



Monthly Update and Reminders FEBRUARY 2021

IN THIS ISSUE:

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

RECURRING REMINDERS AND NEW NOTICES

The **current password** for accessing the Golden Contrails magazine, the member rosters, the Golden Eagles documents and the archived blast emails on our website, www.thegoldeneagles.org, is **autopilot**.

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

TELL YOUR NON-GOLDEN EAGLES FRIENDS....Those eligible for membership can submit a new member form from our website, www.thegoldeneagles.org, 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 fifty and

over, from any pre-merger subsidiary airline of United Airlines is cordially invited to become a member of The Golden Eagles. Complete details and instructions for becoming a member are on our website, www.thegoldeneagles.org in the Membership section.

Revised Rosters on Website

The revised member rosters for *February* have been uploaded to the Golden Eagles website Membership section and are available for access by our members. Please check your contact information on the rosters and advise our Secretary, David Rossetter, drossetter@yahoo.com, of any needed corrections. Corrected information can be submitted to us by using the Roster Update Form on our website in the Membership section under Roster Update.

SYMPTOM CHECKER

COVID-19, Flu & Cold

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

* Not everyone with the flu will have a fever

Published Aug. 31, 2020

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



NEW ITEM

Link to War Eagles Museum in Santa Teresa, NM:

Below is a link to a virtual tour of the War Eagles Museum in Santa Teresa, NM. Golden Eagles member **Jerry Dixon** provided this link along with the information included in the email below.

<https://my.matterport.com/show/?m=Fub2McUgvyB>

This is the War Eagles Air Museum at Santa Teresa, NM. John and Betty McGuire created it years ago.

ago when looking for a place to display many World War Two aircraft they had acquired. As you can see they have erected a world class museum. Several years ago my friend and fellow Continental Airlines pilot, **Virgil Hemphill**, requested that the museum make space for a first 50 year history of Continental Airlines display case. They agreed and Virgil began his acquisition of items to display. After several years of finding items and putting things together he asked me to help on some projects. When he had an idea of the size of a display case needed I reached out to my son Steven, for help. He had the display case constructed at his company's shop in CT, shipped to the museum and we put the display together with the help of Virgil's grandson. Hope you enjoy the virtual tour of the museum. The CAL display case is next to the DC-3. Virgil and I were both hired in the spring of 1959. CAL merged with United Airlines early in 2020.
Jerry Dixon

Many thanks to Golden Eagles members Captains Jerry Dixon and Virg Hemphill for their contributions to this wonderful museum. Those who have a chance to visit the museum in Santa Teresa should do so, and pay particular attention to the Continental Airlines display which Jerry and Virg were instrumental in developing.

PASS TRAVEL NEWS

Q & A:

Q. What are the requirements for a retiree to get flight benefits?

A. To be eligible for the Retiree Pass Travel Program you must have a combination of Age/ Years of Active Service. The youngest age is 45 with 20 years of service. The chart can be found on *Flying Together-Travel- Programs and Policies- Retiree Pass Program*.

Q. Can I add my granddaughter to my passes without her coming off her dad's. I mean can she be on both?

A. *Sure, if she's entitled under your passes.*

Q. I'm pass riding DEN to HNL non stop. We are both residents of Hawaii and returning home and just found out a COVID PCR test is required. Does anyone know where we can get tested? Thank you

A. *I don't know the cost but there is one on the B-concourse.*

DEN has an on-site covid test place. Not sure of the cost.

[XpresCheck | COVID - 19 testing on America's front line](#)

- *If you don't have COVID test then you will have to quarantine for 10 days. Negative COVID test means no 10-day quarantine.*
- <https://travel.hawaii.gov/#/> *It will guide you how to get the required test in the proper time.*
Different options

Q. How does my enrolled friend do his own listings and check in

A. You must go to EmployeeRes- My Profile- manage profile- travelers profiles. Select your enrolled friend profile- scroll to permissions- and set up a username and password. They may then manage their travel at: <https://erespassrider.ual.com>.

