



Update and Reminders February 2022



We are going back to Las Vegas!



Our Event Chairman Loyd Robeson woke up from a nap one day and said “Let’s have another party”! The rest of us said “Why Not”. So dust off your party togs and head to Vegas. Some of you guys have super ugly Aloha shirts that you can’t wear anywhere else, so bring it and maybe your better half will even let you wear it for a while! This ain’t no Girl Scout camp and it sure isn’t a convention...it’s “Dealer’s Choice” where you can plan your own activities with a “home base” at the Hospitality Suite for reconnecting and planning mischief with your “buds.

Come and enjoy yourself! Oh yeah, we’ll have free drinks and snacks, which didn’t happen very often on layovers so how can you resist?"

Loyd has booked a club suite at the Tropicana Hotel for May 3rd, 4th and 5th for a hospitality suite where members can come and go at their leisure and enjoy *complementary* drinks and food. The protocol is that members will arrange for their own lodging and meals apart from the food available in the hospitality suite. We anticipate that groups or individuals will make their own arrangements for dining at any of the restaurants in the area. The Tropicana and other nearby hotels and restaurants are offering reasonable rates and prices this time of year.

We hope to see many of you from all corners of the country for a fun reunion where we can reestablish old airline friendships and make new ones. Make it a fun getaway for you and your significant other to celebrate the coming of Spring and still waking up on the green side of the grass! The prices for shows and other activities in Vegas should be reasonable also, so with all the anticipated winnings at the slots and the tables burning a hole in your pocket, make plans to enjoy a fun Las Vegas vacation!

Rest assured there will be no long speeches by any of the officers at the hospitality suite, however Don Gentry may lead us in a few verses of

Also we remind any one attending that raucousness, exaggerations and off color jokes are not allowed during any discussions among the members present around the bar! 😬😂 (Don't you believe it... 😱)

It would be a great help to our reunion planners if you could drop a short reply to yours truly if you plan on attending at davebnewell@gmail.com

Stay tuned for further reminders and updates.

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Recurring Reminders and New Notices

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

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

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

Revised Rosters on Website

The member rosters are revised periodically, usually around the first of every month. The rosters are in the Membership section on our website and are available for access by our members with the use of the current password. The month to which the rosters have been revised is indicated next to the name of the roster on the website. Please check your contact information on the rosters and advise our Secretary, David Rossetter, drossetter@yahoo.com, of any needed corrections. Corrected information can be submitted to us by using the Roster Update Form on our website in the Membership section under Roster Update ***The revised rosters for FEBRUARY 2022 have been uploaded to the Golden Eagles website, www.thegoldeneagles.org, under the Roster Download heading of the Membership section.***

GOLDEN CONTRAILS MAGAZINE

In case you missed the notice, the December issue of the Golden Contrails magazine is on the Golden Eagles website, www.thegoldeneagles.org in the Contrails section.

Our Golden Contrails editor Gary Small needs more input from the members for our magazine. Please consider sending him some of your "remembrances" , AKA war stories, for the magazine. Also don't forget the feature on our website called the "**Crew Room**" under the Contrails heading. There you can let your fellow members know what you have been up to (that you can talk about!) and any information you would like to share with your GE friends, such as a recent move, family news or anything else you think our members would like to know about. The form for submitting this information is located on our website, www.thegoldeneagles.org, in the Contrails section and is labelled "Crew Room". Here is a link to the Crew Room for your

convenience: <https://www.thegoldeneagles.org/crew-room.html>

Input from our members is always needed to use as material for the Golden Contrails Magazine, so help our editor do his thing by providing him with some good stories or updates on your activities. Have you relocated to a new area, added family members, had a really exciting vacation, taken up a new hobby or acquired a new toy?....let us know.

USEFUL PHONE NUMBERS AND EMAIL ADDRESSES:

United Airlines Benefits Center 1-800-651-1007 (M-F 0700 - 1900 hrs Central Time)
For Traditional Medical, HMO or Insurance questions; report death of retiree or spouse;
change of address & other forms. 1-800-651-1007 (M-F 0700 - 1900 hrs Central Time)

6522

United ePass Line: From US 1-866-359-3727; Outside US +1 713-324-7277 You will always be transferred to a reservation agent. A \$25 fee will be charged to make a new booking or to change an existing booking's class of service (FC, BC, Y), pass type (Personal, Vacation) or Origin/Destination. However, there is no charge if you call to cancel a booking or to change a travel listing's date or time (with same city pair).

