



## Monthly Update and Reminders DECEMBER 2020

### IN THIS ISSUE:

1. Recurring Reminders and New Notices
2. Pass Travel News
3. LAC News
4. Airline News
5. New Members
6. The Lighter Side
7. Gone West

### RECURRING REMINDERS AND NEW NOTICES

The **current password** for accessing the Golden Contrails magazine, the member rosters and the archived blast emails on our website, [www.thegoldeneagles.org](http://www.thegoldeneagles.org), is **autopilot**.

All current Golden Eagles members are now members for life and no longer need to pay annual dues. TELL YOUR NON-GOLDEN EAGLES FRIENDS....Those eligible for membership can submit a new member form from our website, [www.thegoldeneagles.org](http://www.thegoldeneagles.org), pay a one time membership fee of \$35 and they will become members for life with no further payment of dues required. 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](http://www.thegoldeneagles.org).

All current members of the Golden Eagles should have received by now the commemorative issue (December) of the Golden Contrails magazine in hard copy (paper), or depending on the speed of your mail delivery, it should be arriving soon. As previously mentioned, this commemorative issue will be the last hard copy (paper and mailed) issue published; all future issues of the Golden Contrails will be published only in digital format for access online only. You can also access this issue of the magazine in digital format by going to the Contrails section of our website, [www.thegoldeneagles.org](http://www.thegoldeneagles.org), or you can go directly to this issue of the magazine by clicking on this link: [https://www.thegoldeneagles.org/uploads/4/5/2/4/45245885/gc\\_2020\\_12.pdf](https://www.thegoldeneagles.org/uploads/4/5/2/4/45245885/gc_2020_12.pdf) This file is rather large and may take a while to download, so be patient....or you can just wait for the hard copy to arrive in the mail.

A special thanks to Golden Eagle President and Magazine Editor Gary Small for the excellent job producing this special issue of the Golden Contrails.

### **Revised Rosters on Website**

The revised member rosters for December have been uploaded to the Golden Eagles website Membership section and are available for access by our members. Please check your contact information on the rosters and advise our Secretary, David Rossetter, drossetter@yahoo.com, of any needed corrections.

**Gone West:** Even thought this notice is a bit late, since we were just advised of the last flight west two years ago of a former Continental pilot, Gregory Sinclair, we are including this notice here in lieu of a stand alone gone west notice. This is being done as a courtesy to those of our members who may have known and flown with Gregory. The Golden Eagles sends belated condolences to Gregory's family.



Gregory Sinclair 1953- January, 2019

### **Chuck Yeager, First Pilot To Break The Sound Barrier at 23, Dies at 97 - WWII Pilot at 20 Years Old**

After test pilot Chuck Yeager became the first man to break the sound barrier, he confessed to the highly un-Yeager-like emotion of fear.

"I was scared," he wrote in a memoir, "knowing that many of my colleagues thought I was doomed to be blasted to pieces by an invisible brick wall in the sky. But I noticed that the faster I got, the smoother the ride. Suddenly, the Mach needle began to fluctuate, then tipped right off the scale."

For 18 seconds on Oct. 14, 1947, Yeager was supersonic — a feeling he later likened to "a poke through Jell-O." The achievement made Yeager an aeronautic legend — "the foremost in the Olympus," according to author Tom Wolfe, "the most righteous of all the possessors of the right stuff."

## SYMPTOM CHECKER

# COVID-19, Flu & Cold

Symptom	COVID-19	Flu	Cold
Loss of Smell/Taste	Common	Rare	Rare
Fever or feeling Feverish/Chills	Common	Common*	Rare
Cough	Common usually dry	Common usually dry	Mild/Moderate
Shortness of Breath	Sometimes	No	No
Muscle Pain	Sometimes	Common	Common
Sore Throat	Sometimes	Sometimes	Common
Runny or Stuffy Nose	Rare	Sometimes	Common
Headaches	Sometimes	Common	Rare
Fatigue	Sometimes	Common	Sometimes
Sneezing	No	No	Common
Nausea/Vomiting	Sometimes	May occur in some, but is more common in children	No
Diarrhea	Sometimes		No