Q. So, a few days into the new covid testing protocol, what is it like to get a covid test to return to the USA? If you get a test on the day you leave and you come back within 72 hours, can you use the same test going and coming?

A. Yes. 3 days before the day of travel (doesn't matter what time of day), not 72 hours. Gives you more time and flexibility

Q. Have not used vacation passes for four years. Are they any good now?

A. The vacation passes expire 5 years after date of issue. To see your vacation pass balance and expiration dates go to EmployeeRes- my profile- epass account balances- view epass details.

Q. Anybody have any suggestions on what to do if your connecting flight to Hawaii is delayed so then you miss original flight to HNL? We got our Covid tests to be within 72 hours of the 9am flight and by the next flight we will be out of that 72 hour window. Any suggestions? Or are we just SOL?

A. From gate agent: I checked in a passenger who had this very issue yesterday, and when I called Timatic, if your flight is canceled or delayed there is a 24 hour extension for your Covid test. I documented the record and checked them in just fine.

-

-

- But isn't that for a delayed flight to HI--not for a connecting flight that's delayed? . . .

- I don't think that it matters. My PAX was originating from BZN and going through SFO and their Alaska flight from BZN was canceled going through Seattle because of ice storms, they were rebooked on United going through SFO and would've missed their 72 hour window by 5 to 6 hours so I called Timatic and they found that there's a 24 hour exception due to delays.

- Our flight diverted because of fog in SFO. We missed the 72 hr time period as the next flight we were able to get on was 7 hrs later to Kona. United gave us a document stating that we're delayed and that extended our test for 24 hrs. We presented the document to the testers when we landed. No problems.

LAC NEWS

HCLAC

Dave Newell

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

DENLAC

Dennis McDonald

Fellow morning breakfasters, it appears that the end is finally near. And normalcy is on the horizon. (But I said that a few months back and then the second wave hit!) Most of us "geezer" (70+) have already gotten our first shot, and here in Colorado the "near geezers" (65+) are now eligible, so by April we should be all vaccinated up and ready to muster up for coffee and a fine breakfast. The restaurant restrictions are also loosening up as the color code is yellow and moving toward blue.

So mark your calendars for Wed morning April 14th for our next get together. The March issue will have the final details.

Dennis

AIRLINE NEWS

United Goes Big And Bold With Seven Changes To The Airline

- by [Jay Singh](#)
- January 23, 2021

United Airlines is going big and bold with seven new changes to the airline. The carrier is promoting seven areas of focus for the "new United." The changes are designed to transform the airline for a post-crisis world, which will be in 2023 or beyond.



United Airlines is planning to come out of the crisis as a different airline than it was going in. Photo: Vincenzo Pace | [JFKJets.com](https://www.jfkjets.com)

Number one: changing how customers feel about United

Mr. Kirby's first and foremost area of change was in how customers feel about United. Elaborating on this, Mr. Kirby stated the following on the [airline's fourth-quarter earnings](#) call:

"We've made early down payments on this as the first among global U.S. airlines to permanently eliminate change fee. And the differences in the experience and interaction with our employees are what have led to the 30-plus point increase in [Net Promoter Scores]"

United Airlines suffered damage to its reputation in the aftermath of the Dr. David Dao incident. Since then, the carrier has made strides toward improving its image amongst its customers and potential customers, but this push shows just how important it is to Mr. Kirby that United Airlines puts its best foot forward in a bid to attract new customers both now and in the future.

Number two: fighting climate change

United Airlines has already committed to becoming 100% green. The airline has [plans to emit zero greenhouse gases by 2050](#). One of the big things United highlighted was its investment in biofuels and direct carbon capture technology.

On the call, Mr. Kirby stated that United would focus on the world's largest direct air capture and sequestration project. He stated the following:

"United was proud to announce that we would be a large partner, along with Occidental and 1PointFive, in the world's largest direct air capture and sequestration project, where each plant will remove enough carbon directly from the atmosphere and permanently buried underground each year to be the equivalent of literally planting 40 million trees per year."