Employee Travel Center ETC@united.com: for all travel inquiries. Access Flying Together > Travel 24/7 to find policies, procedures, Q&As and our booking tools - employeeRES, mobileRES and the United Pass Line. ***The Employee Travel Center no longer answers phone calls. Use Help Hub on FlyingTogether website or email.***

Flying Together Help Desk (United Digital Technology Service Desk—aka

Tech Support) 1-800-255-5801 <https://flyingtogether.ual.com> New United Number for all Retired call: From the US: 1-877-825-3729. Outside US: 1-847-825-3729 After calling the new number, follow the prompts. This is a centralized number for employees/retirees to reach United.

Pass Travel News

Q & A

Q. I have a question about Global Entry? Does it only apply to entry or return to United States?

Thanks.

A. Yes

Global entry automatically comes with Pre  too, which is a great benefit for domestic flying. USA only. Other countries you wait in line like everyone else.

Q. If listed on a flight with a regular pass and then getting rolled over to next flight can I change to a vacation pass on my rolled over flight?

A. You would need to cancel regular pass listing and make new vacation pass listing. Also if domestic, must be done 1 hour prior to flight. Internationally 2 hours before flight.

Q. Is there anyway to see a list of passes used and the itinerary attached? Or get a copy of an itinerary?

A. Pass travel report in My Info. Under employee services on flying together.

Hill Country LAC (San Antonio/Austin)

Dave Newell

The quarterly Hill Country LAC luncheon was postponed until a later date due to forecast inclement weather. Freezing temperatures, freezing rain and intermittent snow showers with hazardous driving conditions were predicted and dictated a need to postpone the luncheon. We will probably resume our luncheon schedule on April 20. Us Texans aren't use to this "Colorado" weather! 🤯

Dave



DEN LAC (Denver)

Dennis McDonald

A good turn out once again at the Perfect Landing breakfast! Attending were Bob Boozel, Fred Buhl, John Taylor, Ed Stapleton, Brent Domeny, Don Riebe, Lonnie Blilie, Chris Dyer, John Leahy, Jim Anstett, Norm Edson, Paul Sciera, Tom Young, Jim Moore. Spike Christensen, Dan Murphy, Rick Bjorn, Bill Brock and Dennis McDonald. Also attending was Tom Burk with two guests - Joe Tibedeau (owner of some fine warbirds at Centennial Airport) and Brig Gen Robert Titus. Gen Titus gave a talk about his AF career and his shoot down of three MIGS during the Viet Nam conflict. He is 94 and is in excellent shape physically and mentally! As always, a great breakfast!



L to R, Spike Christensen, Tom Young, Bob Boozel, Don Riebe and Chris Dyer





Ed Stapleton



General Robert Titus



Our next breakfast is Wednesday, April 13. If you or someone you know is not on our list please let Dennis know.

Our dates for 2022 are 13 April, 8 June, 10 August, 12 October and 14 December.

As always dates / wives or friends are invited.

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

Dennis



Kingwood LAC (Houston)

Bill Chambers and Bruce Sprague

The Kingwood Golden Eagles LAC meets **every Tuesday morning at La Madeleines**, in Town Center of Kingwood, Texas. Usually by 7:45 am there are at least fifteen (usually

other with our technical problems, and other "very important stuff". Everyone is welcome, including non Golden Eagles members and pilots from other airlines. Plus we get free coffee and drinks, and veteran discounts on everything else! Find more information and photos of all our members on our Golden Eagles website: go to "LAC" menu tab, then "Kingwood, TX (www.thegoldeneagles.org).

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

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

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

TIME: 11:30 am

WHEN:

Monday, May 2, 2022

Monday, Aug 1, 2022

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

January 31, 2022: We had about 37 pilots (plus 2 spouses) show up at our Spring Creek BBQ quarterly Houston area lunch. Below is who showed up with names under the photos. Thanks to Steve Cady and Bill Bella for taking the photos.

Mitch Inman attended (no photo)

Bruce Sprague absent (taking care of kidney stone!)



