



## Monthly Update and Reminders February 2020

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## RECURRING REMINDERS

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

Member **dues** of \$35 annually are due December 31, are past due on January 1 and are considered delinquent on April 30. Members will be removed from all communications if dues not paid by end of grace period of April 30. We appreciate those who were in past due status having recently paid their dues. ☐

We currently have **38 members** that had paid their 2019 dues who have not as yet paid their 2020 dues. If you are not sure if you are one of these folks, check the full data roster for your dues date; [www.thegoldeneagles.org](http://www.thegoldeneagles.org), Membership section, Roster, then Roster

Download and click on Full Data roster. The password is acars to access the rosters.

In order to maximize the usefulness of the member rosters to our members, for those who have not done so we would like a **photo** for our database (like a passport photo, or something that we can crop out a similar type photo). Make sure the JPG file is at least 250k or much larger (small Facebook thumbnails will not work).

**Email your photo to Gary Small: [smallgd@outlook.com](mailto:smallgd@outlook.com).**

Also remember to keep us advised of your current **contact information** in case another member would like to contact you. Use the **roster update form** in the Membership section, Roster subsection, of our website.

The next Golden Contrails magazine will be coming out soon and our editor Gary Small is always looking for submission of **personal stories** from our members for the issues. In addition remember to use the **Crew Room feature** of the website to keep us all updated on your current activities and status. Inquiring minds want to know.....

## CONVENTION/REUNION NEWS



You might have noticed the use of the term "reunion" in conjunction with that of "convention". That is because the event is not only where we 'convene' to conduct the business of our organization, minimal though the business issues are, but because we reunite with our old friends from our airline days, and that is the primary reason we have the convention/REUNION each year. This years event is to be held in Denver at the Doubletree by Hilton Denver adjacent to the old Stapleton airport location **on May 14-17, 2020**. Complete details are posted on the Golden Eagles website, [www.thegoldeneagles.org](http://www.thegoldeneagles.org). We encourage you to make the effort to attend; there will be lots of your old friends there who would love to see you again!

The reservations are starting to roll in, so join the crowd and make yours today.

We are still working on arranging interesting **activities** and/or **tours** for those interested. More info to follow soon.

## PASS TRAVEL NEWS

### Q&A

***I have an employee fare confirmed flight but would like to standby for an earlier flight to the same Location, is this allowed?***

**No.**

Once a myUADiscount ticket is purchased, employees, retirees and their eligible pass riders may not cancel the confirmed reservation to revert back to a space available listing on the same day, same trip.

• Employees, retirees and their eligible pass riders traveling on a myUADiscount ticket may not standby for flights included in their myUADiscount ticket itinerary.

***Is a retiree's enrolled friend able to use the UA app like we do? If so, how do they sign in and link with their login information? Thanks!***

No, only the employee or retiree can use the app

***My Enrolled Friend is trying to get on an international flight that operates once a day. If bumped, would he still be rolled to the flight which operates 24 hours later?***

- Technically it is possible but not every agent knows how to or will do it.
- Probably not
- Not very likely. They can ask an agent to just do a date change on their listing though. Or you can change it for him/her. Many make different arrangements Not necessarily just going next day.
- Relist again!

***Can I cancel a UA %20 discount ticket if past the 24 hrs but a month away from the flight date ?***

You can not refund the ticket, however if it is not a basic economy fare (which does not allow changes) you may be able cancel the reservation by paying a change fee, to use the value at a later date. It is best to call United reservations to find out what your options may be.

***Have a priority question here in an unusual situation. My enrolled friend was listed***

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***and checked in for a flight. He received his seat assignment shortly before departure. Then the flight was delayed an hour. In that hour, some non Revs senior to me showed up, listed and checked in. Does my enrolled friend lose his seat assignment to them?***

- I don't think so, the others go to the bottom of the list. Your friend has already been cleared on the DM.
- No. Only way your EF would lose it is if they change flights and decide to come back
- No. 30 minutes cut off rule. He was there .... they were not. Too bad.
- I don't think so, if the flight is delayed, the agents don't unseat standbys.
- I was in the exact same situation a year ago in DFW and asked the gate agent and they told me that they would not unseat me for nonrevs, but I might lose my seat to a revenue passenger if they had to switch them over to my flight.

***Can UA employees non rev on American?***

- Yes. Interline agreements are on FT

## **GOLDEN EAGLES LOCAL AREA CHAPTERS (LAC) NEWS**

A few of The Kingwood, TX LAC members got together for lunch at Tookies in Kemah, TX on Galveston Bay recently. Here is a picture of the motley crew: Rick McDonald, Steve Cady, Bruce Sprague, Tom Doherty and Mike Snowden.



## AIRLINE NEWS

### United Airlines Has Big Plans For New York Washington Shuttle

United Airlines has announced a new hourly shuttle service between Ronald Reagan Washington National Airport and Newark Liberty International Airport. Most of these [flights](#) will be served by United Express' Bombardier CRJ-550.