United Airlines wants to be a greener airline. Photo:

Vincenzo Pace | JFKJets.com

Number three: diversity and inclusion

The United States faced a reckoning last summer over a long history of racial disparities, and the same extends to the airline industry. White men dominate much of the industry's boardrooms and executive suites, but United wants to change this.

Mr. Kirby did not offer much beyond the airline would be making some substantive announcements in the

weeks to come. The airline industry could use and welcome more diversity, so stay tuned with what United has to offer.

Number four: innovation

Mr. Kirby explicitly stated the following in relation to innovation:

“Innovation has driven our relative success during the pandemic, and it will be a hallmark of United in the future. We’ve changed our culture to be willing to have robust debate even amidst this incredible uncertainty, but we force ourselves to end each meeting with an actual decision and then move rapidly to get it implemented. And we have, by far, the best and fastest digital team of any airline in the world. If you look at the changes we’ve made early and throughout the crisis to our customer-facing app or the new technology we’re testing in airports or the COVID testing capabilities that we’re making available for customers, there’s simply no question that United has leapfrogged the rest of the aviation industry.”

Truly, [United Airlines](#) has focused on being innovative, but its innovation appears to be in customer-centric decisions. [People like a more digitized travel experience](#). People like making travel easier after years of new security measures and airline policies that can seem cumbersome to navigate.

United’s former CEO faced a lot of strong criticism for how he [described the mood of passengers](#) by the time they got on a United plane. Let alone the fact that, at the time, United faced some issues over spotty WiFi connectivity and seats that economy class passengers were not a fan of amid shrinking legroom.

Mr. Kirby is definitely looking to do something beyond that. The airline likely will not be going out and adding legroom on its planes. Still, it will definitely try and make the travel experience better by focusing on making some aspects easier.

Number five: balance sheet changes

United’s balance sheet suffered as a result of the crisis. So, it is now focused on restoring the balance sheet. In that respect, Mr. Kirby stated:

“It’s clear that our view that we had an appropriately conservative balance sheet coming into the crisis was just wrong.”



There will be long-term changes to United’s planning. Photo:

Getty Images

United’s Chief Financial Officer, Gerry Laderman, added the following:

“As we return to profitability, another primary goal is to restore the strength of our balance sheet. This means maintaining sufficient liquidity, reducing debt and unencumbering assets. This crisis has afforded us a number of valuable lessons about the balance sheet and capital allocation. Before COVID, we

modeled our worst-case scenarios based on the financial impact of 9/11, followed by a recession. It turns out we weren't even close. Going forward, we will focus on being ready for sustained destruction of global air travel demand like we are seeing today."

This may result in some changes to the airline travel experience, such as perhaps some cost-cutting maneuvers, some higher fares on routes where United can get a premium. Still, most of these changes will be in the background of United's operations.

Number six: a reduction in cost structure

Mr. Kirby stated that United Airlines would be permanently reducing its cost structure by a whopping \$2 billion per year. His goal is to get the airline's cost per available seat mile (CASM) flat into 2023, which will help the airline boost its profits, assuming its revenue can outpace its costs.

Cost reductions can come by reducing employee salaries, cutting down on the number of employees, and buying out or ending some leases, or paying off loans.

From a passenger experience, the airline could make its meal service more efficient, which would be a permanent change that would reduce United's catering costs. This, however, it could likely not do if its competitors outpace it in terms of meal services.

But, much like number five, this is something that passengers may not explicitly feel on their travels with United.

Number seven: confidence

The airline is confident that, by 2023, at the latest, the airline will get to EBITDA (earnings before interest, taxes, depreciation, and amortization) will exceed 2019 levels.

Essentially, based on the pace of demand recovery, the airline believes that a combination of growing passenger numbers and permanent cost structure reductions, it will hit a point where it will beat out its 2019 results. Of course, this is not a guarantee, but the airline's executives seemed pretty confident it could happen.

This is, again, another behind-the-scenes change that should not affect the passenger experience too much. In fact, the airline is likely to improve the passenger experience as a result of its confidence in a bid to get new travelers to step onboard its aircraft.



