



Update and Reminders December 2021

From the volunteer officers of the Golden Eagles,

President/Magazine Editor, Gary Small



EVP/Email Coordinator, Hill Country LAC, Dave Newell



Treasurer/Webmaster, Houston LACs, Bruce Sprague





Past President, Tom Doherty



Membership Chairman/Newark LAC, Mark Sheprow



Event Chairman, Loyd Robeson



Pass Travel/Social Media Chairman, Jim Morehead



Denver LAC, Dennis McDonald



Houston LACs, Bill Chambers





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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 **notam**

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

TELL YOUR NON-GOLDEN EAGLES FRIENDS....Those eligible for membership can submit a new member form from our website, www.thegoldeneagles.org, pay a one time membership fee of \$35 and they will become members for life with no further payment of dues required. Same thing applies to former members who have let their membership expire. Every pilot, active or retired, age

member are on our website, www.thegoldeneagles.org in the Membership section.

Revised Rosters on Website

The member rosters are revised periodically, usually around the first of every month. The rosters are in the Membership section on our website and are available for access by our members with the use of the current password. The month to which the rosters have been revised is indicated next to the name of the roster on the website. Please check your contact information on the rosters and advise our Secretary, David Rossetter, drossetter@yahoo.com, of any needed corrections. Corrected information can be submitted to us by using the Roster Update Form on our website in the Membership section under Roster Update ***The revised rosters for December 2021 have been uploaded to the Golden Eagles website.***

GOLDEN CONTRAILS MAGAZINE

In case you missed the notice, the December issue of the Golden Contrails magazine is on the Golden Eagles website.

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.

Request for information on former CAL pilot

If you can assist this former ELP CAL employee, please do so.

My name is Karl Stanford, I was a Customer Service Agent in ELP and became Friend's with a Pilot by the name of George Bonelli and His Wife named Ann in the 70's when Continental had a Pilot Base in ELP. I would very much appreciate any info how I can get n touch with **George Bonelli** after all these year's. My email address is ; karlstanford2755@gmail.com. My address;

Thank You Sincerely,
Karl Stanford

Pass Travel News

Q & A

Q. If a flight shows 47 booked and there are 3 PS passengers listed...are those 3 INCLUDED in the total booked, or is it 47 + those 3 to make 50, which is the total capacity of the flight I'm interested in taking?

A. PS is already included in the count of pax booked

Q. Can I purchase a 20% discount fare for a family member not on my travel companion list?

A. No, only for eligible dependents and enrolled companions.

Q. Can an enrolled friend book a myuadiscount tkt on the UA app?

A. On united app... No. On the web...Yes

Q. Boarding totals show 3 seats in Business and -1 in Economy. The seat map shows 7 open seats in Business and 11 Premier economy. Please help me understand this. Thanks.

A. Never ever go by the seat map!...boarding totals only. Some passengers don't have seat assignments yet.

Q. Does anyone know whether you can go to the Polaris lounge on an int'l Polaris class Discount 20 ticket? NOT standby or positive space, but a confirmed ticket using the discount. And not the UA club, the Polaris lounge. Thanks!

- Yes you are a revenue customer at that point.
- Yes, you are allowed. We have accessed the Polaris Club with paid discount 20 tickets.

Q. As a retiree are we still eligible to fly on other carriers at Id 90 rates? If so how do we access?

A. They are called ZED fares. On FT go to travel then Other Airlines.

Travel Restrictions Have Changed

Due to the new variant, Omicron, many countries have restricted travel from several southern African countries.

As a result, entry requirements have changed for countries like the U.K. So what was true yesterday, may not be true today. For example, everyone entering the UK needs a pre-booked PCR test and quarantine until the results come back.

Also, note that some EU countries have changed restrictions and also have curfews and

required once you return regardless of citizenship and vaccination status.

Go to the airline's website, the country's website, the tourist board's website for updated information. Our Travel Center on the FlyingTogether website is an excellent source of information.

Finally, for all of the retirees out there (you must be on full retiree travel, not retired on VSP travel), you may make changes to your Enrolled Friends any time up until 11:59pm (Central time) on December 29th. If no changes are made, your current elections will carry forward to the first half of 2022.