\* Not everyone with the flu will have a fever

Published Aug. 31, 2020

If you have concerns about your symptoms,  
see our Symptom Checker at [bannerhealth.com](https://bannerhealth.com)



### PASS TRAVEL NEWS

Q & A:

Q. If traveling with enrolled friend is it still 1 family vacation pass?

A. Yes, when you book reservations together. 1 vacation pass/1 direction

Q. Can United retirees get a discount from FedEx?

A. Yes. Show your retiree ID or verification of eligibility at any Main FedEx location, not a local branch. Both the link to apply for the retiree ID and the verification of eligibility letter are on the EmployeeRes-Quick Links on the United FlyingTogether website, [ft.ual.com](http://ft.ual.com).

**Pass Travel Enrollment**

This is a friendly reminder that pass travel enrollment is only open for **four more days for all non-retirees**. The last day to enroll for your 2021 elections is on December 18th at 11:59PM, Central Time. Please make sure your elections are made by that time, or it'll be too late. The Employee Travel Center has a page in Flying Together ([https://ft.ual.com/travel/pass\\_rider\\_enrollment](https://ft.ual.com/travel/pass_rider_enrollment)) dedicated to pass travel enrollment, complete with a video that walks through many aspects of enrollment, a list of your options and how to determine what's best for you, what to do (or not) if you don't have any changes, and much more. Please note that at the bottom of the page is a link to common questions and answers for you to review as well. And, if you go to the page between 7am and 7pm Monday through Friday, or 10am to 4pm on weekends (all times Central Time), you'll also have the option to chat with the ETC via the "Pass rider questions?" bubble that opens in the lower right-hand corner of the page. Please remember that Pass Travel Enrollment is available for ALL employees who are active, on VSP, on furlough, on VSL, COLA, etc.

**And for retirees, you may complete your enrolled friend elections for the first half of 2021 by December 28th at 11:59PM (Central Time).**

**Important news for retirees:** You can make changes to your enrolled friends for the January - June 2021 travel period through December 28 (until 11:59 p.m. CT).

To get started, go to the [Dependent Management System](#) and select the "Manage Election" link in the Action column next to any of your enrolled friends. Want to learn more? Check out our [Pass travel enrollment for retirees page](#).

## LAC NEWS

DENVER LAC - DENNIS MCDONALD - B777man@comcast.net

It seems that the Covideans and powers to be have declared extended battle stations, DEF CON 2 and Code Red to most of Colorado! As a result, no indoor door dining among other things. So as great as Perfect Landing has been working with us, they can **not** accommodate us on Wed 9 December. So now as it stands our next possible breakfast is Wed 10 FEB 2021. So for now, have a great (as you can) Christmas and hopefully we can put this lousy year behind us!

Dennis

## HCLAC

The Hill Country LAC has cancelled the luncheon scheduled for January 20 and will plan on having the next lunch on April 20, 2021.

## AIRLINE NEWS

### American Airlines Plans Employee Only 737 MAX Flights To Nowhere:

American Airlines is planning to reenter the [Boeing 737 MAX](#) to service from December 29th. Leading up to the highly-anticipated return, the carrier is planning to perform five flights with the plane exclusively for its employees

### When Will United Airlines Resume 737 MAX Flights?

Chicago-headquartered United Airlines has said that it will begin flying the Boeing 737 MAX again in the first quarter of 2021. Meanwhile, rival American Airlines says it will resume non-passenger flights in early December and then aircraft carrying passengers later in the month. American said it would operate two flights a day (one roundtrip) with a Boeing 737 MAX aircraft between Miami and New York.

### FAA Approves 737 MAX Changes; Focus Shifts To Other Regulators



[Sean Broderick](#) November 18, 2020

WASHINGTON—The FAA's finalization of required changes to the Boeing 737 MAX and its formal reversal of a flight ban if the changes are implemented clears the way for U.S. operators to get their grounded aircraft back in service.

But operators elsewhere are still waiting for their regulators to sign off on Boeing's MAX updates and specify additional requirements.

A final airworthiness directive (AD), released Nov. 18 and expected to be published in the coming days, specifies steps—notably installing new flight control computer (FCC) software—operators must take before they can return MAXs to revenue service. A final Flight Standardization Board (FSB) report specifies updated training that all MAX pilots must undergo, including mandatory simulator sessions and specific reviews of the MAX's maneuvering characteristics augmentation system (MCAS).

