



Monthly Update and Reminders February 2019

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HOT ITEMS

Convention Information:



HEAR YE! HEAR YE!

The cutoff date for hotel reservations is March 13.

The cutoff for banquet meal reservations is March 21.



This is a repeat, repeat, *repeat* notice. It and any updates will be re-posted each month prior to the convention in April for the convenience of our members. Please be tolerant of the redundancy, but we feel it is important to keep this convention information in the forefront of everyone`s attention. We hope you will consider joining the fun in Las Vegas, but *if* you can`t (gasp) make it for some unimaginable reason



(like falling off a ladder while cutting a tree limb with a chainsaw) , we will be sure to include photos of all the attendees frolicking to and fro and thoroughly enjoying themselves in the next issue of the Golden Contrails magazine. We want you to see how much fun you missed and to feel the appropriate degree of regret at having missed the "ball"! Hopefully you will be in some of the photos!

Seriously folks, a very small contingent of the Golden Eagles membership puts in a lot of time and effort keeping the organization alive and running. We would invite the rest of you to consider that by attending our annual convention, you are doing your part in keeping the Golden Eagles a viable and effective organization; and you will be showing support for your hard working volunteer officers! Please support the airline spirit we have had for so many years and are attempting to preserve by attending our reunion/convention. You will be glad you did; see you there, and thanks.



Below is the hotel booking process for our annual convention/reunion on April 2-5, 2019. Clicking on the links provided in blue text will give you access to the booking tools. The hospitality suite will be in full swing on April 3rd and the convention business meeting and banquet will be on April 4th. Golfers and other early arrivals will arrive on the 2nd and

member checkout will occur on the 5th.

MAKING RESERVATIONS

A dedicated website is now available for attendees to book their hotel rooms online. Reservations can be made at this web address:

Booking Website:

<https://book.passkey.com/go/GoldenEagles201>

The cutoff date for hotel reservations is March 13. The link for reservations is up and running already on the website. The dates and times for the events are there as well. The cutoff for banquet meal reservations is March 21.

April 2 - 5, 2019 (save the dates!):

Tuesday, April 2:

- Golfers arrive

Wednesday, April 3:

- 9 am: Golf

Angel Park Golf Club

100 South Rampart Blvd., Las Vegas, NV

888-4GOLFLV or 702-254-4653

website: www.angelpark.com

Directions: From Tropicana Hotel to

Angel Park Golf Club:

North on Flamingo Rd. Take ramp onto I-15N. Take exit 42A, merge onto

95N. Take exit 81A, merge onto

Summerlin Parkway, left onto Rampart Blvd.

You will then find the course on your left.

You will put on the [Convention Form](#) if you want to play golf. There is no 18 hole option this year, only 9 holes @\$50

Tom Doherty is coordinating the Golf event.

His convention email

is: jkated@gmail.com

- 3 pm to 11 pm: Hospitality Suite

Thursday, April 4:

- 7:30 am to 9 am: Hospitality Suite

- 10 am: Business Meeting

Raffle

- 11 am: Ladies Luncheon
- 5:30 pm to 6:30 pm: Cocktail Reception
- 6:45 pm to 9:30 pm: Dinner, Entertainment and
- 9:30 pm to 11 pm: Hospitality Suite

Friday, April 5:

- 8 am to 9:30 am: Hospitality Suite

NOTE: Complete details for the convention/reunion are available on our website, www.thegoldeneagles.org, under the Convention heading.

STANDARD RECURRING REMINDERS



REMINDERS - New ones in red

1. The current password for accessing the Golden Contrails magazine, the member rosters and the archived emails is **flare**.

2. The annual dues of \$35 were due on December 31. Members who have not made their dues payment by May 1, 2019 will be listed as delinquent and not in good standing. Delinquent members will be removed from all Golden Eagles communications and denied member benefits after May 1. Refer to the Membership section of the Golden Eagles website, www.thegoldeneagles.org, for details.