United's CRJ-550s will help serve professionals that need to travel regularly between Washington D.C. and New York. Photo: United Airlines. Photo: United Airlines

### **From the Beltway to the Big Apple**

This regional arm of United has been seeing success in the last few months by serving regional flights with its CRJ-550s. Business travelers in underserved areas have been appreciating the comfortable seating and relaxing ambiance onboard. The firm is now looking to expand on these operations to better [connect](#) the two economic powerhouses.

According to a [United press release](#), there will be 13 daily flights under this service. United claims that this allows it to now offer more opportunities for travel between the Washington D.C. and New York areas than any other carrier.

Advertisement



Despite the modest size of the CRJ-550, its passengers appreciate it for its spacious interior. Photo: United Airlines

### **Convenient service**

United Express SVP Sarah Murphy shared that her company introduced this shuttle service in response to passenger demand.

*“Our customers who regularly travel between Washington, D.C. and New York – one of the busiest routes in the country – have told us they value convenient flights and a comfortable ride above all else,”* Murphy said as per the press release.

*“With our new shuttle service aboard the one-of-a-kind CRJ-550, United Airlines is the only carrier to deliver both.”*

Tickets for these routes will be available from January 18th. Thereafter, the flights will begin on March 29th. Flights depart Ronald Reagan Airport every hour between 06:00 and 18:00.

Meanwhile, the departing flights [start](#) at 06:00 from Newark and stop at 20:00. These are mostly every hour apart from gaps at 10:00 and 19:00. 10 of the 13 flights will be conducted by the CRJ-550s while the

remaining three will be served by Embraer 175 planes.



The 50-seater CRJ-550 holds 10 United First, 20 seats in Economy Plus, and 20 Economy seats. Photo: United Airlines

### **Continued progress**

[2019 was a strong year of expansion for United](#), both domestically and internationally. The airline doesn't show any signs of halting its developments following the announcement of this [handy service](#) between two important easterly regions in the United States.

Furthermore, the carrier also introduced more regional routes from Washington last month. It added new routes to Madison, Wisconsin and Bangor, Maine from [Dulles International Airport](#). With United also [seeking additional gates at Denver International Airport](#), it could have an even greater presence across the country this year.

CEO Oscar Munoz has highlighted [the positive response that the CRJ-550 has received](#) from its passengers. Therefore, it is only natural that it's being used to connect more fliers across valuable destinations in the US.

Simple Flying reached out to United for comment on this new hourly shuttle service but did not hear back before publication. We will update the article with any further announcements.

**Are you excited about the introduction of this service? Let us know what you think in the comment section.**

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# UNITED AIRLINES REACHES 2020 ADJUSTED EARNINGS PER SHARE TARGET ONE YEAR AHEAD OF SCHEDULE

January 21, 2020

CHICAGO, Jan. 21, 2020 /PRNewswire/ -- United Airlines (UAL) today announced it reached its 2020 goal -- first announced in January 2018 -- to achieve adjusted diluted earnings per share (EPS) target<sup>2</sup> of \$11 to \$13 a full year ahead of schedule. The company also achieved full year pre-tax margin growth of 2.6 points, which is expected to outpace its largest competitors for 2019.

- Reported fourth quarter net income of \$641 million, diluted EPS of \$2.53, up 50% versus the fourth quarter of 2018, pre-tax earnings of \$844 million and pre-tax margin of 7.8 percent, expanding pre-tax margin 2.5 points versus the fourth quarter of 2018.
- Reported fourth quarter adjusted net income of \$676 million, adjusted diluted EPS of \$2.67, up 11% versus the fourth quarter of 2018, adjusted pre-tax earnings of \$889 million and adjusted pre-tax margin of 8.2 percent, expanding adjusted pre-tax margin 0.5 points versus the fourth quarter of 2018.<sup>1</sup>
- Reported full year net income of \$3.0 billion, diluted EPS of \$11.58, up 51% versus full year 2018, pre-tax earnings of \$3.9 billion and pre-tax margin of 9.0 percent, expanding pre-tax margin 2.6 points versus full year 2018.
- Reported full year adjusted net income of \$3.1 billion, adjusted diluted EPS of \$12.05, up 32% versus full year 2018, adjusted pre-tax earnings of \$4.1 billion and adjusted pre-tax margin of 9.4 percent, expanding adjusted pre-tax margin 1.7 points versus full year 2018.<sup>1</sup>
- Consolidated fourth quarter passenger revenue per available seat mile (PRASM) increased 0.8 percent year-over-year.
- Consolidated fourth quarter unit cost per available seat mile (CASM) decreased 1.3 percent year-over-year and consolidated full year unit cost per available seat mile (CASM) decreased 1.2 percent year-over-year.
- Consolidated fourth quarter CASM, excluding special charges, third party business expenses, fuel and profit sharing, increased 2.7 percent year-over-year. Consolidated full year CASM, excluding special charges, third-party business expenses, fuel and profit sharing, increased 1.0 percent year-over-year.
- Repurchased \$216 million of its common shares in the fourth quarter of 2019, at an average purchase price of \$88.95 per share, bringing share repurchases for full year 2019 to \$1.6 billion.