## Boeing Set To Cut 787 Dreamliner Production To 5 Per Month

American planemaker Boeing is cutting its 787 Dreamliner production again, making this the fourth adjustment in 18 months. The company posted zero deliveries for the month of November, with only four deliveries taking place in October. Recent production issues have further affected Boeing's ability to deliver the new jets.



American Airlines, Etihad, and Saudia were among the carriers that took delivery of 787s in October.

### From six down to five

[According to Reuters](#), the most recent [cut in production](#) will take output down to five planes per month from six, representing a 16% reduction.

Boeing also told Simple Flying that its Chief Financial Officer Greg Smith said,

*"And as we're transitioning to that lower rate between now and May 2021, we're going to see the effective production rate be below 10 for that period of time."*

This fourth cut going from five to six is a relatively small reduction, comparing it to the mid-2019 rate of 14 a month, and shows just how much things have changed for the company. This will not take effect immediately as the cut will take place by mid-2021. Boeing executives have made it clear that many of its aircraft remain undelivered. At a Credit Suisse conference, the following remark was made:

*"We've got a large number of undelivered 787 aircraft,"* – Greg Smith, Chief Financial Officer, Boeing via Reuters

### Concerns over airline deposit payments

Smith also discussed the issue of pre-delivery payments (PDPs) for aircraft not yet built. These deposits, made at intervals agreed upon by Boeing and the customer, are needed to fund the rest of the planemaker's operations.



Four 787s were delivered in September. The four customers were leasing giant AerCap, EVA Air, Turkish Airlines, and United Airlines.

However, customer airlines dealing with their own cash flow problems may seek to [defer delivery](#) and accordingly adjust their payment schedule. This 'knock-on' effect from the airline passenger, [to the airline](#), to Boeing, could spell trouble for the company.

According to Reuters, Smith noted,

*"...there are even more moving pieces around PDPs than there would typically be,"* adding, *"I think we've got a couple years here where PDPs will be a little bumpy."*

### Overall confident on the long-term outlook

While the short-term situation looks to be full of challenges, Smith is confident that balancing the supply and demand through the near-term impacts of the global crisis will see the company thrive in the long-term.

Smith said the following, as per Reuters' report,

*"...we do remain very confident in the long-term outlook and certainly, with the health of the 787 as you've seen between the versatility and just the demonstrated market-leading economics that airplane brings to the marketplace. The long-term potentials post-pandemic are very robust."*



Boeing will end Dreamliner production at its Everett (Washington) facilities.

Smith adds that international passenger traffic is still the hardest hit segment of air travel, remaining about 90% below 2019 levels at this time last year. He said that this has affected the overall near-term demand for the widebody markets.

### Organizers Cancel Paris Air Show 2021 On COVID-19 Uncertainty



[Helen Massy-Beresford](#) December 07, 2020

Credit: Paris Air Show

PARIS—The organizers of the Paris Air Show, the world's largest, have canceled the 2021 edition because of continued uncertainty related to the COVID-19 pandemic.

The board of directors of the Paris Air Show and the board of directors of French aerospace industry association GIFAS made the decision unanimously, describing it in a Dec. 7 statement as "inevitable."

"This reasonable decision was agreed upon unanimously by the Paris Air Show board members in the context of a crisis that has had an unprecedented impact on the aerospace industry," they said in a joint statement.

#### ADVERTISING

The coronavirus crisis has devastated demand for travel, with many airlines grounding the majority of their fleets and relying on government bailouts to survive. IATA does not expect traffic to return to 2019 levels before 2024.

The Paris Air Show is usually held at Le Bourget Airport, just outside the French capital, and in 2019 attracted over 316,000 visitors, split between civil and defense industry professionals and the general public, making it the largest air show in the world. Orders worth \$140 billion—across the civil and military sectors—were announced at the 2019 show.

The first Paris Air Show was held in 1909 and the event has taken place every other year since—with interruptions for the two world wars. The 2021 edition was set to be the 54th.