If you have questions, please refer to https://ft.ual.com/travel/pass_rider_enrollment where you will find a video overview, your different options, and additional helpful information. If your questions aren't answered there, please reach out to the Employee Travel Center (ETC) via Help Hub at https://united.service-now.com/hrportal/?id=kb_article...

For access to the Help Hub, which is now the way to access the ETC (Employee Travel Center), use the following link. <https://united.service-now.com/hrportal/>

Access to the Help Hub is also provided on the United Website, ft.ual.com, in the Employee Services section under the Tools and Resources heading.

RE-POSTED 

From [Doug Etc](#):

I've said it before, and I will say it again....there is absolutely no need to log into Flying Together to use employeeRES. In your browser, simply go

to <https://eres.ual.com>. You will see a login page where you will login in with the same employee ID and password as you use to log into Flying Together, but you are bypassing Flying Together and going straight to eRES after logging in. If that still doesn't work, then you need to contact the IT Help Desk to see if there is a problem with your login.

A Look At United Airlines' Transatlantic 2022 Schedule

Here is a link to an article describing in detail United's transatlantic schedule for 2022:

https://simpleflying.com/united-transatlantic-2022-schedule/?fbclid=IwAR0LiIV96I2QXVjEgoUqDtnJ5fTAK6V_Jb5ncxBSHEcgIAifC30HjP568i8

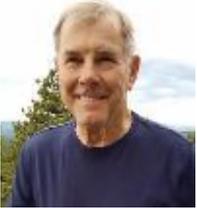
LAC News

Hill Country LAC (San Antonio/Austin)

Dave Newell

at the Pecan Street Brewing Restaurant in Johnson City, TX. Our normal meeting time of the third Wednesday of the month had to be changed due to the restaurant being closed on Wednesdays. As usual, all Golden Eagles members, eligible pilots and guests are welcome to join us.

Dave



DEN LAC (Denver)

Dennis McDonald

23 folks attended our most recent bi monthly breakfast of aging aviators at the Perfect Landing. Our dates for 2022 are 9 February, 13 April, 8 June, 10 August, 12 October and 14 December. As always dates / wives or friends are invited.

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

Here is the after action report for the breakfast at the Perfect Landing Restaurant held on Dec 8.

There were 25 folks in attendance! Among the attendees - Paul Sciera, Lonnie Blilie, David Senn, Ed Stapleton. Robt Haven, Bob Boozel, Brent Domeny, Bill Brock, Chris Dyer, Fred Buhl. Tom Burke, Don Riebe, Larry Nelson, Rick Ross and date (Patti), Dan Murphy, Tom Young, Norm Edson, Jim Moore, Jim Anstett, Sam Chipps, Chip Barnes, Terry Thompson and Dennis McDonald.

David Senn (who is still an active UA B787 pilot) gave an excellent brief presentation on United and hiring. ***The great news is that Chester James boy has a January class date at United.*** 👍

Here are a few photos taken by Dennis and Brent Domeny.



Bob Boozel, Brent Domeny, Sam Chips,
Bill Brock and Fred Buhl



Rick Kolker and Ed Stapleton



Tom Burk, Lonnie Billie, Patti (Rick Ross's date), Rick Ross, Larry Nelson, Paul Sciera, Don Riebe, Rick Kolker, Robert Haven and David Senn



Dan Murphy, Terry Thompson, Ed Stapleton and Norm Edson



Tom Young, Jim Anstett, Chris Dyer, Chip Barnes, Jim Moore, Bob Boozel, Sam Chips, Bill Brock and Fred Buhl.



Dennis McDonald addressing group



David Senn on United hiring, etc.

Dennis



Kingwood LAC (Houston)

Bill Chambers and Bruce Sprague

Kingwood Pilots Tin Roof BBQ Xmas Party, Dec 7, 2021

We had 27 pilots and 23 spouses show up....50 total. Here are photos of the event.