Andy Lauth, Joe Finelli, Paul Nicks, Mario Sojo



Dan Egizi, Len Reinsmith, Bob Poland



Butch and Linda Meier, Ken and Lynn Duncan



Pat Willcox, Jim Davis, Jim Northington, Mike Machemehl



Dave Atteberry, John Downey, Roger Olmstead



Jack Roth, John Stegmollar, Bill Cooper



Bill Vaughn, Mike Stevens, Mike Konzak, Larry Thompson



Dan Egizi, Joe Hearn, Greg Chapman



Steve Allen, Bill Chambers



Mario Sojo, Rich Bulger



Dave Atteberry, Roger Olmstead, Pat Willcox, Mike Machemehl



Bob Warren, Dave Little



Steve Allen, Jim Mundell, Larry Thompson, Rich Bulger



Steve Brown, Bill Bella



Dan Egizi, Dave Little, Rich Bulger, Bill Bella



Newark LAC

Mark Sheprow

Mark has no report this time..... 😞

Mark Sheprow

732-449-0615

(cell) 732-685-3473

marksheprow@optonline.net

Mark



Regional Reunion News

We are planning a nationwide reunion in Las Vegas on May 3, 4 and 5. See the notice at the beginning of this update for details. Here is a notice from our Event Chairman, Loyd Robeson, announcing the reunion:

The next Golden Eagles Reunion will be in Las Vegas on May 3, 4 & 5, 2022.

We've booked a Club Suite in the Tropicana Hotel to use as a come and go hospitality room. We will have complimentary drinks and snacks available.

There are several hotels in the area besides the Tropicana that offer reasonably priced room rates. Please free to stay at any of them.

We'll renew old acquaintances and make new ones.

We look forward to seeing you there.



Airline News

United Airlines awaits more Dreamliners

Gerald Laderman, Chief Financial Officer of United Airlines, stated the following on its Boeing 787 delivery schedule:

“We currently expect to take delivery of 53 737 Max aircraft and eight 787 aircraft during the year. As we noted on our previous earnings calls, the 787 aircraft were originally expected to deliver in the first half of 2021. We now no longer expect to take these 787 aircraft until after the summer of 2022, contributing to about 1.5 points less capacity versus our original planning.”

This puts United on track to take 787s in the fall and beyond. However, United is in less of a crunch for these new aircraft than American. United did not retire any widebody aircraft during the crisis and actually ended up growing its fleet over 2019 levels. Its [Boeing 777s are also expected to come back](#) as demand improves through the year.



United is not expecting Dreamliner deliveries until the fall, though it is still expecting to fly a robust summer schedule. Photo: Getty Images

continued slip in schedules.

US airlines bullish on prospects for 2022

Analysis

A culmination of events has spurred an uncertain start for [US](#) airlines as 2022 begins, ranging from staffing issues triggered by the Omicron variant of COVID-19 to operational challenges ushered in by typical winter weather.

Even with the challenges stemming from the coronavirus pandemic, domestic air travel recovery in the [US](#) continues as the virus moves towards part of regular life - despite some 2,000 daily deaths from COVID-19. [OAG](#) and CAPA data suggest the country's domestic ASKs will surpass 2019 levels at the start of the summer 2022 high season, by which time it is hoped the worst of the Omicron strain will have washed through.

Some of the country's airlines are scaling back their near term schedules to alleviate the pressure caused by staffing, and other challenges. But over the longer term [US](#) operators remain bullish on their prospects for 2022, despite the rocky start to the year.

In spite of the near term challenges [US](#) airlines face, they remain optimistic about demand trends throughout 2022.

Summary

- [US](#) airlines trim their schedules in the short term as Omicron sidelines employees.
- Even with the emergence of Omicron, [Delta Air Lines](#) is optimistic about trends for 2022.
- At the moment, domestic capacity is projected to surpass 2019 levels at the onset of the busy [US](#) summer high season.

[US](#) airlines trim schedules after a wave of operational challenges

A surge in COVID-19 cases resulting from the rapid spread of the Omicron variant occurred at the start of the [US](#)' busy 2021 holiday season.

Virus outbreaks became rampant among airline employees, who then had to isolate themselves to comply with guidelines issued by the [US](#) Centers for Disease Control (CDC). Few airlines were spared operational challenges, and the fallout from Omicron continues to wreak havoc on [US](#) operators.

[United Airlines](#) recently explained that approximately 3,000 of its employees had been infected with COVID-19, though none have been hospitalised. The airline was one of the

To illustrate the effects of Omicron's spread, [United](#) explained that nearly one third of employees based at its [Newark](#) hub called in sick during a single day. [United](#) is opting to cull its near term schedule to ensure that it has adequate staffing, and is not the only [US](#) airline adjusting its near term outlook.