"We are obviously disappointed not to be able to hold the 2021 edition of the Paris Air Show. After many months of all trade show activities being suspended throughout the world, the entire international aerospace and defense community was very much looking forward to being able to meet," International Paris Air Show chairman and Daher Group chairman Patrick Daher said.

"We have already started work to ensure that the 2023 edition celebrates the resurgence of the aerospace industry on an international scale," he added.

The event had been due to take place from June 21-27, 2021. The organizers said they would shortly announce the exact dates of the next edition, which will be held in June 2023.

## UNITED AIRLINES SHRINKS INTERNATIONAL SCHEDULE IN JANUARY 2021

[MATTHEW KLINT](#) DECEMBER 8, 2020



With a vaccine ready for distribution, United Airlines sees light at the end of the tunnel. Nevertheless, new pandemic-related travel restrictions and more reported cases have prompted United to shrink its international schedule in January 2021.

### **United Airlines Shrinks January 2021 International Schedule**

Blaming a “recent spike in COVID-19 cases” for causing a “slight reduction in bookings,” United will operate 43% of its international schedule compared to January 2020. With Europe and Asia still prohibiting most travelers from North America, United will shift its focus and capacity to “popular warm-weather destinations that have experienced the fastest recovery.” These include beach destinations in Mexico, Central America, and Brazil.

Temporary suspensions include:

- Chicago (ORD) – AUA (Aruba)
  - Service suspended effective January 2, 2021
  - United anticipates resuming service in spring 2021
- Chicago (ORD) – Tel Aviv (TLV)
  - 3x weekly service suspended effective January 2, 2021
  - United anticipates resuming service in summer 2021
- Chicago (ORD) – Brussels (BRU)
  - Service suspended effective December 24, 2020
  - United anticipates resuming service in summer 2021
- Houston (IAH) – Oaxaca (OAX)
  - Service suspended effective January 3, 2021
  - United anticipates resuming service in spring 2021
- Houston (IAH) – AUA (Aruba)
  - Service suspended effective January 2, 2021
  - United anticipates resuming service in spring 2021
- San Francisco (SFO) – London (LHR)
  - Service suspended effective January 4, 2021
  - United anticipates resuming service in spring 2021
- Washington (IAD) – London (LHR)
  - Service suspended effective January 4, 2021
  - United anticipates resuming service in summer 2021
- Washington (IAD) – Zurich (ZRH)
  - Service suspended effective January 4, 2021
  - United anticipates resuming service in summer 2021
- Guam (GUM) – Palau (ROR) + Yap (YAP)
  - Service suspended effective Dec. 27, 2020
  - United “will continue working with local officials to determine a time frame for resuming service.”

## Three New International Routes Launch In January 2021

United will add three new routes next month, including:

- Liberia, Costa Rica (LIR)
  - Los Angeles (LAX)
  - San Francisco (SFO)
- Belize City, Belize (BZE)
  - Los Angeles (LAX)

---

> **Read More:** [United Airlines Adds Four New International Routes From Los Angeles](#)

---

## CONCLUSION

With harsh travel restrictions in place, it is not surprising to see United pare back many international routes. Nevertheless, cuts like recently-introduced Chicago to Tel Aviv or mainstays like San Francisco – London represent just how critical this period is. In terms of travel demand, expect a dark winter before spring.

## UNITED AIRLINES CUTS SEVERAL SURPRISING DOMESTIC ROUTES NEXT MONTH

[MATTHEW KLINT](#) DECEMBER 8, 2020



United Airlines Will Suspend 25 Domestic Routes In January 2021

Effective January 5, 2021, United will suspend the following domestic routes:

- Chicago (ORD)
  - Lehigh County, Pennsylvania (ABE)
  - Northwest Florida (ECP)
  - El Paso, Texas (ELP)
  - Glacier Park (FCA)
  - Piedmont Triad (GSO)
  - Huntsville (HSV)
  - Pensacola (PNS)
  - Portland, Maine (PWM)
  - Rapid City (RAP)
  - Destin (VPS)
- Denver (DEN)
  - Greenville-Spartanburg (GSP)
  - Lihue(LIH) [ends December 2020]
  - Monterey (MRY)
- Newark (EWR)
  - Honolulu (HNL)
  - Portland, Oregon (PDX)