3. Keep your contact information up to date by using the Roster Update Form in the Membership Section of the Golden Eagles website, www.thegoldeneagles.org. *Remember you can access any member's contact information in the long form member roster in the Membership section of the Golden Eagles website under "Roster Download".*



4. If you are reading this, then **PLEASE** use our **STORE** on our website, www.thegoldeneagles.org, to make payments to the Golden Eagles rather than mailing a check.

THE REST OF THE STORY:

AIRLINE NEWS

United Airlines to order four Boeing 777-300ER and 24 Boeing 737 MAX

Jan 17, 2019



Chicago - On January 16, United Airlines has announced an [order](#) agreement with Boeing for four Boeing 777-300ER and 24 737 MAX.

The deal of \$4.5 billion was finalized in late 2018 and included in the Boeing's 2018 balance sheet, but the customer remained unknown so far. The order has brought the Boeing 777 [program](#) across the 2,000 orders and the 737 MAX program over the 5,000 orders.

United Airlines currently operates 18 777-300ER and nine 737 MAX 9. Including the new order, United has now 59 Boeing 777-300ER and 185 737 MAX family aircraft in its order book waiting to be delivered. Over 100 of those orders are for the MAX 10 variant and the 61 copies for the MAX 9 variant.

In 2018, United also placed a firm order for 13 Boeing 787-9 Dreamliner.

United Now Offers Free Live TV On Its 737 Fleet



United Airlines has just announced that, effective immediately, over 100 channels of live TV are now free to view on over 200 of its Boeing 737 aircraft.

Per the United Airlines announcement:

Just in time for the Big Game, United Airlines today announced that effective immediately more than 100 channels of live television will now be free on 211 Boeing 737 United aircraft equipped with seat back TV, making viewing easy gate-to-gate. In addition to offering free live DIRECTV at more than 30,000 seats, United customers also have access to hundreds of movies and TV shows available on personal devices through the airline's collection on the United app – offering customers thousands of hours of programming in total.

The free-to-view live TV onboard 211 of United's Boeing 737 aircraft is provided by DIRECTV and, according to the chief product officer of AT&T Business (owner of DIRECTV) flyers will be able to watch "their favorite primetime show or their favorite sports team" onboard.

UNITED DRAMATICALLY ENLARGES BUSINESS CLASS CABIN ON 767-300



Matthew Feb 1, 2019

United Airlines will take delivery of its first “premium heavy” 767-300ER later this month, featuring a dramatic increase in business class seats.

Last year I wrote a piece entitled *[Will United Remove Seats From Business Class?](#)* after United’s Executive Vice President Andrew Nocella said:

We continue to look at the number of premium class seats we have onboard all our aircraft given where our hubs are located. And I think, we actually will have more to say on this in the future as we make sure that we have the right number onboard every single aircraft we have.

And with AA reducing its 787-8 business class cabin from 28 to 20 seats, I surmised that United might be planning a similar reduction. Delta is also in the process of removing business class seats from its 777s.

Thanks goodness I was way off in my hypothesis. Quite the contrary, Nocella was only referring to enlargement of business class coming to select 767-300 aircraft. Per [Flight Global](#), retrofits are underway in Hong Kong by the Hong Kong Aircraft Engineering Company.

The new aircraft, dubbed the 76L, will feature:

- 46 United Polaris (Business Class) seats
 - 22 United Premium Plus (Premium Economy) seats
-

- 99 United Economy Seats

That's up from the current configuration of 30 Polaris business class seats and 184 in United economy class (split between 46 in EconomyPlus and 138 in standard economic class).

United had provided virtually no insight on how many aircraft are being reconfigured, when these aircraft will enter service, and on what routes. EconomyPlus will remain, but only in the sections of two (seating is 2-3-2 in economy class).

United CEO Oscar Munoz did tell Skift's Brian Sumers that London was under consideration and that "business-to-business markets are going to be the ones that we are going to fly those airplanes to."