"2019 was a great year for our United team -- highlighted by achieving our \$11 to \$13 adjusted EPS target a full year ahead of schedule," said Oscar Munoz, CEO of United Airlines. "With a four-quarter streak of expanding profit margins, when all the results are in we expect our full year 2019 pre-tax margin growth to be the highest amongst our largest competitors. When I look at United's fundamental strength, I could not be prouder of what we've accomplished in such a short time. This is the New United we set out to build more than four years ago. As we embark on a new year and decade, I believe the outlook for United's future has never been brighter."

For more information on UAL's first quarter and full year 2020 guidance, please visit [ir.united.com](http://ir.united.com) for the

company's [investor](#) update

## Boeing: Don't Expect MAX Approvals Before Mid-Year



[Sean Broderick](#) January 21, 2020

Boeing 737 MAX 8

[Credit:](#) Stephen Brashear / Getty Images

Boeing is telling customers and suppliers that the 737 MAX will not receive its first regulatory approvals until “mid-2020,” which all but ensures MAX operators will not have the aircraft before the peak mid-year travel period ends.

The update estimate—which Boeing cautions is neither concrete nor blessed by regulators—“is informed by our experience to date with the certification process,” Boeing said in a statement.

“In order to help our customers and suppliers plan their operations, we periodically provide them with our best estimate of when regulators will begin to authorize the ungrounding of the 737 MAX,” the Chicago-based company said Jan. 21. “We are informing our customers and suppliers that we are currently estimating that the ungrounding of the 737 MAX will begin during mid-2020.”

The move means that initial revenue-service operations may not [start](#) until September or later—weeks longer than the most conservative airline estimates. U.S. carriers have pulled MAXs from their schedules until early June but will almost surely push this out further in the coming days.

U.S. airlines will be among the first to have regulatory clearance to put MAXs back into service, as the FAA will lead global regulators in un-grounding MAXs, possibly joined by a few others. Executives with U.S. carriers have estimated that they will need 30-60 days from the FAA’s approval to prepare MAXs for service, train pilots and work the aircraft back into flight schedules.

American Airlines, Southwest Airlines, and United Airlines had MAXs when the 387-aircraft fleet was grounded in March 2019. Alaska Airlines was supposed to get its first MAXs in mid-2019.

Airlines in other countries must wait for their regulators to lift the groundings, with some agencies pledging to take independent looks at Boeing’s work and FAA’s approvals. It is not clear whether the ongoing FAA review is giving other regulators time to complete some of their independent work, or if any time line

slippage in the U.S. will be mirrored around the world.

Boeing stopped delivering MAXs following the grounding and paused production this month.

Boeing's estimates are the only data points industry has to go on. The company in 2019 made public return-to-service approval estimates as part of its effort to project how much it would owe affected customers based on how long the MAX was out. After months of repeating projections that turned out to be inaccurate—Boeing believed the MAX would be approved by the end of 2019—FAA Administrator Steve Dickson told former Boeing CEO Dennis Muilenburg that the agency, not the company, is in control of the process, and there is no time line.

Word of Boeing's latest projection was reported by several news outlets, prompting the company to issue its statement.

The FAA has not changed its stance. "We continue to work with other safety regulators to review Boeing's work as the company conducts the required safety assessments and addresses all issues that arise during testing," the FAA said, repeating a now-common refrain. "We have set no time frame for when the work will be completed."

The next major step on the MAX's approval path is a certification flight, which is not scheduled. The latest projection was not driven by any new findings linked to Boeing's MAX changes and training revisions, a source with knowledge of Boeing's thinking said. Rather, it reflects the reality of the certification process's pace and [accounts](#) for some additional schedule slippage. A recently discovered [software](#) issue played no part in Boeing setting the mid-year estimate, the source added.

The latest change reflects the high levels of uncertainty surrounding the MAX situation, even among well-connected customers. Southwest's move to clear MAXs until early June came on Jan. 17, suggesting Boeing's thinking changed in recent days.

On the production front, Boeing has said that re-starting MAX work in its Renton factory will not necessarily be tied to initial regulatory approvals. The OEM plans to focus on clearing the undelivered backlog and may wait until it has a better idea of when other regulators will lift their operations bans, clearing the way for customers to begin accepting deliveries again.

**Link to video of interview with Gordon Bethune about 737 Max:**  
[Former CAL CEO Gordon Bethune](#)

## Boeing Looks To Produce About 220 MAXes in 2020

Boeing appears preparing to produce around **220 737 MAXes this year**.