Omicron remains rampant in the [US](#), and although it is expected to peak sometime in Jan-2022, airlines will continue to face short term headwinds as the variant of the coronavirus runs its course.

[United](#) sees opportunities as international markets rebound

Before the onset of the Omicron variant [United Airlines](#) forecast that its international capacity in 2022 would be 10% higher than 2019, whereas its domestic capacity would be flat compared with pre-pandemic levels. Now the airline has concluded its 2022 capacity will remain below 2019 levels. Still, [United's](#) long term thesis regarding opportunities in long haul markets remains intact. The airline has concluded that fewer widebody jets are in the marketplace, after global operators retired numerous single aisle aircraft during the pandemic. [United's](#) management has predicted that premium seating capacity among the largest trans Atlantic airlines will decrease 10%, to an average 46 seats per flight, as a consequence of [Boeing 747](#) and [Airbus A380s](#) with larger premium cabins exiting the market.

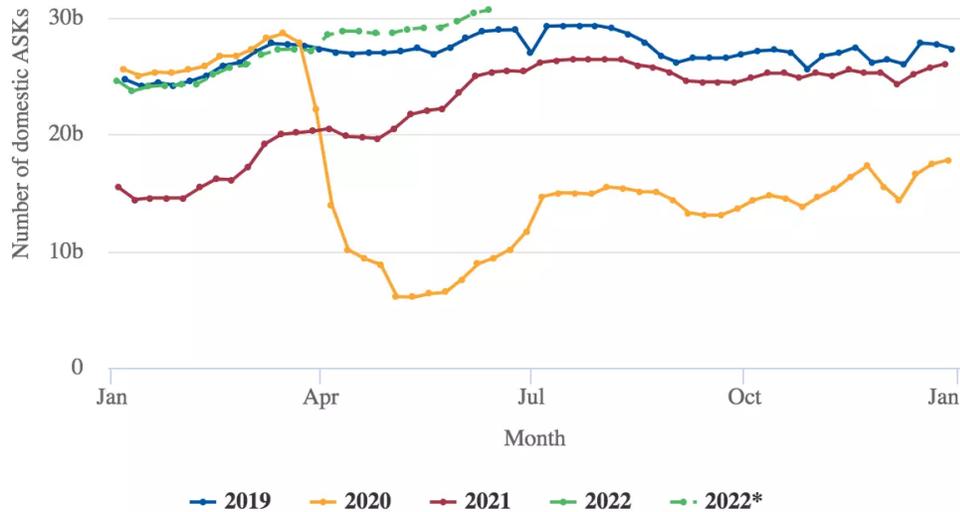
Overall, [US](#) operators are deploying fewer international available seat kilometres (ASKs) at the beginning of the country's summer high season (2022), data from CAPA and [OAG](#) show.

At the moment, [United](#) is the only large [US](#) global operator to have declared that its international capacity in 2022 will exceed 2019 levels, but other airlines could bulk up their international operations if bookings begin to strengthen.

Americans are accepting that COVID-19 is now a part of daily life. Even with the challenges stemming from the coronavirus pandemic, and continuing high levels of COVID deaths, domestic air travel recovery in the [US](#) continues as the virus simply becomes a part of regular life. "Americans have become more resilient", said Mr Hauenstein. "Americans have gotten used to traveling with the virus." It appears that most [US](#) airlines share that sentiment.

[OAG](#) and CAPA data show that the country's domestic ASKs plan to surpass 2019 levels at the start of the summer 2022 high season.

[United States of America](#): weekly total international ASKs from 2018 to mid-Jun-2022* (projected)



S

Source: [CAPA - Centre for Aviation](#) and [OAG](#).

* These values are at least partly predictive up to 6 months from 10-Jan-2022 and may be subject to change.

US airlines believe that Americans will build a new resolve going forward

It is for the future to see what other surprises COVID-19 will produce.

But US airlines hold the view that Americans seem resigned to the fact that the virus is moving into an endemic phase, and as a new reality sets in, that the rebound in travel will remain intact.

United Airlines Pulls Down Transpacific Flying Through Fall

BY JAY SINGH

United Airlines has made reductions to its transpacific schedule through the fall. Particularly touching flights to China and Oceania, these reductions are not surprising but representative of the overall demand environment, and significant travel restrictions have left many unable to travel.