United is not betting on hope to get it out of the crisis, but it is pretty confident. Photo: Vincenzo Pace | [JFKJets.com](https://www.jfkjets.com)

This mostly has to do with revenue, so the airline may end up trying to stimulate demand with low fares or

else charge a [premium now that the international market has reduced capacity and competition](#).

This last point is mostly a mix of confidence in returning consumer confidence and confidence in United's ability to get people to choose it when they need to fly. However, how United works to get a competitive advantage in 2022 and beyond is a strategy that will unfold as time passes.

United Airlines Sends Out Furlough Notices

- by [Sumit Singh](#)
- January 30, 2021

United Airlines yesterday shared that it notified some 14,000 of its staff members that they could be furloughed. This announcement comes as aviation unions renew requests for additional financial support from the government.



United Airlines has sent a grim notice to its employees. Photo: Getty Images

Another round of support required

United cautioned that the second round of payroll support ends at the start of April. Therefore, carriers could be forced to make significant cuts as the pandemic continues to rock the aviation industry. [Reuters](#) reports that the unions have asked Congress and President Joe Biden for another \$15 billion in support to keep employees on the payroll through at least September 30th.

Global restrictions amid the health crisis continue to keep passengers on the ground. It is considerably hard for potential fliers to hit the air due to the extensive measures such as ongoing travel bans and lengthy quarantines. Moreover, the overall social climate has shifted demand over the last year.

United had to make tough calls when the first payroll support package expired in the fall. However, the Chicago-based carrier recalled 13,000 members of its staff from furlough when a \$15 billion airline industry package was passed in December, which protected jobs through March.



Much of United's aircraft have been on the ground over the last year. Photo: Getty Images

Demand still low

Nonetheless, [United](#) told employees that despite the ongoing efforts to distribute vaccines, passenger demand has not changed much. Altogether, it is monitoring demand and pressing for continued support from the government.

"The extended federal Payroll Support Program for airlines has allowed United to welcome back thousands of co-workers this winter, providing an important boost for them and for our airline. Since the start of the pandemic, we've worked hard to stay ahead of the devastating impact of COVID on our business, but unfortunately, the crisis isn't over," part of United's memo said, as shared by a United spokesperson.

CAA Follows EASA's Lead By Ungrounding The 737 MAX In The UK

- by [Tom Boon](#)
- January 27, 2021:

The Civil Aviation Authority in the United Kingdom has followed EASA's lead and approved the Boeing 737 MAX to resume flights. The CAA was required to make its own decision on the return of the Boeing 737 MAX following the UK's departure from the European Union at the start of the year.



The UK's Civil

Aviation Authority has ungrounded the Boeing 737 MAX. Photo: Vincenzo Pace – [JFKJets.com](https://www.jfkjets.com)

Since being ungrounded by the US Federal Aviation Authority and other aviation authorities, the Boeing 737 MAX has now completed over 2,700 flights and over 5,500 flight hours. The rate at which countries are recertifying the aircraft appears to have picked up recently, with several prominent ungrounding taking place in the past weeks.

Survey Reveals That Just 43% Of Pilots Are Employed And Flying

- by [Linnea Ahlgren](#)
- January 28, 2021

The unparalleled nosedive of air travel demand caused by COVID-19 has turned the lives of thousands and thousands of airline crew upside down. In a survey published Thursday, numbers revealed that the unprecedented crisis had left more than half the world's trained pilots on the ground.



Sharing a fate with the A380, more than half of the world's trained pilots are currently not flying, survey says. Photo: Getty Images

We all know that the global health crisis that began close to 12 months ago has had a devastating effect on commercial aviation. Now, data, along with a whole host of end-of-the-year results, are starting to tell the tale of just how much – and how far away the industry still has to go on the road to recovery.

Unemployment levels at 30%

A survey conducted in collaboration between Goose Recruitment and fellow aerospace publisher FlightGlobal has revealed figures for the current employment market for pilots worldwide. Titled the Pilot Survey 2021, it was open for responses for four weeks ending on October 30th last year.

A total of 2,598 pilots took the survey, which revealed that only 43% of them were currently employed and flying. This means that more than half of the world's pilots are no longer doing what they were trained for.