Lois Atteberry and Jim Mundell



Jim and Darlene Mundell



Ok Su and Bruce Sprague



Jerry Rivard, Rick and Jeannie McDonald



Linda Chambers, Jerry Rivard, Jeannie McDonald, Penny Rivard, Bill Chambers, Ok Su Sprague



Penny Rivard, Bill Chambers, Dave Atteberry,
Ok Su Sprague



Lynn and Ken Duncan



Beverly and John Downey



Jim Davis and Faith Hillman



Jim Hillman and Jack Roth



Elaine and Mike Stevens



Steve and Barbara Cady



Phil and Gloria Lindner and Tom Doherty



Bruce and Connie Stone



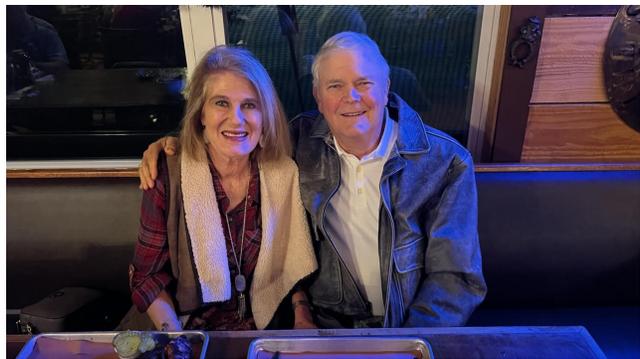
Teresa and Bill Vaughn



Judy and Steve Brown, Di and Susie Johnson, Rick Bulger



Rich Bulger, Anne and Bill Bella



Martha and Mike Machemehl



Lois and Dave Atteberry



Pat and Doris Wilcox



Sandra and Santa (Bob) Macaluso



Rick and Lynda Bixby



Ok Su and Bruce Sprague



Penny and Jerry Rivard, Faith Hillman



Lynn and Tom Walsh



The Kingwood LAC at the Tin Roof BBQ

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).

Here is a photo of the group of attendees at the last breakfast meeting at La Madeleines.



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

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

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

TIME: 11:30 am

WHEN:

Monday, Jan 31, 2022

Monday, May 2, 2022

Monday, Aug 1, 2022

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

Bill



Bruce



The Newark ALPA LEC 5 and the EWR Chief Pilot Office held their jointly-sponsored annual Holiday Party on Friday, Dec. 10th, 2021, at the local Renaissance Hotel. As it is every year since 2016 when this event began, it was a great party! Food, open bar, live music, dancing and generally a lot of fun and reminiscing from about 5 pm until maybe 11. And then a lot of folks who have gotten themselves rooms for the overnight retiring to the hotel bar for further socializing. The party especially takes time to recognize all the EWR-based pilots who have retired since the last party (which was in 2019 because 2020 was a COVID-cancellation), and all the new-hire pilots assigned to EWR. A smattering of Golden Eagles attended, and a pretty big group, maybe 15-25, newly retired Legacy-CAL pilots. It could've been more but that's about how many I recognized. We're somewhat short of enough GEs who live close enough to EWR to hold a local event, but this party comes ready-made and organized to piggyback on and use for a local GE reunion, so every year I'll be pushing for people to come enjoy it. There will be somebody there you know!



Dennis Kaiser and friends

Here is a link to a video of some of the festivities at the Annual Holiday Party hosted by the Newark ALPA LEC 5 and the EWR Chief Pilot's Office.

<https://mail.google.com/mail/u/0?ui=2&ik=b8d707b4ee&attid=0.1&permmsgid=msg-f:1718973839108882773&th=17db059962464155&view=att&disp=safe>

Mark Sheprow

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Regional Reunion News

No current news to report at this time. We`re working on it.....!

Airline News

United Airlines Resumes Sales Of Alcoholic Spirits Onboard

- by [Pranjal Pande](#)
- United Airlines has resumed sales of alcohol on its flights this week. Passengers in economy class on flights over 300 miles can now purchase hard liquor. The decision comes after United assessed feedback from customers and crew and decided that restarting alcohol sales would be safe. United is one of the first airlines to resume alcohol sales following a spate of violent incidents onboard flights.

2nd UNITED AIRLINES PILOT JAILED AFTER TURNING UP FOR WORK 4X OVER LEGAL BLOOD ALCOHOL LIMIT

[MATTHEW KLINT](#) [NOVEMBER 19, 2021](#)

At first I thought I had already written about this...because in 2017 I did [write about](#) a United 757-200 pilot who had a bit too much to drink in Glasgow, was given a breathalyzer test at the airport, found to be over the legal limit, pulled off duty, and eventually jailed for 10 months. But it has happened again.

United Airlines Pilot Lands 10 Month Jail Sentence In Scotland For Violating Blood Alcohol Limits

“not used” to hard liquor and reportedly stumbled out of a bar in Glasgow the night before he was set to transport 166 passengers and 11 crewmembers on UA162 from Glasgow (GLA) to Newark (EWR).