Spirit AeroSystems announced this morning that it reached agreement with Boeing to supply 220 fuselages in 2020.

The actual number of MAXes Boeing produces this year may vary from 220. It could well be that some of

the 2020 fuselage deliveries spill over into 2021 deliveries.

## The Boeing 737 MAX Will Replace Some Widebody Routes Once Operational Again

- by [Joanna Bailey](#)
- January 31, 2020

When the Boeing 737 MAX hit the skies, it was a revolutionary plane. It flew further than its predecessors, and with a lower fuel burn, enabling airlines to open new routes and be more flexible with their services. Some even substituted widebody services for the fuel-efficient narrowbody, and we can expect to see more of the same when it returns to service this time.



The 737 MAX could be used in the place of some widebody routes. Photo: Getty Images

### The MAX will be back

The clock is ticking on the return to service of the Boeing 737 MAX. When the FAA finally gives the nod, Boeing can get to work on [delivering the hundreds of aircraft](#) it has built and stored since last year's

grounding.

For many airlines, these incoming next-generation aircraft will be used to retire some older models. Icelandair, for example, is hoping to replace its aging Boeing 757s with the more efficient MAX. For others, it adds capacity, such as is the case with Ryanair who is desperate to expand operations with the arrival of its MAX.

But did you know that, for some airlines, it could even be used to replace some widebody routes? Yes, the age of long-haul narrowbody is upon us, and Boeing's 737 MAX is poised to take the lead.

## Going the distance

The huge increase in fuel efficiency brought by the MAX has enabled airlines to be more selective with the aircraft they place on routes. Longer routes, previously the preserve of the widebody aircraft, are able to be operated with the MAX, which makes a lot of sense for those that are lower in demand.

Prior to its grounding, the 737 MAX replaced the four times weekly service by Aerolineas Argentinas between Buenos Aires and Punta Cana. Its added efficiency meant the airline was able to operate the route daily. The route covers 3,252nmi.

Norwegian Air used to operate another of the world's longest 737 MAX routes; several in fact. Prior to grounding, the airline had transatlantic connections between Bergen, Belfast, Dublin, Edinburgh, and Shannon to New York, with many of these routes coming close to 3,000nmi. Since the grounding, it has [abandoned transatlantic flights from Ireland](#) and has had to [rely on widebody aircraft](#) for other services.

In fact, of the worldwide routes spanning more than 2,500nmi and using a narrowbody aircraft, almost 80% were flown by the 737 MAX.

## Replacing the widebodies

A [blog by Boeing's VP of Marketing, Randy Tinseth](#), published in 2018 said that flydubai had achieved a [15% fuel saving by using the MAX](#), as well as decreased disruption and maintenance. [Hainan](#) noted that there was significant fuel burn advantages to the aircraft, particularly on routes of more than three hours.

As such, we expect to see a number of airlines swap it in over widebody services for their thinner routes as it gradually returns to service. For some airlines, the increased efficiency will mean they can operate routes more often, choosing frequency over capacity. But the MAX is not alone in its long-haul narrowbody ambitions. On the Airbus side, the A320neo operates to a range of 3,400nmi while the A321neo, surprisingly, has a published maximum range of 4,000nmi. Then, there's the gamechanging A321XLR which will begin delivering in 2023. This modified A321 will offer a range of up to 4,700nmi, thanks to the addition of extra fuel tanks.

Although the MAX dominated the long-haul narrowbody routes two year ago, times have moved on. Going forward, it's likely fewer widebodies will be used on routes of under six to seven hours. For the passengers, we just hope at least some take a leaf out of flydubai's book and [install](#) options for lie flat seating on the aircraft destined to fly longer routes.

## Boeing's 777X jetliner takes off on maiden flight

By Tim Hepher

[Grammys offers tributes in 'house that Kobe Bryant built'](#)

SEATTLE (Reuters) - Boeing Co successfully staged the first flight of the world's largest twin-engined jetliner on Saturday in a respite from the crisis over its smallest model, the grounded 737 MAX.



© Reuters/LINDSEY WASSON A Boeing 777X airplane taxis during an attempted first test flight from the company's plant in Everett

The 777X, a larger version of the 777 mini-jumbo, touched down at the historic Boeing Field outside Seattle at 2 pm (2200 GMT) after a debut which began almost four hours earlier at Boeing's revamped wide-body assembly lines north of the city.

The decision to take advantage of a gap in clouds to start the months of testing needed before the jet can carry passengers came after two attempts had to be postponed due to high winds.

"It's a proud day for us," said the chief executive of Boeing's commercial airplane unit, Stan Deal.

As the 252-foot-long aircraft - the longest commercial jet by a whisker - drew to a halt before waiting VIPs, rows of undelivered 737 MAX stood idle nearby in a reminder of the crisis that has engulfed Boeing since it was grounded last year.