Out of those not currently employed, 30% were out of a job, 17% were furloughed, 6% otherwise employed in aviation, and 4% were employed in other industries. North American pilots had, up until then, retained jobs to a greater extent than on other continents – only 20% of pilots there reported being unemployed. It also looks as if their prospects are looking up, as Delta just announced it is [bringing back 400 full-time pilot positions](#).



Pilots in North America have fared better than the group globally. Photo: Getty Images

Opportunities cut short and pay cuts

When asked if unemployed as a result of the ongoing pandemic, a whooping but perhaps not entirely surprising, 84% answered yes. 66% of unemployed pilots were actively seeking new employment, but only 3% were in an interview process.

"I resigned from my previous employer in December 2019 to join a major airline in the Middle-East in March 2020. However, due to the COVID-19 crisis, my employment offer has now been withdrawn," one unnamed pilot elaborated on their response in the survey.

However, whether or not a pilot is still flying does not tell the full story of the disastrous impact of COVID-19 on the profession. Those that are active in some cases face severe pay cuts, such as with Cathay Pacific's decision to slash salaries by up to 58%.

[UK Ryanair's pilots have agreed to 20%](#), and [Lufthansa's pilot union with up to 45%](#) for the next two years. Of unemployed pilots taking part in the survey, 82% would accept a pay cut to secure a new position with an airline.

Where once there were concerns over a global pilot shortage, the nearest future is looking grim for cockpit crew. Photo: Getty Images.

Younger pilots' mental health affected most

Unfortunately, it is not only the finances of pilots and their families that have suffered. 40% of pilots surveyed said that the pandemic had impacted their mental health. The younger the pilot, the more likely they were to have had their wellbeing negatively affected; 58% of those under 24 said yes, compared to 44% of those between 35 to 44, and 32% of pilots aged 55 to 64.

"I am very concerned about how I will be able to fund my family and retain my home due to the lack of alternative employment prospects. The unexpected shock of instant furlough in March, followed by a notice of redundancy and loss of income with ongoing long-term financial commitment is a constant worry," one pilot commented.

"I was depressed as I saw my flying career disappearing and there was nothing I could do about it," another said.

Out of those who said they were stressed, job security was the biggest cause (47%), followed by COVID-19 (25% and especially European pilots) and management (10%).

On a more positive note, about 25% of pilots said that the pandemic had made them stronger and more resilient than ever.

Southwest Plans 737 MAX Return For Mid-March

- by [Joanna Bailey](#)
- January 28, 2021:

Southwest Airlines has today joined the throng of airlines reporting their earnings for 2020. The carrier posted a loss of \$3.1 billion for the whole of 2020, \$761 million of which was accrued in the fourth quarter.

Nevertheless, Southwest has firmed up the date for the return of its beleaguered MAX aircraft, and will begin revenue service on March 11th.



The MAX will be back for Southwest on March 11th.

Photo: Southwest Airlines

Air Canada Becomes Second Canadian Airline To Resume MAX Flights

- by [Linnea Ahlgren](#)
- February 1, 2021

On Monday, Air Canada reentered some of its 24 Boeing 737 MAX 8 jets into service. Following compatriot [WestJet's relaunching of MAX flights on January 21st](#), Air Canada flights operated by the aircraft took off for Toronto, Halifax, and Edmonton this morning.



Why Do Airbus' Latest Aircraft Wear A 'Mask' Around The Windscreen?

- by [Pranjal Pande](#)
- February 3, 2021:

One of the most distinctive aspects of the new Airbus aircraft is the black 'mask' or visor around the windshield. Starting from the A350, new models like the A330neo and A321LR and beyond will all feature this. Here's why Airbus aircraft have this unique design.



The black visor around the windscreen makes Airbus aircraft easily distinguishable from others. Photo: Lufthansa

Not just aesthetic

While the windshield mask certainly looks striking and unique, the reason for having it is not just aesthetic. To understand the masking, we first have to understand the unique windshield design on new Airbus planes.