CONCLUSION

Going from 30 seats to 48 seats in Polaris Business Class is a dramatic premium cabin increase. It's nice to see United leading instead of following Delta. United currently operates 35 Boeing 767-300s. Time will tell how many are retrofitted, but this cabin refresh marks an upgrade for premium cabin travelers. But what about economy class? I think many will appreciate the more intimate cabin.

United Airlines Pilot Contract Talks Hit A Snag

[Ted Reed](#) Contributor
[Aerospace & Defense](#)



The contract covering United's 12,500 pilots became amendable Thursday. The carrier and the United chapter of the Air Line Pilots Association, which have enjoyed a positive relationship over the past few years, agreed to start negotiations early in March 2018.

However, "Despite efforts to reach a seamless agreement, critical items remain between us and a final deal," three dozen union leaders including United ALPA President Todd Insler wrote Thursday in a letter to members. "We will not be rushed into an agreement that does not meet the needs of membership simply for the sake of expediency."

The gap between the parties reflects disagreement on the carrier's effort to alter the scope clause, the letter said. Currently, the carrier is limited to flying 255 aircraft with 70 to 76 seats, smaller jets flown by pilots who work not for United but for one of the eight regional airlines that contracts to fly shorter routes.

"For many months, United's senior leadership has publicly expressed their desire to change our [contractual] regional jet scope limitations," the letter said. "In response to this rhetoric, the United pilots have stated loud and clear we have no interest in allowing management to expand their reliance on an outdated and flawed strategy of outsourcing.

"There are several easy and practical solutions that ensure robust feed to our network," the letter said. "These innovative concepts would redefine United Airlines and the industry in a positive, meaningful way."

United spokeswoman Megan McCarthy declined Friday to provide details on scope negotiations. “We [continue](#) to work with ALPA on issues that are important to the company and important to our pilots,” she said. “We will leave those discussions at the table.”

The current United contract pilot includes rates for pilots who fly 90 seat aircraft. Those pilots are paid \$91 an hour and can fly 1,000 hours a year. Similar compensation of \$91,000 annually is attainable at regional carriers because the continuing pilot shortage has forced such carriers to raise hourly pay and to offer signing bonuses and retention bonuses.

In general, pilot contract rates are related to the number of seats on the aircraft the pilot flies, so an aircraft with 70 to 76 seats would have a lower pay rate than an aircraft with 90 seats.

United President Scott Kirby is at the center of the carrier’s effort to expand the scope clause. Speaking at an [investor](#) conference in March, Kirby said he is intent on “driving higher connectivity and revenue quality” by providing more capacity from cities such as Columbia Mo., and Rochester Minn. to United hubs. Such routes can only be efficiently served by 76-seat regional jets, he said.

Kirby said adding 76-seaters is a “win-win” because feeding the mainline creates better opportunities for mainline pilots, but he noted, “I get why our pilots are really nervous about this – if I were a pilot, I’d be really nervous about it.”

The remarks provoked a response from Insler, who wrote in a March letter to pilots that “Despite the public statements from the company about needing ‘scope relief,’ they have the ability to add 76-seat aircraft under current [contract] language,” Insler wrote. “No relief is needed.”

United “can add 76-seaters tomorrow with no restrictions if they are flown by mainline pilots,” he said. “We have done the math and know that mainline United pilots can deliver the current 76-seat product with better economics, improved reliability and with a superior customer experience for our passengers, just as we do on our current fleets.”

In 2014, during contract talks with pilots at American Airlines, where he previously worked, Kirby also sought scope concessions. The reaction from American pilots then was similar to the reaction from United pilots today.

“Scope is a religious issue to pilots,” said Dennis Tajer, spokesman for the Allied Pilots Association. “It’s so fundamental for our pilots that Mr. Kirby’s persistent scope concession requests almost undermined the trust and culture change he was trying to promote.”