A concerned citizen tweeted Glasgow Airport:

Hi. A United Airlines pilot just walked out of a pub in Glasgow and fell over drunk about 21:00. Can he be breathalysed before the flight to New York on Saturday morning?

He was...and found to be 4x over the legal limit. That represented a violation of §93(1) of the Railways and Transport Safety Act 2003 and subjected him to up to 15 months in jail. Gulliver confessed to police, pleaded guilty, and pleaded for mercy, arguing he was a Gulf War veteran, had a drinking problem, and had sought help for his addiction. Despite a plea to avoid prison, his term was instead reduced to 10 months during sentencing this week

Between the August 3, 2019 incident and trial, Gulliver retired from United Airlines. It isn't clear if his conviction will implicate his retirement payments.

Frontier Airlines Orders 91 Additional Airbus A321neo Aircraft

NOV 14, 2021 9:32PM EST(RTTNews) -

Frontier Airlines (ULCC) said it has ordered 91 additional Airbus A321neo aircraft. The additional A321neo aircraft will enable it to triple the size of the airline by 2029, Frontier Airlines said in a statement.

The new aircraft are scheduled for delivery between 2023 and 2029. They are in addition to Frontier's existing orderbook of 143 aircraft to be delivered between 2022 and 2028, bringing the airline's total aircraft on order to 234. By the end of 2029, Frontier's total fleet size is expected to include 272 aircraft.

Daily Memo: Flight Attendant Union Sets Sights On Delta Air Lines

November 23, 2021



Credit: Delta Air Lines

For years, Delta Air Lines has been the only mainline U.S. carrier without unionized flight attendants. The Association of Flight Attendants (AFA) is looking to change that. The AFA is revving up a campaign to unionize Delta's nearly 25,000 flight attendants.

Link to accident report, ACCIDENT TO BOEING 707-321B AIRCRAFT N892PA, SYDNEY (KINGSFORD SMITH) AIRPORT, AUSTRALIA, 1ST DECEMBER, 1969

This is an interesting read if you have the time to read through an accident report of a 707-321, which many of us flew during our careers. It involves a runway overrun after a RTO. It was provided by retired United pilot Ted Osinski in a group posting to RETUP groups.

<https://mail.google.com/mail/u/0?ui=2&ik=b8d707b4ee&attid=0.1&permmsgid=msg-f:1718231274751840214&th=17d8623da58ccfd6&view=att&disp=inline>

Here is another link to photos of the damaged 707 in Australia.

<http://www.aussieairliners.org/b-707i/20029-790/n892pa.html>

Alaska Beckons: United Airlines Adds Four Routes For Summer 2022

- by [Jay Singh](#)

United Airlines is betting that Alaska will continue to be a top destination in summer 2022. The airline loaded four routes this weekend to its schedule next summer, giving passengers more ways to get to the state. Click on the link below for full details.

https://simpleflying.com/united-alaska-summer-2022/?utm_term=Autofeed&utm_medium=Social&utm_content=echo&utm_source=Facebook&fbclid=IwAR3aKrfZpwzGcd7hXh6-sqaEI8bYsR5pSmMFg-

The Story Of The Boeing 777X's Wingtips

- by [Tom Boon](#)
- December 6, 2021

The Boeing 777X is slowly edging towards certification, with the first deliveries currently planned for 2023. One of the unique features of the jet compared to other widebody commercial aircraft is the jet's folding wingtips. Simple Flying was able to get up close and personal with the 777X at the recent Dubai Airshow, including the new wingtips.



The 777X features folding wingtips. Photo: Tom Boon – Simple Flying

If you saw a Boeing 777X flying overhead, you wouldn't think much of its wings. However, the tips on the wings stick out like a shark's fin out of the water on the ground after the jet has landed.

A space-saving measure

The Boeing 777X's folding wingtips are a space-saving measure. When Simple Flying caught up with one of the 777X's test pilots, Brian Carlisle, [at the recent Dubai Airshow](#), he revealed that when the wings are folded, the aircraft falls into the same size category as existing 777 aircraft.