"It made all of our employees proud one more time of who we are and what we get to do, by flying a brand new airplane that is going to change the world one more time," Deal said.

The aircraft is the larger of two versions planned by Boeing and will officially be called 777-9, but is better known under its development codename, 777X.

Hallmarks include folding wingtips - designed to allow its carbon wings to fit the same parking bays as earlier models - and the world's largest commercial engines from General Electric, wide enough to swallow a 737 MAX fuselage.

#### FAA COOPERATION

While eyeing hundreds of sales this decade, Boeing's new 406-seater must overcome hurdles from

regulators and buyers.

The 777X will be the first major aircraft to be certified since the role of software flaws in two fatal 737 MAX crashes prompted accusations of cosy relations between Boeing and the Federal Aviation Administration and heralded tougher scrutiny.

The FAA has pledged to ensure the 777X review is conducted rigorously, while launch customer Emirates wants the plane to be put through "hell on Earth" during testing to ensure it is safe and meets performance expectations.

Boeing's chief test pilot, who co-piloted Saturday's sortie, said it would work closely with regulators.

"We are going to follow the normal processes we always follow and work with the FAA and they are going to work hand-in-hand with us," Craig Bomben told reporters.

"We took the time to get the airplane ready for flight test so I think we are going to march through flight tests successfully and quickly and get it certified to the FAA standards."

The 777X is expected to enter service in 2021, a year later than originally scheduled because of development snags.

It will compete with the Airbus A350-1000 which seats about 360 passengers. Big twinjets are steadily displacing the older four-engined Boeing 747 and soon-to-be-axed Airbus A380.

Yet experts cite worries about wide-body demand due to overcapacity and economic weakness. Airlines canceled more than twice as many big jets as they ordered last year, according to Rob Morris, consultancy chief at UK-based Ascend by Cirium.

While Boeing says it has sold 309 777X - worth \$442 million each at list prices – many in the industry have questioned its dependence on Middle East carriers who are scaling back orders.

"Longer-term, they'll need more than those guys for that airplane. They'll need the big network carriers to find routes that it works on," said Aengus Kelly, chief executive of leasing giant AerCap.

## All about the Boeing 777X

[Mike Arnot](#)

"Do you know what they call the Boeing 777 over at Air France?" said Yves Galland, former CEO of Boeing France, in an [interview](#). "Cash machine."

It's a cash machine for Boeing, too, which has sold more than 2,000 of the various 777 models since the 1990s. That makes the "Triple Seven" the most popular wide-body aircraft of all time — an even better seller than the venerable Queen of the Skies, the Boeing 747, despite having been in airline service for half as long.

The 777 now comes in a new form: the 777X, which [flew for the first time last week](#), becoming the largest twin-engine airplane ever to fly. You can expect to see it flying passengers [next year](#), with Emirates. The newest 777 will be easy to spot around airports, thanks to its unique folding wingtips, a first in commercial

aviation. Less visible but equally important are the wings made from composite materials and more efficient (and huge) General [Electric](#) engines, both instrumental in making the plane cheaper to fly than the current 777-300ER model.

“777X” is what Boeing calls the plane, but it comes in two variants that will be sold as the 777-9 and smaller 777-8. Only the 777-9 has been built so far.

What else is new about Boeing’s latest offering? Let’s have a look.

The Boeing 777 was Boeing’s first fly-by-wire aircraft, meaning computers read the pilots’ inputs and translate them to movement of the flight-control surfaces — an innovation pioneered in commercial aviation by the Airbus A320 in the 1980s. The first 777 took to the air in 1994, and it has since become a mainstay of airlines on every continent. You can find it doing domestic runs in Japan with 500 passengers in high-density seating, or [shuttling between London and New York](#) with American Airlines and British Airways, or doing 16-hour [ultra-long-haul flights](#).

It’s an extremely versatile airplane, which is why it’s been so successful. It may not be as loved as the 747, but you have a very good chance of finding yourself on one: the three major legacy airlines in the U.S. all fly it. Your packages also probably ride in a 777, as FedEx flies the cargo-only version. More than 1,600 had been [delivered](#) as of December. About half are the 777-300ER model.

Cash machine or not, though, Boeing is engaged in an epic battle with Airbus, and had to come up with a response when its rival launched the A350-1000. The European plane is of similar size to the 777-300ER, but gives airlines better economics. “Boeing had to replace the 777-300ER in response to the plane, which is more than 20% more economical,” said Scott Hamilton, an industry expert and editor of *Leeham News*, in an email.

Enter the 777X.

