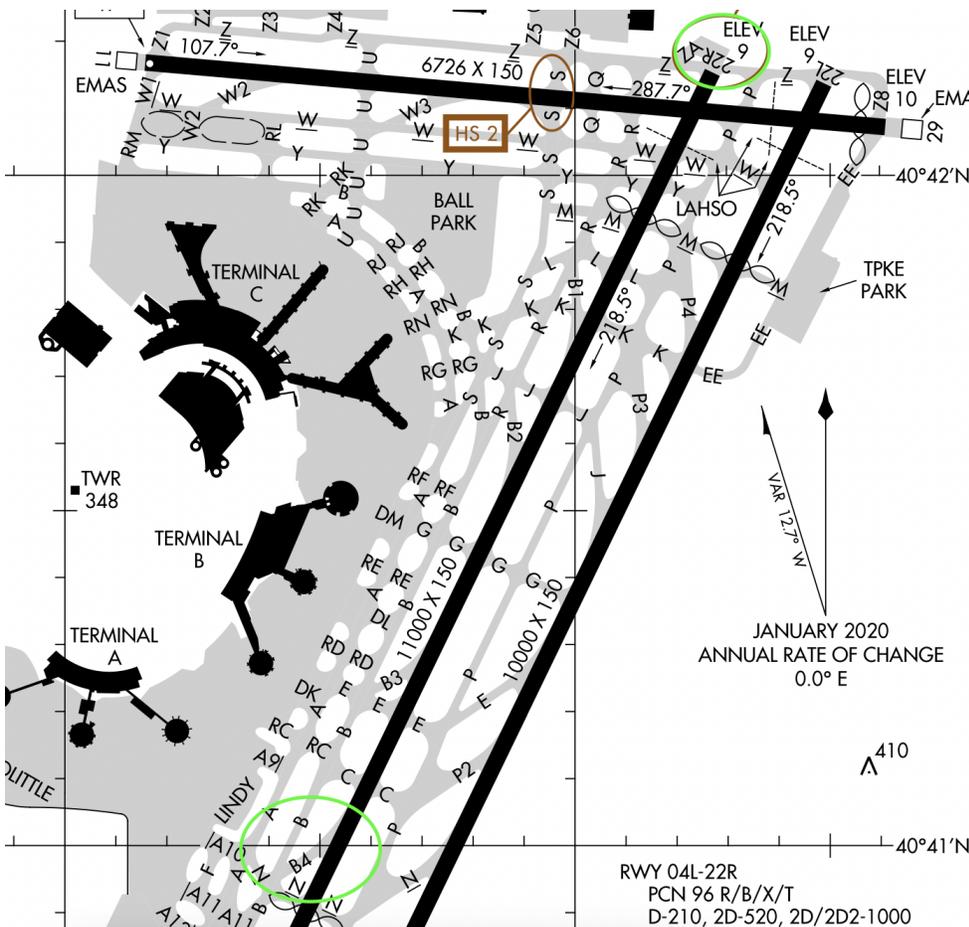
Friday, Frontier Airlines announced it would institute an employee vaccination requirement starting on October 1st. With the announcement, Frontier becomes the second airline in the United States to announce a mandate for employee vaccinations.

Jet Blue Enters Transatlantic market

JetBlue Airways makes its long-awaited entry into the transatlantic market on Aug. 11, launching its

United Boeing 787-10 Damages Taxiway Lights In Newark

Upon landing on runway 22R, it was reported by [the Aviation Herald](#) that the aircraft slowed and vacated the runway using high-speed turn-off B4. It was during this hard-right turn to vacate the runway that the aircraft collided with some taxiway lights. Despite the collision, the aircraft continued taxiing to the apron.



Circled in green is runway 22R and turn-off B4. Photo: FAA

A very sharp right turn

Examining the runway diagram above, we can see that making a right turn from turn-off B4 to taxiway B is an extremely sharp maneuver. Indeed, as one commenter on the Aviation Herald report notes, this would indicate a 150° turn. The individual adds that they would not even attempt this with their car.

The Port Authority of New York and New Jersey confirmed that the incident took place, noting that there was no impact to operations. The operator of Newark Liberty also adds that the light was immediately repaired.

13 Year Old Boy Duct Taped To Seat On American Airlines Flight

- by [Joanna Bailey](#)
- August 11, 2021
- A teenager flying American Airlines ended up duct-taped to his seat after getting into an altercation with his mum. The boy had allegedly been trying to kick the window out of the A321 they were traveling on. The flight from Maui to Los Angeles was diverted to Honolulu, leading to a four-hour delay for passengers.

It seems that duct tape is the new must-have accessory in every flight attendant's bag as a means of dealing with the rapid rise in unruly passengers. Following an incident in July where a first class passenger ended up taped to their seat, American Airlines has used the super sticky tape to restrain another person onboard their flight. Only this time, it was a 13-year-old boy.

Fearing for the safety of others onboard, nearby passengers restrained the boy to prevent him from harming anyone else. A flight attendant then appeared and proceeded to duct tape the passenger to his seat, something we've seen all too often recently.