An unsurprising array of cuts

United has kept a larger transpacific schedule for booking compared to its peers at Delta and American. It is not surprising to see the airline make these cuts, which put it more in

United's international exposure

Out of the big three US airlines, United Airlines has the largest international exposure. This served as a drag early on and raised questions over how United would respond to the border closures and travel restrictions. However, as early 2021 hit and a path to international re-openings started to appear, United took a [very bullish view of its international operations](#). Arguing that there were fewer airlines and less capacity to compete against in most markets, the airline started to chart a return of its international system, buoyed by a [unique lack of widebody aircraft retirements](#). United has shown it is willing to add flights if demand materializes. However, for now, the airline is deciding to make these cuts and will examine the overall return of passengers to the skies across the Pacific.

FAA Urges More Stick Time For Airline, Charter Pilots

[Russ Niles](#)

February 6, 2022



circular) makes it through the 30-day comment period. The FAA has issued a draft of the AC on Flightpath Management and it includes a host of measures the agency wants operators to include in training and operations to ensure pilots can get from A to B safely. The AC isn't prescriptive. Rather, it "provides guidance and recommended practices for operators to implement operational procedures and training for the planning, execution, and assurance of the guidance and control of aircraft trajectory and energy." Much of the document addresses monitoring and tweaking the automatic systems that do most of the work these days but there's a big section on ensuring pilots literally keep their hands in when doing their jobs.

The AC suggests some operators demand pilots rely too much on the magic boxes and it wants them to make sure they remain current and proficient in hand flying the aircraft. In so many words, the AC says pilots may not be getting enough stick time and that "may contribute to a gap between proficiency in MFO and the ability of pilots to perform manual operations when various situations require immediate manual control," and that operators "should ensure there are appropriate opportunities for pilots to exercise manual flying skills during line operations."

Huge: Spirit And Frontier To Merge Creating A Mega Ultra Low Cost Carrier



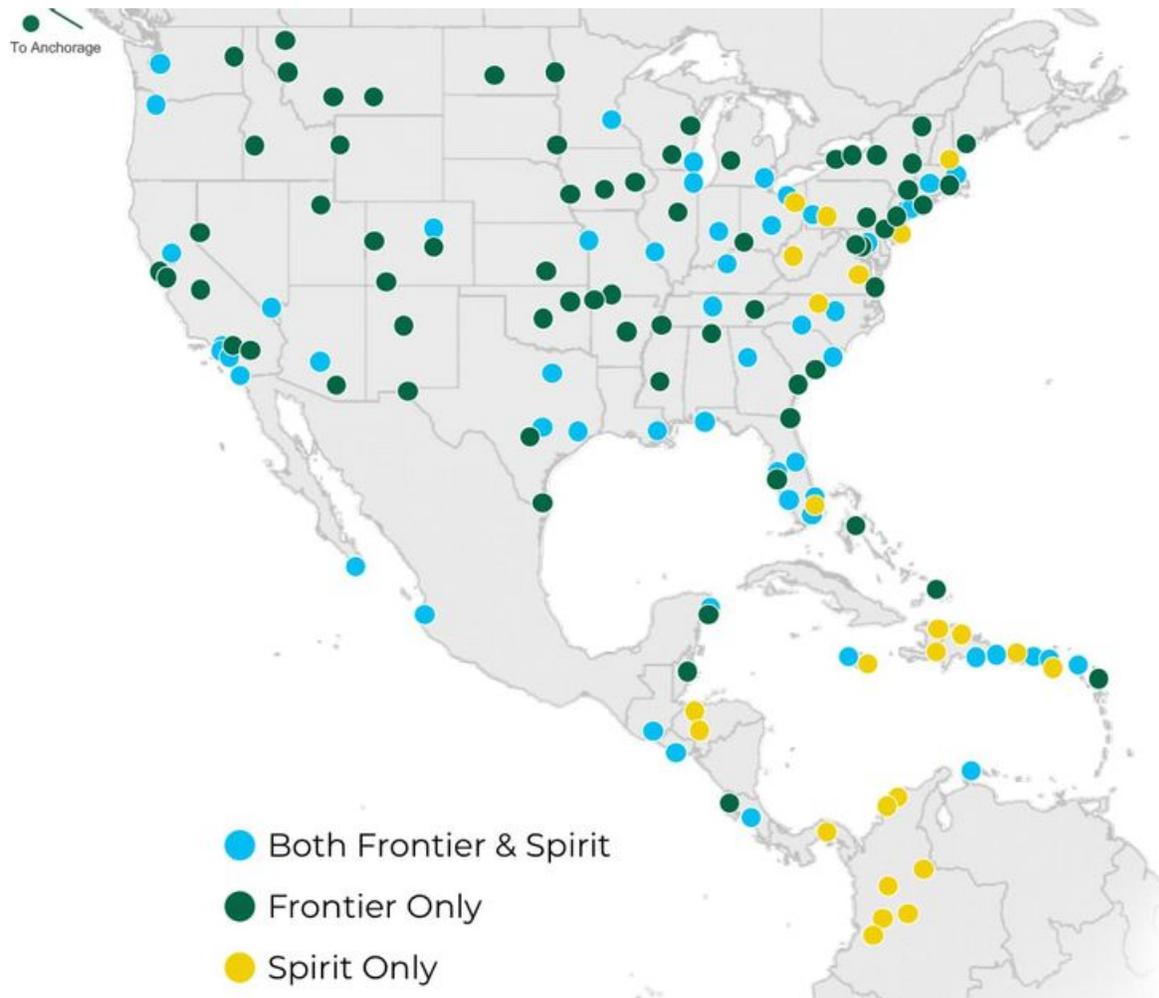
[BY TOM BOON](#)