Like United pilots, American pilots are also negotiating a new contract. But scope does not appear to be an issue. During American’s fourth quarter earnings call, Chief Financial Officer Derek Kerr was asked whether American Airlines Group will order more regional jets for the regional carriers it owns. Kerr said delivery of 15 regional jets in 2020 “will pretty close to max out our large RJ scope, so we don’t expect anymore.”

Last week, in a letter to APA members, President Dan Carey said union priorities include improved scheduling, “contract repair, with a focus on items that were modified in [bankruptcy](#),” and “industry-leading

hourly pay rates and address gaps in compensation and benefits.”



[Ted Reed](#) Contributor

PASS TRAVEL

Since the release of the new United App for smart phones and the new EmployeeRes section of the United website, the following is provided to remind our members that these upgrades and improvements have been made and are in effect. The articles on the website have been partially reproduced below for your reference. For complete access to these articles and this new information, including the links to additional articles and videos, members should refer to the United Flyingtogether website, Travel section. By becoming familiar with these new features, as well as the other aspects of pass travel covered in the Travel section, your pass travel experience should be greatly enhanced.

United app and pass travel

Have you ever wished you could use our award-winning mobile app to manage your pass travel? Now you can!

To take advantage of these great new features on the app, all you have to do is link your MileagePlus number to your United u-ID by going to [employeeRes](#) > [Quick Links](#) > [Employee Profile](#). If you don't have a MileagePlus account, you can sign up for one for free on [united.com](#). Note: United Express employees will be able to link their MileagePlus number and use the app for employee travel in a future phase.

Once that is done, then you'll be able to use the app to :

- Book company business, personal/leisure,
 - vacation, buddy and jump seat travel
 - Book myUAdiscount tickets
 - Manage, cancel or modify reservations
 - Check in
 - View
 - Boarding passes and save them to your mobile device
 - Flight status
 - Seat map and assign/change seats for positive-space travel
 - Passenger boarding totals and your position on the standby/upgrade lists
 - When your seat has been assigned
 - Ticket cost; prepay or payroll deduct space-available travel
-

- How many buddy and vacation passes you have available
- Destination alerts

Remember, if you're a United Club member you'll be able to enter the club with only your boarding pass -- no need to show additional credentials.

Want to see the app in action? Check out this video of how easy it is to book a flight using the United app.

Helpful information:

- [View](#) a quick reference guide on how to link your u-ID and MileagePlus number
- [Read](#) questions and answers
- [View](#) a chart depicting which features are available on the app vs. employeeRES
- [Read](#) United Daily app news

Tips:

- Check the home screen of the app: you should see your United ID number listed in the yellow bar. If you don't see it, sign out and sign in to your MileagePlus account again. If you still don't see it, double check that your MileagePlus number is linked successfully in your employeeRES profile and then try the app again.
- If you have a Known Traveler Number (KTN), make sure it is added in two places:
 1. in your employee profile in employeeRES (Quick Links > Employee Profile > Add/Edit Secured Flight Information) and
 2. in your MileagePlus account profile (united.com > MileagePlus > My Account)

Both profiles are used depending on the type of travel, so make sure it is listed in both places.

THE NEW EMPLOYEERES

Welcome to your new employeeRes! Our travel privileges are some of the most exciting and most valuable rewards we have as United employees. This great new tool will make booking and managing travel easier to help you get where you want to go. It looks and feels like [united.com](https://www.united.com) and offers a mobile-friendly experience – and it includes exciting new features you asked for.

Take a look at some of the great new options you'll have with the new eRES:

Flight Watch – Monitor up to 10 different flight segments to multiple destinations without creating a listing. You can customize notifications, so you get updated passenger boarding totals (PBTs) when you want them.

Open Search – Find the flights with the most available seats from the origin of your choice or to the destination of your choice.

Potential Misconnects – Within 24 hours of your flight, you can get an idea of the number of revenue customers who may miss their connecting flights.

myUAdiscount – Employee-exclusive discount prices are shown right in employeeRES, so you can easily stay up to date on the best rates available.