Read more: [Guided Tour: Inside The Boeing 777-9 Test Aircraft](#)

If the wingtips didn't fold, the jet would have a wingspan equivalent to the Boeing 747 and the Airbus A380. This would mean significant challenges for the plane at smaller airports. Even airports such as London Gatwick, [which will soon regularly welcome the Airbus A380 once more](#), can only handle it at a handful of gates.



You wouldn't necessarily notice the aircraft has folding wingtips when flying. Photo: Tom Boon – Simple Flying

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

Safety built-in

The Boeing 777X is designed to be familiar to those already flying the 777 families. However, Carlisle said that pilots looking to fly the jet would need to undergo level D simulator training to bring them up to speed with changes to the aircraft, such as the heads-up display (which is optional in the 777X) and the new folding wingtips.

Carlisle revealed that it is possible to set the wingtips to automatically retract once the aircraft drops below 50 knots while landing, with the folding process taking around 20 seconds. The plane won't automatically unfold the wingtips before take-off, though, with the task falling to the pilots. Of course, Boeing is well aware of this and had built several safety mechanisms into the aircraft to stop it from taking off with the wingtips still folded. Carlisle explains that it starts with the standard operating procedures developed by the airline using the plane,

“Your airline will develop a standard operating procedure... We're holding number one and we start to take a runway, we'll get a message saying checklist incomplete, meaning that we didn't do the before takeoff checklist because the wings are still [folded]... We'll continue down the runway and start to add power... We get a takeoff configuration warning.”

“This aircraft goes to 50 knots, now it is going to give you a reject[ed takeoff]”

The More Electric Aircraft – Cleaner, Greener And More Reliable

- by [Joanna Bailey](#)
- December 9, 2021

Commercial aircraft have historically relied on hydraulic and pneumatic systems to provide many essential functions. But using bleed air to drive these systems comes at a cost of efficiency.

Historically, many functions of an aircraft rely on bleed air to provide the power they need. Things like environmental control systems, wing deicing systems and flight control surfaces usually rely on hydraulics or pneumatics that are powered by bleed air. It makes sense – it's hot, it's already compressed, and it's readily available.

However, systems that divert high-speed air from the engines rob conventional airplanes of some thrust and increase the engine's fuel consumption.

“Today, compressed air is the single largest secondary load on an aircraft. 90%+ of fuel is used to actually move the airplane, but around 6% of fuel is used to provide these services. And the creation of compressed air is one of the biggest draws of that. Compressed air is a convenient source, but it's not terribly efficient. By going from pneumatics to electricity, we're able to increase the efficiency of that portion of the aircraft's fuel usage. “About 6% of the fuel that you use or 6% of the carbon that you emit is due to these secondary systems. If we can implement more electric and cut that usage in half, if we could get 2 – 3% fuel burn savings by this implementation, that's millions of gallons of jet fuel saved and tens of millions of tonnes of carbon emissions reduced every year.”

As well as increasing the efficiency of the aircraft, switching to more electric systems has another advantage in that the systems can be more reliable and have lower maintenance than the alternatives. Systems using pneumatic or hydraulic components are mechanical, with moving parts. Replacing these with electronics can drive down maintenance costs while simultaneously boosting the reliability of the equipment.

There's a weight saving to consider here as well, although this issue is perhaps not as cut and dry as you might think. An electric actuator, for example, actually weighs more than a hydraulic actuator. However, when you take into consideration all the other equipment that goes along with hydraulic, all the distribution of the fluids being moved around the aircraft, the net result is a marginally more lightweight operation.

Where are more electric systems being used right now?

One of the largest implementations of more electric was with Boeing's flagship widebody, the 787. An example is its electric environmental control system (ECS), provided by Collins, which is the first time a no-bleed electrical system has been used for a commercial aircraft in this way.

Rather than robbing the engines of compressed air to feed the ECS, electrically driven compressors provide the cabin pressurization function, with fresh air brought onboard via dedicated cabin air inlets. As well, the 787 uses Collins electric systems for wing ice protection and for engine startup. All in, Boeing projects that around 3% fuel savings are being achieved through the elimination of traditional hydraulic and pneumatic components.

The 787 uses a more electric environmental control system (ECS). In addition to the fuel savings,

with the 787 ECS was to operate it at higher pressures to simulate a lower cabin altitude and reduce the “jet lag” effect on long haul flights. The electric compressor pulls fresh air directly into the cabin, decoupling it from the engine system, and improving the air quality in the cabin so it makes for a better passenger experience.”