- Seattle (SEA)
- San Francisco (SFO)
  - Boston (BOS)
  - Burbank (BUR)
- Washington (IAD)
  - Portland (PDX)
  - Sacramento (SMF)
- Los Angeles
  - Seattle (SEA)
- Boston (BOS)
  - Tampa (TPA)
- New York (LGA)
  - Palm Beach (PBI)
  - Fort Myers (RSW) [ends January 11, 2021]
  - Tampa (TPA)

Some of these cancellations are shocking. No flights between San Francisco and Boston? This was a premium transcontinental route up until recently. With the elimination of service, United will go from having up to five flights per day prior to the pandemic to 1-2 flights now, and soon to be zero. United will also suspend service between Newark and Seattle, a route in which it competes with Alaska Airlines on.

In my own backyard, the elimination of San Francisco to Burbank service represents a surrender to Southwest (United will continue to serve Denver from Burbank, but using a 50-seat CRJ regional jet instead of mainline).

Two longhaul Hawaiian routes (Denver to Lihue and Newark to Honolulu) are also on the chopping block. Hawaii's indecisive quarantine regime continues to push away travelers, but if Newark to Honolulu cannot work, it is questionable whether United's new Newark to Maui service will be profitable.

**Many of these routes will return in the spring...they are not permanent cuts.** Nevertheless, they represent the reality of depressed demand that makes some routes United does not even compete on simply unprofitable.

In a statement to *Live and Let's Fly*, United pointed to [nimbleness in adjusting schedules to match demand](#) that began even before the pandemic:

*Throughout the pandemic, United has been a leader in nimbly reshaping and adjusting our domestic and international schedules. The temporary adjustments to the January schedule reflect our continued practice of matching capacity with demand. We will continue to carefully evaluate and analyze demand trends and will adjust our schedules accordingly.*

## CONCLUSION

I can certainly understand the suspension of service to some smaller markets and Florida leisure routes from non-hubs, but cutting service between Newark and Seattle or San Francisco and Boston appears to be a surrender to Alaska and JetBlue...precisely what [CEO Scott Kirby pledged not to do](#).

## 777X CERTIFICATION ON TRACK

**As heir apparent to both the 777 and 747 families**, much has been riding on the successful testing and development of the 777X ever since Boeing launched its new long-range flagship derivative program in 2013.

**But as the company digs deep to survive the effects of both the COVID-19 pandemic** and the 20-month grounding of the 737 MAX, the big twinjet is assuming even greater significance. The 777X will be the first commercial airliner to be certified by the FAA after the MAX and so has assumed a central role in redefining Boeing's relationship with the U.S. regulator.

## United Airlines Expects Massive Cash Burn Increase Over Slowing Demand

- by [Jay Singh](#)
- December 12, 2020

United Airlines has updated its fourth-quarter average daily cash burn. Coupled with a slowdown in travel demand, United has revised its estimated fourth-quarter cash burn estimate upwards to be north of \$24 million. This comes as public health experts warn the winter could get much darker, which would spell bad news for United heading into January and December. It is, however, excited for summer 2021.

## FAA Authorizes Pilots And ATC Personnel To Receive Vaccine

- by [Jay Singh](#)
- December 13, 2020:

The United States Federal Aviation Administration (FAA) has authorized pilots and air traffic controllers to receive the COVID-19 vaccine, subject to certain conditions. The authorization comes as the United States Food and Drug Administration (FDA) cleared a vaccine.

### FAA clears pilots and air traffic controllers to receive the vaccine

On December 12th, the day after the FDA approved the Pfizer vaccine, the FAA ruled that pilots and FAA Air Traffic Controllers, subject to medical clearance, may also receive the vaccine. The FAA, however, is mandating certain conditions. The agency will require aviation professionals with medical certifications or medical clearances to take 48 hours as an observation period after the vaccination. This means that, after getting a vaccination, pilots and air traffic controllers have to wait for 48 hours before conducting safety-sensitive aviation duties. This includes flying and controlling [air traffic](#).

The Pfizer vaccine requires two doses, 21 days apart. The 48-hour waiting period applies after each dose.