Helpful resources and contact information

The system is easy to use, but just in case you need a little help, here's some information to help you navigate through the new eRES.

[Frequently asked questions](#)

How to guides:

Title	Description
Getting started with eRES	Learn how to search, book and edit using the new tool
Flight Watch	Learn how to add, remove or view your "watched" flights and customize notifications
My Profile	Learn how to edit, update and view your profile information
Open Search	Learn how to search, view and book with Open Search
Pass Calculator	Learn how to calculate service charges and fees by pass rider type
Pass rider access	Learn how to grant or remove your pass rider's access to employeeRES
Potential Misconnects	Learn where to find and view misconnects directly from flight search results
Jumpseat Listings	(For jumpseat-eligible employees only) Learn how to list for jumpseats

Travel tips:

We all deserve a stress-free travel experience. Here's some helpful tips to make sure that happens and to avoid delays at the airport.

Check your Employee Profile to ensure your name, date of birth and secure flight information matches your travel documents

- Go to **My Profile > Manage Profile** to view and manage Traveler profiles to verify your pass rider's name, date of birth or to grant or remove employeeRES access.
 - Note: While employees and retirees have switched over to the new eRES, pass riders will temporarily continue to use the previous version. We will update you before the pass rider site switches to the new site, so you can share the news with those who have access to list for flights.
- Share the [Pass Travel Guidelines](#) and [Pass Travel Attire](#) policy with your pass riders so they know what to expect on their space available travel journey.

Still need assistance? Contact the Employee Travel Center:

- Use [Help Hub](#) to submit a request and track its progress or
 - Call 1-877-UAL-ESC9 (from the U.S.) or 1-847-UAL-ESC9 (outside the U.S.)
-

- Hours: 7:00 a.m. to 7:00 p.m. Central Time, 7 days a week
- Say "employee travel" then "travel questions" to speak to a representative

Learn more about all the rewards United employees have access to on the [My Rewards](#) page.

NEW MEMBERS

Bill Eason

Allan Newsom

Nancy Noveas

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

Considering our advancing ages, a review of aviation definitions might be in order.....

AIRSPEED - Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot.)

BANK - The folks who hold the lien on most pilots' cars.

CARBURETOR ICING - A phenomenon reported to the FAA by pilots immediately after they run out of gas.

CONE OF CONFUSION - An area about the size of New Jersey located near the final approach fix at an airport.

DEAD RECKONING - You reckon correctly, or you are.

DESTINATION - Geographical location 30 minutes beyond the pilot's bladder saturation point.

ENGINE FAILURE - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.

FIREWALL - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

FLIGHT FOLLOWING - Formation flying.

GLIDE DISTANCE - Half the distance from an airplane to the nearest emergency landing field.

HYDROPLANE - An airplane designed to land long on a short and wet runway.

LEAN MIXTURE - Nonalcoholic beer.

MINI MAG LITE - Device designed to support the AA battery industry.

NANOSECOND - Time delay between the Low Fuel Warning light and the onset of engine failure.

PARASITIC DRAG - A pilot who bums a ride and complains about the service.

RICH MIXTURE - What you order at another pilot's promotion party.

ROGER - Used when you're not sure what else to say.

SECTIONAL CHART - Any chart that ends 25 nm short of your destination.

SERVICE CEILING - Altitude at which cabin crew can serve drinks.

SPOILERS - FAA Inspectors.

STALL - Technique used to explain to the bank why your car payment is late.

STEEP BANKS - Banks that charge pilots more than 10% interest.

TURN & BANK INDICATOR - An instrument largely ignored by pilots.

USEFUL LOAD - Volumetric capacity of the aircraft, disregarding weight

WAC CHART - Directions to the Army female barracks.

YANKEE - Any pilot who has to ask New Orleans tower to "Say again".

Golden Eagles member Rose Abney passing.

The sad news that Rose Abney passed away on Tuesday, February 12, was just received from Jackie Furuli. The Golden Eagles sends its condolences to Rose's family and wishes them peace and comfort at this time of loss.