According to [Ruby](#), a Virgin Atlantic blog, the curved windshield design on these aircraft increases the overall aerodynamic efficiency of the planes. The A350 was the first aircraft to feature a curved cockpit glass, which allows the airflow to hug the surface of the glass with less turbulence, and thereby reduce drag.

Additionally, the windows' concave design along the nose of the aircraft gives pilots a better view of ground operations when at the airport. But what about the black masking around the windshield?



The curved windshield offers numerous benefits to pilots and aerodynamic efficiency. Photo: Getty Images

The black masking on this new windshield serves a purpose too. According to Airbus,

“The emblematic “sunglasses” like black windshield eases the window’s maintenance and contributes to harmonising the thermal condition of this temperature-sensitive window area.”

Put simply, this means the black color adjusts better to the temperatures surrounding the aircraft. Planes routinely go through rapid temperature changes, taking off from hot airports in the cold atmosphere, and all parts must adjust to this change.

American Airlines Warns Of Nearly 13,000 Furloughs From April 1st

- by [Jay Singh](#)
- February 4, 2021

American Airlines today announced that it expects up to over 12,000 furloughs from April 1st. In a letter to its staff, the airline detailed that the business environment remains difficult. AA is no longer looking at a summer schedule where it would need all of its employees back. It is, however, supportive of union efforts to extend payroll support funding through September 30th.



American Airlines is warning of nearly 13,000 furloughs in April. Photo: Vincenzo Pace | [JFKJets.com](https://www.jfkjets.com)

Boeing Now Won't Deliver Its First 737 MAX 10 Until 2023

- by [Joanna Bailey](#)
- February 2, 2021

Boeing's largest narrowbody will not begin arriving with customers until at least 2023. Originally anticipated to begin deliveries in 2020, this represents a three-year slip to the schedule. As well as this, its smallest narrowbody, the 737 MAX 7, which should have begun deliveries last year, will now begin arriving later in 2021. The planemaker revealed the timeline shuffle in its 10-K filing yesterday.



Boeing's MAX 10 will not be arriving until 2023.

Photo: Boeing

Delays to new narrowbody variants

Nobody can argue that 2020 was not a tricky year for Boeing. For most of the year, its bread-and-butter aircraft, the 737 MAX, remained grounded over safety concerns. Its best-selling widebody 787 Dreamliner was marred with production worries, while its forthcoming flagship 777X continued to experience delays.

Add to all this the decline of passenger demand and the subsequent swathe of order deferrals and cancellations brought about by COVID, and it's a wonder the company made it through at all. But make it through it did, and now the planemaker is looking ahead to better times to come.

As part of its results filing, Boeing noted that the 777X was unlikely to be delivered before 2023. However,

this week, further detail on the timeline for other new aircraft was revealed in its annual report, made public yesterday. This included the [737 MAX 10](#), the largest of the family, and its much smaller sibling, the 737 MAX 7.

The delay to the 737 MAX 10 program was somewhat expected. Originally, the planemaker was anticipating deliveries to begin in 2020, so that timeline has slipped by a significant three years.:

As for the 737 MAX 7, it was launched in August 2011 and should have delivered the first last year. Now, it says it will make its first delivery of the smallest narrowbody variant later in 2021.

A long wait for Boeing's customers

The [arrival of the MAX 10](#) has been eagerly anticipated by many of Boeing's loyal customers. The aircraft is set to be the biggest member of the family and aims to compete with the popular A321 from rival Airbus. It falls a little short of the performance of the Airbus model, however, with capacity for up to 230 passengers and a range of 3,300 NM. The A321LR, for comparison, delivers up to 244 passengers to 4,000 miles.



United is the biggest customer of the 737 MAX 10.

Photo: Boeing

Nevertheless, the slight underperformance of the base model hasn't stopped airlines from ordering the type. It's the second best-selling MAX variant after the MAX 8, and has some top name airlines betting big on its capabilities.

United Airlines stands the biggest customer to date, with a request for 100 of the type to complement its 85 737 MAX 9s. [VietJet](#) is the next largest, with orders in for 80, while flydubai and Lion Air both placed orders for 50 of the model.