## **777X, aka the 777-8 and 777-9**

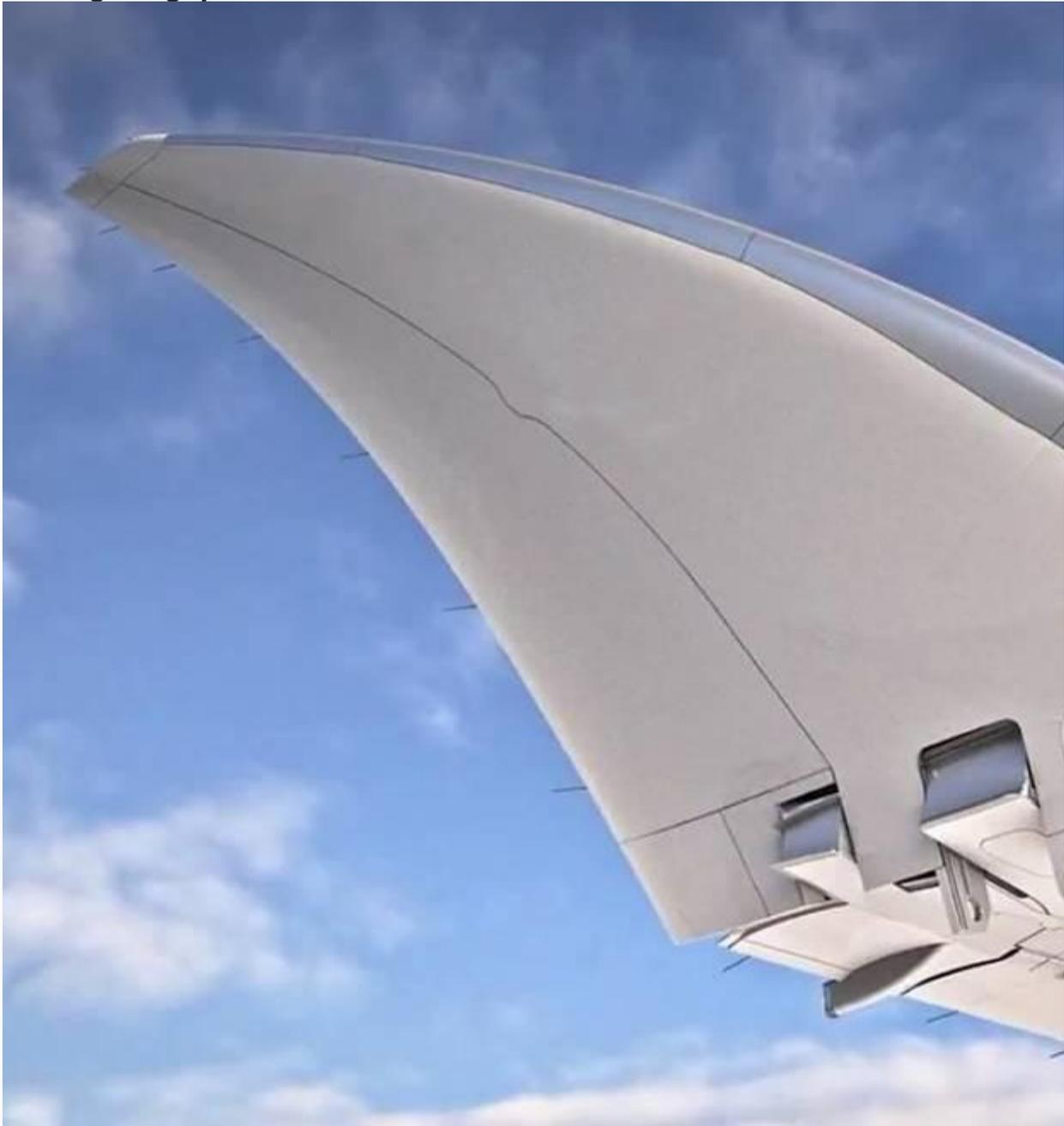
The aircraft is essentially a derivative of the current 777s, with a new wing and engines. They are stretch models seating 50-60 more passengers than previous versions. The 777-8 will be 229 feet; the 777-9 will be 251 feet, 9 inches, about one foot longer than the current longest-airplane record holder, the 747-8. The current longest Boeing 777, the 300-ER, is 242 feet long.

Delivery of the aircraft was originally slated for 2020, but engine issues have pushed that back to 2021. [According to LeeHam News](#), the Federal Aviation Administration may decide that the 777X is different enough from current 777s that it must be certified as new type, rather than a derivative. That would add time, and costs, to the certification process. One way or the other, though, you’ll see the 777X in service soon.

According to [list prices](#), the 777X goes for up to \$442.2 million a unit, although airlines almost always get discounts. According to Boeing and the airlines, customers include Lufthansa, Etihad, Qatar Airways, Emirates, Singapore Airlines, ANA, Cathay Pacific and British Airways.