At this time, the FAA has not made a determination for cabin crew. Similar standards may apply later, given how flight attendants still have a major role in ensuring inflight safety.

### Setting standards for safety

The [FAA](#) does not anticipate it will take additional measures to ensure safety after the initial window for side effects closes. However, that could change as the FAA's medical professionals will be monitoring the initial distribution of the vaccine and documented clinical results. The authorization only applies to the Pfizer vaccine. It will be evaluating vaccines from other manufacturers as the FDA approves them for emergency use. The FAA will decide on what waiting periods or steps professionals will need to take after receiving the vaccine.



The FAA may change its guidance in the future.

Such standards, however, are not new from the FAA. Similar waiting periods apply for the administration of other vaccinations, like tuberculosis and typhoid. The FAA is doing this out of an abundance of caution. Vaccine side effects can include fatigue and headaches, which can impact a person's ability to do their job safely. One of the worst things that could happen is for fatigue to incapacitate a pilot on short final or takeoff or an air traffic controller who similarly becomes incapacitated by fatigue.

### Pilots and controllers will not jump ahead in line

The FAA will not be pushing pilots or air traffic controllers ahead of others in line to take the vaccine. Pilots and controllers will need to work with their healthcare providers to determine when they will receive a vaccination. Airlines and airports will also likely try to get involved to make sure their pilots and controllers, respectively, are not out of commission in a high volume at once. It will take time for everyone to get vaccinated.



This is a new vaccine, so the FAA is being cautious.

Pilots and controllers, however, will still be playing an integral role in vaccine distribution. Already, cargo carriers FedEx and UPS have jumped into action and started to [ferry the vaccine around](#) through cold storage facilities to healthcare providers.

## NEW MEMBERS

Ed Neffinger

*Welcome aboard.....*



**AND.....THE LIGHTER SIDE .....**

*"Trouble knocked at the door, but, hearing laughter, hurried away." – Benjamin Franklin*



***I am over 80 and the Armed Forces think I'm too old to track down terrorists. You can't be older than 42 to join the military. They've got the whole thing ass-backwards.***

Instead of sending 18-year olds off to fight, they ought to take us old guys. You shouldn't be able to join a military unit until you're at least 55. For starters, researchers say 18-year-olds think about sex every 10 seconds. Old guys only think about sex a couple of times a month, leaving us more than 280,000 additional seconds per day to concentrate on the enemy.

Young guys haven't lived long enough to be cranky, and a cranky soldier is a dangerous soldier. 'My back hurts! I can't sleep, I'm tired and hungry.' We are bad-tempered and impatient, and maybe letting us kill some asshole that desperately deserves it will make us feel better and shut us up for a while.

An 18-year-old doesn't even like to get up before 10 am. Old guys always get up early to pee, so what the hell. Besides, as I said, I'm tired and can't sleep and since I'm already up, I may as well be up killing some fanatical son-of-a-bitch.

If captured, we couldn't spill the beans because we'd forget where we put them. In fact, name, rank, and serial number would be a real brainteaser.

Boot camp would be easier for old guys. We're used to getting screamed at and we're used to soft food. We've also developed an appreciation for guns. We've been using them for years as an excuse to get out of the house, away from the screaming and yelling.

They could lighten up on the obstacle course, however, I've been in combat and never saw a single 20-foot wall with rope hanging over the side, nor did I ever do any pushups after completing basic training.

Actually, the running part is kind of a waste of energy, too. I've never seen anyone outrun a bullet.

An 18-year-old has the whole world ahead of him. He's still learning to shave, to start a conversation with a pretty girl. He still hasn't figured out that a baseball cap has a brim to shade his eyes, not the back of his head.

These are all great reasons to keep our kids at home to learn a little more about life before sending them off into harm's way.

Let us old guys track down those terrorists. The last thing an enemy would want to see is a couple million pissed off old farts with bad attitudes and automatic weapons who know that their best years are already behind them.

HEY!! How about recruiting Women over 50... in menopause!!! Do you think MEN have attitudes?? Ohhhhhhhhhh my God!!! If nothing else put them on border patrol. They'll have it secured the first night! □

**B**arry returned from a doctor's visit one day and told his wife Carolyn that the doctor said he only had 24 hours to live. Wiping away her tears, he asked her to be intimate with him. Of course she agreed and they were passionate .