NEW MEMBERS

Ken Larson

Barbara Gardner

Ken Voss



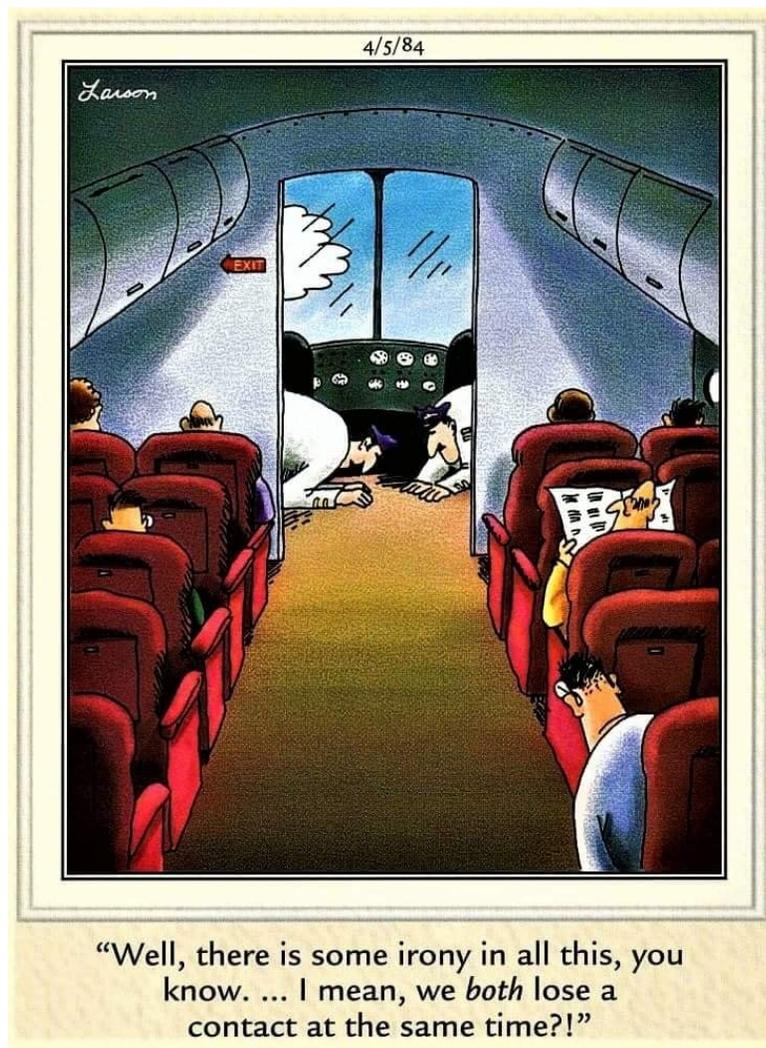
Welcome aboard..... 

AND.....THE LIGHTER SIDE



Franklin

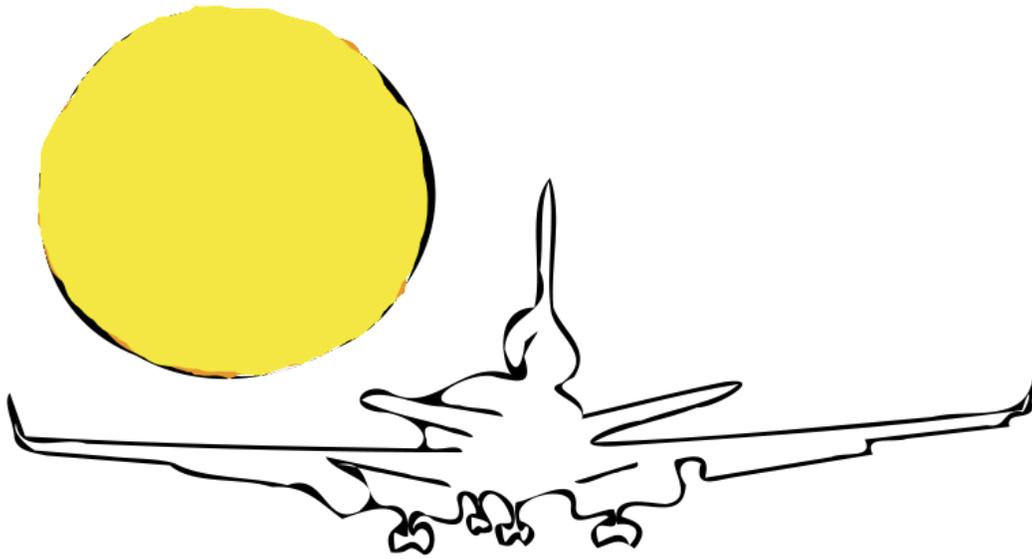
His request approved, the photographer used a cell phone to call the local airport to charter a flight. He was told a twin engine plane would be waiting for him at the airport. Arriving at the airfield, he spotted a plane warming up outside a hangar. He jumped in with his bag, slammed the door shut, and shouted, "Let's go". The pilot taxied out, swung the plane into the wind and took off. Once in the air, the photographer instructed the pilot, "Fly over the valley and make low passes so I can take pictures of the fires on the hillsides." "Why?" asked the pilot. "Because I'm a photographer for Cable News," he responded. "And I need to get some close up shots." The pilot was strangely silent for a moment, finally he stammered, "So, what you're telling me, is . . . you're NOT my flight instructor?"



**Do you know
how weird it
is being the
same age as
old people?**



“First you buy me a new coat and now a trip to Lion Safari Park. What’s got into you lately?”



GONE WEST



GONE WEST

Names in red denote gone west announced since last update

2020

Jim McBride	Jan, 2020
Daniel King	Feb 15, 202
Ray Shubert	Mar 8, 202
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
Wes Coss	Aug 10, 2020
James "Jim" Bryant *	Aug 15, 2020
Bill Baddorf *	Sept 01, 2020
Jim Buick *	Sept 05, 2020
Lawrence Kelly Irving	Sept 15, 2020
Mike Bowers	Oct 8, 2020
Neil Whittlesey	Oct, 2020
Loren Furlong	Dec 6, 2020
Bill Gilbert	Dec 9, 2020
Tom Carr*	Dec 28, 2020

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
Eugene Dahlquist *	Oct 7, 2020 (Previous member, notice just received)

Ken Lakes

Aug, 2021

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



Dave Newell

EVP/Golden Eagles Email Liaison

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