United's CEO Explains His Thoughts On Mandatory Vaccinations

- by [Luke Bodell](#)
- February 3, 2021:

Scott Kirby, CEO of United Airlines, has reaffirmed the airline's position on mandatory vaccinations, claiming the practice will become widespread once other companies pick up on it. United's leadership is looking at vaccinating all of its 60,000-strong workforce, who are considered essential workers.



United is looking to lead the way for mandatory vaccinations in the aviation industry. Photo: Getty Images

United won't go it alone with vaccinations

Last month, CEO Kirby outlined the airline's intentions to [mandate vaccinations](#) in a virtual town hall meeting with employees. However, United doesn't want to be the only carrier adopting such a policy. Kirby has encouraged other companies to get onboard with compulsory vaccinations, saying,

"I'm realistic enough, while I think it's the right thing to do, to know United Airlines alone can't do it and have it stick. There don't have to be a ton of others, but there have to be others."

Other airlines, including Delta and American, have shown a reluctance to adopt mandatory vaccines. American has stated it will encourage its employees to get vaccinated but won't mandate it, while Delta is yet to comment on the issue. Meanwhile, [Southwest](#) has pledged to vaccinate all of its employees for free once the jab is widely available, but it won't be mandatory as of yet.

The airline is encouraging others to adopt compulsory vaccinations. Photo: Getty Images

If airlines do go ahead with mandatory vaccines, they won't have to negotiate with unions to get it done. The Equal Employment Opportunity Commission (EEOC) recently clarified that employers can require their employees to be vaccinated and issued guidelines for companies to follow.

United becomes second US carrier to return the 737 MAX to service

Chicago-based United Airlines became the second U.S. airline to return the MAX to the sky, with the first commercial flight from Denver (DEN) to Houston (IAH) since the [plane's 20-month grounding](#).

The US Airline Fleet That Made It Out Intact: United Airlines

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

United Airlines has maintained a pretty intact fleet. The carrier was the only one of the big three not to withdraw hundreds of planes from its fleet. While some may question the move, the airline's executives are not very concerned about its large fleet and continue to highlight its flexibility. All in all, United's fleet is pretty intact from where it started heading into the crisis.



Save for a few Boeing 757s, United Airlines has not made any major fleet retirements. Photo: Vincenzo Pace | Simple Flying

The United Airlines fleet

Heading into 2021, United Airlines had a fleet consisting of the following aircraft:

- 80 Airbus A319s
- 97 Airbus A320s
- 41 Boeing 737-700s
- 141 Boeing 737-800s
- 148 Boeing 737-900s and -900ERs
- 14 Boeing 737 MAX 9s
- 53 Boeing 757-200s
- 21 Boeing 757-300s
- 38 [Boeing 767-300ERs](#)
- 16 Boeing 767-400ERs
- 19 Boeing 777-200s
- 55 Boeing 777-200ERs
- 20 Boeing 777-300ERs
- 12 Boeing 787-8s
- 25 Boeing 787-9s
- 11 Boeing 787-10s

— NEWS —

Biden Says No Domestic Flight Covid Test Mandate For Now

On Friday, the Biden administration announced it would not impose a negative coronavirus test

requirement for domestic travelers in the United States.

President Joe Biden has decided not to implement a COVID-19 testing mandate for domestic travelers in the United States based on an apparent lack of scientific evidence. The Centers for Disease Control and Prevention is not currently recommending that passengers on domestic air travel be tested, either, and the White House is following their lead for the time being.

NEW MEMBERS

Thomas Colucci
William "Bill" Nixon
Scott Schulze
Mike Boom

Welcome aboard.....

AND.....THE LIGHTER SIDE



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

It's a five minute walk from my house to the pub. It's a 35 minute walk from the pub to my house. *The difference is staggering*

The King of Spain has been quarantined on his private jet.



That means the reign in Spain stays mainly on the plane...

8:00 AM: Too tired to think

Noon: Too tired to think

5:00 PM: Too tired to think

Midnight: How do dragons blow out candles??