Six hours later, Barry went to her again, and said, Honey, now I only have 18 hours left to live. Maybe we could be intimate again?" Carolyn agreed and again they were intimate.

Later, Barry was getting into bed when he realized he now had only eight hours of life left. He touched Carolyn's shoulder and said "Honey? Please Just one more time before I die."

She agreed, then afterward she rolled over and fell asleep.

Barry, however, heard the clock ticking in his head, and he tossed and turned until he was down to only four more hours.

He tapped his wife on the shoulder to wake her up. "Honey, I only have four hours left!

Could we...?"

His wife sat up abruptly, turned to him and said,

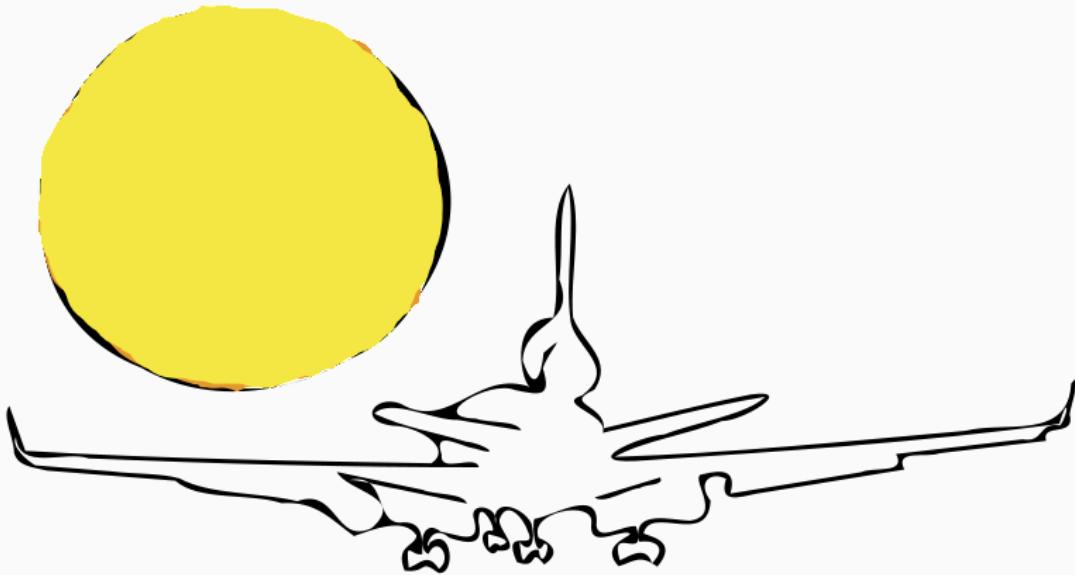
"Listen Barry, I'm not being funny.... but I have to get up in the morning and you don't."

**So far 2020 is like  
looking both ways  
before crossing the  
street and then  
getting hit by an  
airplane.**

OLDTIMERS

**Because..."somtimes you just  
need...to mount a upright piano to  
your motorcycle and have your fat  
friend get naked and play music  
while you ride around the city"**





## GONE WEST

GONE WEST

\* Denotes Golden Eagles member

Names in red denote gone west announced since last update

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
<b>Loren Furlong</b>	<b>Dec 6, 2020</b>

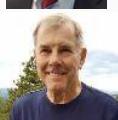
The officers of the Golden Eagles wish all our Golden Eagles members a very Merry Christmas and a Happy New Year.



Gary Small - President and Magazine Editor



Past President - Tom Doherty



Dave Newell - EVP and Email Coordinator



Bruce Sprague - Treasurer and Webmaster



David Rossetter - Secretary



Mark Sheprow - Membership Chairman



Loyd Robeson - Event Chairman



Jim Morehead - Pass Travel and Social Media Liaison



HAPPY NEW YEAR



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



Dave Newell  
EVP/Golden Eagles Email Liaison  
[davebnewell@gmail.com](mailto:davebnewell@gmail.com)



Copyright ©2020 GoldenEagles Retiree Association, All rights reserved.

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#)