The 777-9 is designed to carry around 400 passengers, although some customers will likely [install](#) true first-class cabins, reducing overall capacity. Only Emirates and Qatar have ordered the 777-8, which is designed to carry fewer passengers, about 250, but on longer distances, up to almost 10,000 miles.

## Folding wingtips: a first



Boeing 777X folding wingtip (Image courtesy of Boeing)

The Boeing 777X models will sport folding wingtips, a first in commercial aviation. The reason? The folding wingtips will allow the aircraft to fit into gates where the existing models of the 777 can go, despite a longer wingspan. The 777X has a wingspan of 235 ft 5 in, but with the wingtips folded up that decreases to 212 ft 9 in, the same as current 777s.

An increased wingspan produces extra lift, which reduces fuel burn. The 777X has the largest wingspan of any Boeing commercial jet, in fact. For AvGeeks, watching the wingtips fold down before takeoff and up

after landing will be a treat.

## Giant GE9X Jet Engines



The GE9X engine on GE Aviation's Boeing 747 testbed. Note how large the new engine is compared to a typical Boeing 747 engine. (Image courtesy of GE Aviation)

Besides that wingspan, the reason Boeing can claim the 777X will lower costs for airlines compared to the A350 is because of its engines.

The GE9X is the largest [turbine jet engine](#) ever made. It also holds the [Guinness World Record](#) for the

most thrust, at 134,400 pounds. Because of a larger fan at the front and other innovations, the GE9X burns about 10% less fuel than the GE90 engines that power the existing Boeing 777. The engine has 16 fan blades, the lowest of any wide-body aircraft, according to GE — which makes it lighter than the GE90. Lighter means less fuel burn.

The 777X also borrows from the lessons and technology of the 787 Dreamliner, and in particular its composite wings. Unlike the Dreamliner, however, the composite wings are built in-house by Boeing, rather than by subcontractors in Japan. And the 777X will keep the 777's aluminum frame, instead of a composite frame like the 787 has. Still, it's lighter than its predecessor: the 777-9 has a maximum takeoff weight of 775,000 lb, same as the 777-300ER, but it's significantly larger. That means airlines can carry more passengers and cargo, at a lower cost.

## **Windows: bigger and no shades, like the dreamliner**

For passengers, the biggest innovation in the 777X may be the windows. They use the same [electrochromic technology](#) (using electricity to change the color and amount of light that passes through the window via a gel-medium) as the Dreamliner. That means no [window shades](#): they will be dimmed electronically, at the press of a button. The windows are also 20% larger than the current Boeing 777 models.

## **LINK TO VIDEO OF 777X FIRST FLIGHT**

<https://www.youtube.com/watch?v=AAQSekOGPR0>

## **[AIRBUS Faces Record US\\$4 Billion Fine After Bribery Probe](#)**

January 29, 2020 - by [Sudip Kar-Gupta](#), [Tim Hepher](#) for reuters.com

Airbus faces a record \$4 billion fine and lower 2019 profits after unveiling a preliminary deal with French, British and U.S. authorities following a crippling three-year probe into allegations of **bribery and corruption over jetliner sales**.

The deal, believed by anti-corruption experts to be the largest ever in a bribery case, ends an almost four-year crisis that led to a sweeping management overhaul and delayed plans to redeploy the plane giant's cash surplus.

If approved by courts, the deal is expected to allow Airbus to avoid criminal charges that **risked banning the company from public contracts in the United States and European Union** - a massive setback for one of Europe's top defense and space firms.

## **United buys Arizona flight academy to feed pilot pipeline**

By Tracy Rucinski

February 5, 2020, 8:00 AM PST

By Tracy Rucinski

CHICAGO, Feb 5 (Reuters) - United Airlines Holdings Inc announced on Wednesday an agreement to purchase a flight training academy in Phoenix in a move aimed at bolstering its pilot pipeline as the industry faces a global shortage.

To address a tight U.S. labor market created by years of slow pilot hiring, a wave of pending retirements and new rules that in 2013 increased the number of required training hours, U.S. airlines have been taking steps to attract young aviators.

Chicago-based United, which is looking to hire more than 10,000 pilots by 2029, will be the first major U.S. carrier to run its own academy.

"We think this program will alleviate any shortage we would have had and that's its purpose," Curtis Brunjes, United's managing director of pilot strategy, told reporters.

The school, currently operating as Westwind School of Aeronautics, will be renamed United Aviate Academy in September.

United expects approximately 300 graduates in 2021 and wants to expand capacity to accommodate 500 graduates per year, Brunjes said, noting that the academy is among the airline's most aggressive steps on pilot hiring since the 1960s.

One area of focus at the school will be training for loss of control incidents, a leading cause of plane disasters, that goes beyond the current U.S. Federal Aviation Administration requirements.

Some of the enrollees will come from Aviate, a recruitment program that United launched last year offering students and pilots from 15 schools and regional carriers a path to a job at the major.

American Airlines Group Inc and Delta Air lines Inc have similar career programs.