5G now means some flights won't be able to land when pilots can't see the runway

A new FAA rule may lead to flight delays

By [Sean Hollister@StarFire2258](#) Dec 7, 2021

Verizon and AT&T are hoping [new swaths of C-band cellular radio spectrum](#) will help make the [5G hype](#) closer [to reality](#), but the big mid-band 5G rollout may have a side effect. Airplanes rely on radio altimeters to tell how high they are above the ground to safely land when pilots can't see, and the FAA is now instructing 6,834 of them to *not do that* at certain airports because of 5G interference.

The FAA ruled on Tuesday that those thousands of US planes (and some helicopters) won't be able to use many of the guided and automatic landing systems that are designed to work in poor visibility conditions, if they're landing at an airport where there's deemed to be enough interference that their altimeters aren't reliable. “Landings during periods of low visibility could be limited due to concerns that the 5G signal could interfere with the accuracy of an airplane's radio altimeter, without other mitigations in place,” FAA spokesman Lynn Lunsford tells *The Verge*.

“THESE LIMITATIONS COULD PREVENT DISPATCH OF FLIGHTS ... AND COULD ALSO RESULT IN FLIGHT DIVERSIONS”

That likely means flight delays: “These limitations could prevent dispatch of flights to certain locations with low visibility, and could also result in flight diversions,” reads a portion [of the FAA's written explanation](#).

“We are engaged with the wireless operators, as well as our interagency partners, to do everything possible to make sure the mitigations are tailored to prevent disruptions,” Lunsford tells us.

The FAA ruling does give airlines and pilots an out — if they can prove their airplanes have altimeters that are protected or are otherwise not going to be affected by interference. No airline would comment to *The Verge* on expected delays, nor would the Airlines for America industry group that the airlines pointed us to.

It's not yet clear which specific airports might restrict low visibility flight, but you can imagine that they'd likely be in the same places where the carriers are deploying mid-band 5G — with a few exceptions, they're the United States' most-populated cities. As of December, [the planned rollouts \(PDF\)](#) are in 46 markets designated as Partial Economic Areas (PEAs), including 1-4, 6-10, 12- 19, 21-41, and 43-50. (You can see a full list of PEAs [here \(PDF\)](#).) The FAA plans to issue notices for

and also [offered to dial back the power of 5G towers for six months](#) past that to address concerns. Carriers and their lobbying group, the CTIA, have suggested that there isn't a valid reason to fear interference, but the FAA has so far not been convinced. Nor was an aviation lobbying group, the Aerospace Industries Association, which sent a letter to the FCC on Monday suggesting that AT&T and Verizon's proposed power limits don't go far enough for safety. The FCC, not the FAA, is the entity that regulates wireless interference.

While C-band 5G and these radio altimeters don't actually operate in the same band, the bands are close enough that the fear exists. One possible solution is a band filter for those altimeters, but organizations like the Radio Technical Commission for Aeronautics (RTCA) [have warned \(PDF\)](#) that it might take years to certify them and retrofit all the planes.

UNITED AIRLINES CEO PAINTS A BLEAK FUTURE FOR REGIONAL JETS

[MATTHEW KLINT](#) POSTED ON [DECEMBER 13, 2021](#)

United Airlines CEO Scott Kirby sees a diminishing market for regional jets while holding out hope that roomier aircraft can create new markets to stimulate demand and solidify loyalty. *"There are fewer and fewer markets for which regional airlines are going to work. Because as soon as a low cost carrier goes in and cuts the prices in half, the break even load factor on a regional becomes 160%. They're just not going to work. So there's going to be fewer and fewer markets."*

While Kirby is certainly not predicting the cessation of utilizing regional jets, he critically notes that many markets will simply no longer support regional jet service in the future. The upside to that, at least in theory, is that consumers will have other options which forced regionals to suspend service.