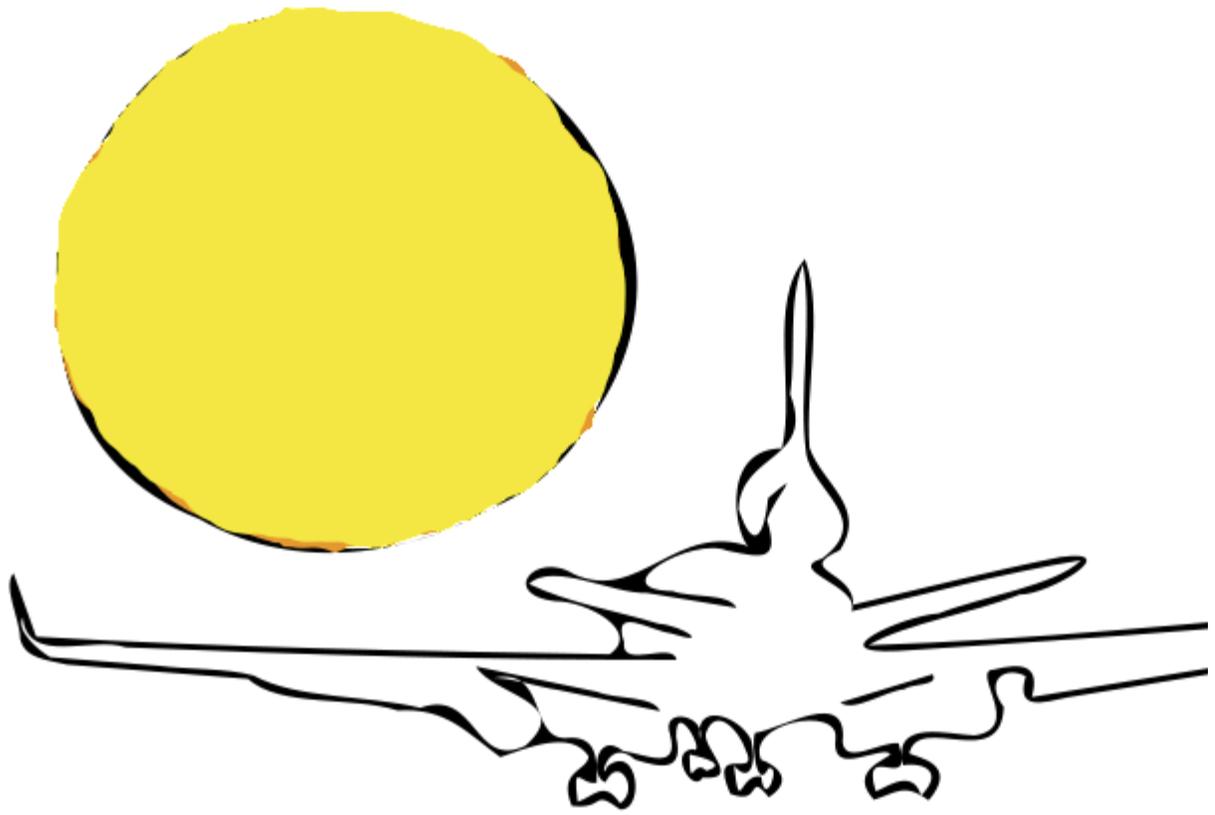
Jackie's message:

I received a text from Stacey that Rose Abney passed away tonight at 8:15. There will be a memorial for her in the spring. May or early June in hopes that people can better plan and it will be warmer.

Jackie

Warm Regards

Jackie Furuli



GONE WEST

2019

* DENOTES GOLDEN EAGLES MEMBER

Harry Watson *	Jan 10
Almond Carroll	Jan 22
Tom Steel	Jan 27



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

Dave Newell
EVP/Golden Eagles Email Liaison
EVP_EmailCoordinator@thegoldeneagles.org