United - which plans to design the academy's curriculum in concert with the Air Line Pilots Association, International - is offering financing options for training and will also launch a scholarship program focused on women and minorities.

It did not disclose financial details of the purchase, with Brunjes saying only that the company paid "more than asset value, but not hugely more."

The financial benefit down the line will be ensuring that regional carriers, which operate a significant amount of U.S. airlines' domestic capacity at a lower cost, have enough pilots to fly the routes that United wants to contract.

In recent years, regional carriers have had to double salaries and offer sign-on bonuses to attract pilots to the field, driving up costs.

Boeing Co expects 800,000 new pilots will be needed over the next 20 years to meet growing demand for air travel. (Reporting by Tracy Rucinski; Editing by Steve Orlofsky)

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



Legend has it that this car belonged to a man who parked in the shade while his wife ran into hobby lobby for just a few things.



And.....

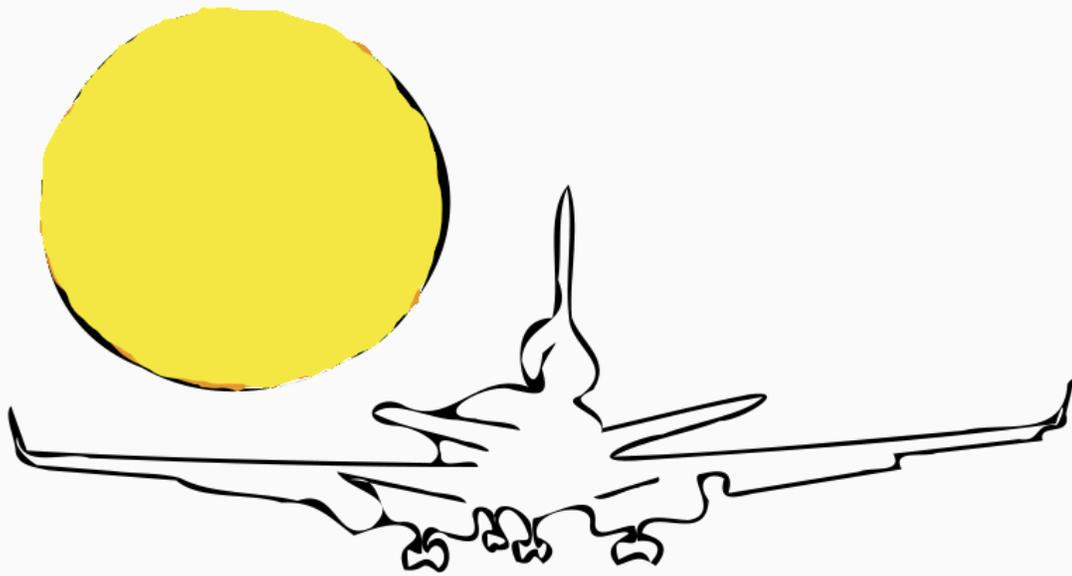
Why am I a pilot and not a doctor...

When young, I decided to go to Medical School .

At the entrance exam we were asked to arrange the letters NPEIS and form the name of an important body part which is most useful when erect.

Those who said spine are doctors today.

The rest of us went to flight school.



## GONE WEST



### GONE WEST - 2019-2020

\* Denotes Golden Eagles member

**Names in red denote gone west since last update**

Bob Pigors	Jan 3, 2019
Harry Watson *	Jan 10, 2019
Almond Carroll	Jan 22, 2019
Thomas Steele	Jan 27, 2019
John Huber	Feb 27, 2019
Robert DeGrishe	Mar 5, 2019
Robert Hutten	April 6, 2019
Carl McGee	April 8, 2019
Charlie Walker*	April 14, 2019
Joe Portlock	May 1, 2019
Dan Brady	May 9, 2019
Warren Beckman	June 29, 2019
Ray Bukovsky	June, 2019

Joseph Mesimer	June 3, 2019
Hal Sheads*	June 3, 2019
Ralph Bellerue *	June 12, 2019
Bob Pries	July 11, 2019
Glenn "Spike" Squires	July 13, 2019
G. M. "Casey" Cameron *	July 18, 2019
Larry Mechem *	July 26, 2019
Robert Foley	July 29, 2019
Richard Bombard	July 31, 2019
Roy Snead	Aug 15, 2019
Tony Eggers	Aug 21, 2019
Phillip Kemp	Aug 22, 2019
Gus Wenzel	Aug 24, 2019
Don Griffin *	Aug 24, 2019
Ray Brendle*	Nov, 2019
Gene Chancy	Nov 14, 2019
<b>Randy Rawls *</b>	<b>Dec 5, 2019</b>
Chester James*	Dec 6, 2019
Jeff Burke*	Dec 7, 2019
<b>Jim McBride</b>	<b>Jan, 2020</b>



**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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