But interestingly, Kirby claims the way to win customers in this battle is not over price and not even necessarily over schedule or connectivity, but through building loyalty: *"There are going to be fewer and fewer markets that look like a traditional regional market. It's the reason we did the 550 [CRJ-550, United's luxury new regional jet with plenty of room to spread out]. What we want is customers that are flying United because they have loyalty to United, not just because of schedule but product and because they believe in it."*

United's CRJ-550, a clever way to satisfy [United's scope clause](#) which gives United's mainline pilots a veto over too many 70+ seat regional jets, seeks to further that loyalty goal by offering:

- First class + Economy Plus (extra legroom economy) seating
- Streaming in-flight-entertainment
- Ability to accommodate full-size carry-ons without gate checking

CONCLUSION

United CEO Scott Kirby is betting on a new market in which more mainline jets and roomier regional jets will replace 50-seat jets that customers hate and that are the least efficient jets in the fleet. He sees the growth of budget carriers as a threat to traditional regional jet markets and believes the answer is offering a product to consumers that will build loyalty and bring them back to United, even if it is not the cheapest option.

SHREWD: UNITED AIRLINES INVESTS IN ZEROAVIA HYDROGEN-ELECTRIC ENGINES

[MATTHEW KLINT](#) POSTED ON [DECEMBER 14, 2021](#)



In a shrewd move that has netted positive headlines from around the world, United Airlines continued its push toward net zero carbon emissions with a new investment in ZeroAvia hydrogen-electric engines. With this sustainability investment and engine order, United hopes to begin retrofitting existing regional jets by the end of the decade. It also demonstrated a far more effective publicity campaign than buying air time or ad space.

United Airlines Buys Equity Stake in ZeroAvia, Producer Of Hydrogen-Electric Engines

United Airlines [announced](#) on Monday that it is obtaining an equity stake in ZeroAvia, a hydrogen-electric engine developer. The initial investment amount will be \$35 million.

Hydrogen-electric engines use electricity created by a chemical reaction in a fuel cell to power an electric motor instead of burning fossil fuel. As United explains it, because no fuel is burned, there

With this investment, **United will buy up to 100 ZA2000-RJ that could be used to power 50-seat regional aircraft in the United Express fleet as soon as 2028.** ZeroVia is currently in the testing phase of its smaller ZA600 engine, which it hopes will power 19-seat electric aircraft by 2024.

Speaking of the move, United CEO Scott Kirby said:

“Hydrogen-electric engines are one of the most promising paths to zero-emission air travel for smaller aircraft, and this investment will keep United out in front on this important emerging technology. United continues to look for opportunities to not only advance our own sustainability initiatives but also identify and help technologies and solutions that the entire industry can adopt.”

This Is About Marketing Too.

Once again, I am so impressed that United has reimagined its *marketing* strategy. Rather than sinking millions into flashy commercials or catchy slogans, it is redirecting that money toward investments in fledgling companies, one or more of which may actually prove viable.

We don't know even know yet if the resources required to create all these sustainable technologies are even worse than burning fossil fuels. That doesn't mean United and other companies shouldn't try, though, to reduce carbon emissions and be better stewards of planet Earth.

But everyone loves the company that “does the right thing” and therefore I must applaud United's genius team for recognizing public sentiment and capitalizing on it. You can't pay for coverage this positive...

CONCLUSION

It's still rather far-fetched to think that regional jets will be powered by hydrogen-electric engines by the end of the decade. But progress is made incrementally and we won't know if something is viable unless we try it. Thus, I've moved from intrigue to support of United's raft of climate-friendly initiatives. Why? Because if it works, great, and if it doesn't work, it creates a beautiful business school case study on where money should be placed to buy favorable media attention. This initiative kills two birds with one stone.

While other airlines are struggling with unhappy flight attendants and fuel stops, United is talking about supersonic aircraft, electric-powered jets, and new helicopters that will change the way we travel. Like I said, United's marketing team deserves a lot of credit here as well.



New Members

George Kuybus
Christopher Maurer
Stan Lindholm
George Rayl

Welcome aboard..... 

AND.....THE LIGHTER SIDE



“Trouble knocked at the door, but, hearing laughter, hurried away.”

At Friday night services, Morris went to his friend Irving and said, "Irving, I need a favor -- I'm sleeping with the rabbi's wife. Can you hold him in the temple for an hour after services for me?" Irving was not very fond of the idea, but being Morris' lifelong friend, he reluctantly agreed. After services, he struck up a conversation with the rabbi asking him all sorts of stupid questions in an effort to keep him occupied. After some time, the wise rabbi became suspicious and asked, "Irving, what are you really up to with all this?" Irving, filled with feelings of guilt and remorse, confessed to the rabbi, "I'm sorry Rabbi, my friend Morris is sleeping with your wife right now and asked me to keep you occupied." The rabbi smiled and, putting a brotherly hand on Irving's shoulder, said "Irving I think you'd better hurry home, my wife died two years ago."