**MOTHER IN LAW
CAME FOR DINNER
AND SAID "WHY DOES
YOUR DOG KEEP
LOOKING AT ME"**

**I SAID "IT'S BECAUSE
YOU'RE USING HIS
PLATE"**



A politician finally breaks down and visits a remote northern state Indian reservation. With news crews following him around as they tour the place, the senator asks the chief if there was anything the people need.

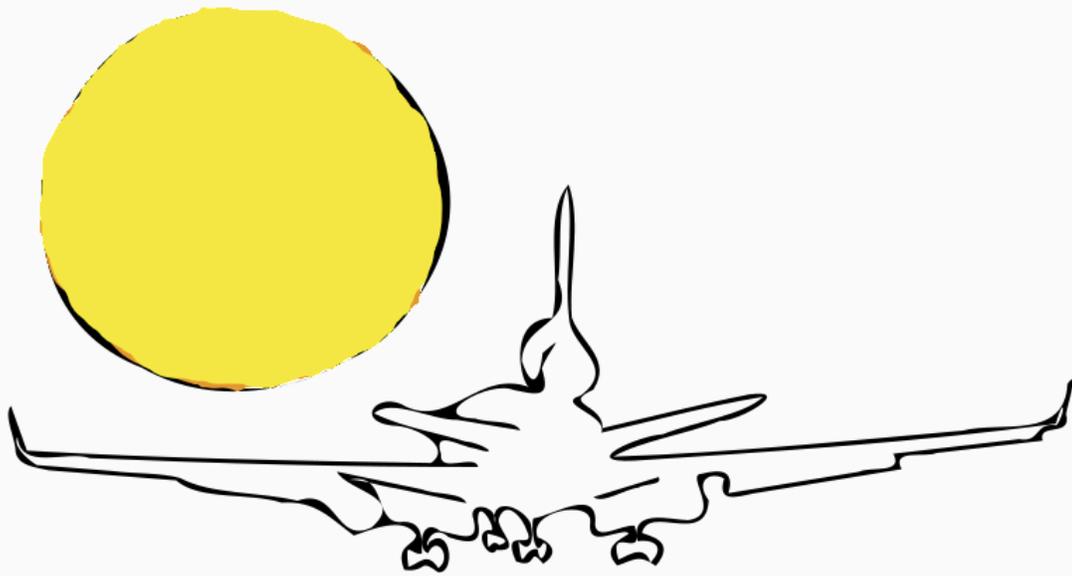
"Well," says the chief, "We have three very important needs. First, we have a medical clinic, but no doctor."

The senator whips out his cell phone, dials a number, talks to somebody for two minutes and then hangs up. "I've pulled some strings. Your doctor will arrive in a few days. Now what was the second problem?"

"We have no way to get clean water. The local mining operation has poisoned the water our people have been drinking for thousands of years. We've been flying bottled water in, and it's terribly expensive."

Once again, the senator whips out his cell phone, dials a number, yells into the phone for a few minutes, and then hangs up. "The mine has been shut down, and the owner is being billed for setting up a purification plant for your people. Now what was that third problem?"

"We have no cellphone reception up here," the chief says.



GONE WEST

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
Billy Ray Mills	Apr 30,2020
Claude Perret *	May 14, 2020
Alex Alexander	May 20, 2020
Bill Darrow*	May 29, 2020
Barry Schultz	June, 2020
Allen Timms	June 8, 2020
Paul Britton	June 18, 2020

Mike Perry *	July 3, 2020
Emily Howell-Warner	July 4, 2020
Richard Mahoney	July 14, 2020
C M "Red" Stubben *	July 29, 2020
Wes Coss	Aug 10, 2020
James "Jim" Bryant *	Aug 15, 2020
Bill Baddorf *	Sept 01, 2020
Jim Buick *	Sept 05, 2020
Lawrence Kelly Irving	Sept 15, 2020
Mike Bowers	Oct 8, 2020
Loren Furlong	Dec 6, 2020
Bill Gilbert	Dec 9, 2020

2021

Larry Camden * **Jan 21, 2021**

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



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