**I ate a kid's meal at
McDonalds this
morning. His mom
was furious.**

Next time you're feeling down remember life is all about perspective. I have a friend who has sex 2-3 times a day, exercises twice a day, reads two books a week yet every day he complains about how much he hates prison.

**it's been months since
I bought the book
"how to scam people
online"
it still hasn't arrived
yet.**

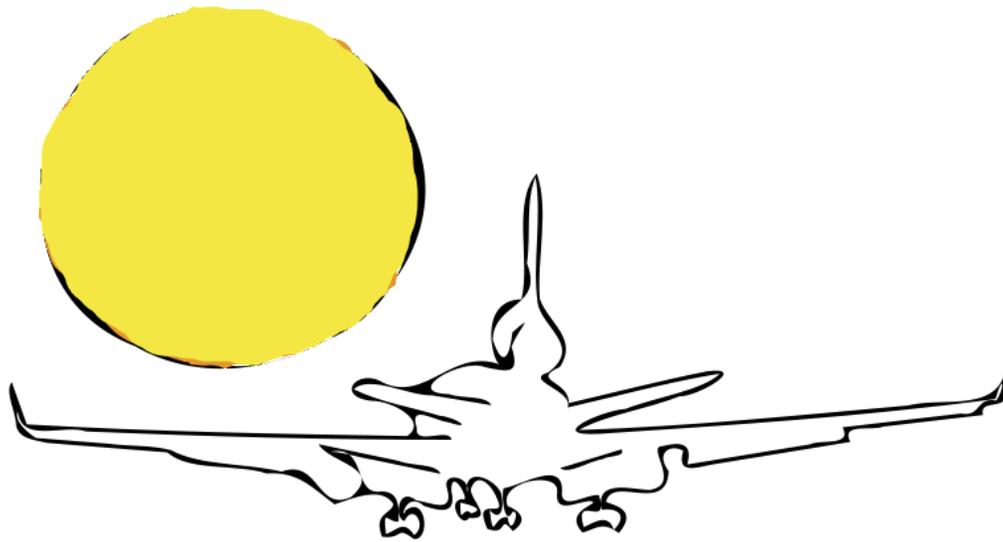
For those of us over 70 - this is a great exercise regimen - for you young'uns out there (under 70), just keep it in mind until you reach that magic 70 number!

Begin by standing on a comfortable surface, where you have plenty of room on each side. With a 5-lb potato bag in each hand, extend your arms straight out from your sides. Hold them there as long as you can. Try to reach a full minute, and then relax. Each day you'll find that you can hold this position for just a bit longer. After a couple of weeks, move up to 10-lb potato bags. Then try 50-lb potato bags, and then eventually, try to get to where you can lift a 100-lb potato bag in each hand and hold your arms straight for more than a full minute. (I'm currently at this level.) After you feel confident at that level, put a potato in each bag.

A young, athletic, good looking Jewish man meets a young, athletic, very good looking young Jewish woman at a posh resort in Tel Aviv. As they continue to interact at poolside, a yell from the pool gets their attention & they see a young boy drowning in the deep end of the pool. They both jumped up & executed beautiful dives, raced to the youngster, rescued him by swimming swiftly to the side of the

The lovely young lady says to the good looking young man, "Wow, I didn't realize how well you can swim". He says, "I was on the Israeli Swim team in the Olympics several years ago". By the way he says, "you're a darn good swimmer too. Were you also a competitive swimmer?"

She says, very modestly, "No, I was a prostitute in Venice & had to work both sides of the street".



GONE WEST



* Denotes Golden Eagles member

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

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 (<i>notice received 27Apr</i>)
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)
Joe Rodehorst	July 21, 2021
Ron Bloecher	July 26, 2021
Ken Lakes *	Aug, 2021
Harry Clemence	Aug 4, 2021 Notice just received
Jay Purcell	Aug, 2021
Paige Seats *	Sept 17, 2021
Al Minning *	Sept, 2021
Greg Dodson	Oct 7, 2021
Jay Barnes *	Oct 2021
Richard "Dick" Kardell	Dec 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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