Today, Frontier Airlines and Spirit Airlines revealed that they would be merging to create a single airline entity. The new airline would remain under the Indigo Partners umbrella,

The merger of Frontier Airlines and Spirit Airlines will likely create a huge wave across the US airline industry. The airlines will go from competing against one another to sharing each other's potential passengers.

If you combined the available seat miles of both airlines for 2021, the dual airline would've been larger than JetBlue and Alaska Airlines. Both were already larger than Allegiant. The deal is set to be closed in the second half of this year, assuming that everything goes to plan. The airline's new name, brand, and headquarters will be announced before the deal is closed, though the airlines declined to comment on this today.

The merger of the two airlines will create even more possibilities for passengers. While there are a fair few airports that have both Frontier and Spirit, there is also a good portion that only has one or the other serving them at present. For Frontier, this is focused more across the contiguous United States, while Spirit's unique airports are primarily on the East Coast and in Central and Southern America.



UNITED AIRLINES WILL RESUME FLYING 777-200 WITH PRATT & WHITNEY ENGINES

After nearly a year, the Federal Aviation Administration has signed off on a plan that allows United Airlines to restore service on its Boeing 777-200 aircraft with Pratt & Whitney PW4000 engines.

777-200 With Pratt & Whitney Engines Will Return To United Airlines Active Fleet This Month

On February 20, 2021, a [fan-blade failure resulted in an engine failure on a United 777-200](#) with P&W engines traveling from Denver (DEN) to Honolulu (HNL). Nearly a year after the incident, we will see these aircraft return to service, after the FAA introduced three remediation steps to reduce the chances of a repeat incident:

- strengthening engine cowlings (nacelle inlet modifications)
- enhanced engine fan-blade inspection
- inspection of other systems and components (including thrust-reverser components)

United Increases Cape Town Offer



Credit: United Airlines

By David Casey

United Airlines is expanding operations to Cape Town ([CPT](#)) in South Africa from June by converting its existing seasonal service to a year-round route.



New Members

Marc Embry



Welcome aboard.....👍

AND.....THE LIGHTER SIDE

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

Last week, we took some friends out to a new restaurant, and noticed that the waiter who took our order had a spoon in his shirt pocket. It seemed a little strange. When the waiter brought our water and silverware, I noticed he also had a spoon in his shirt pocket. Then I looked around and saw that all the staff had spoons in their pockets.

When the waiter came back with our soup I asked, "Why the spoon?" "Well," he explained, "the restaurant's owners hired Andersen Consulting to revamp all our processes. After several months of analysis, they concluded that the spoon was the most frequently dropped piece of cutlery. It represents a drop frequency of approximately 3 spoons per table per hour. If our staff are better prepared, we can reduce the number of trips back to the kitchen and save 15 man-hours per shift."

As luck would have it, I dropped my spoon and he was able to replace it with his spare. "I'll get another spoon next time I go to the kitchen instead of making an extra trip to get it right now." Our table was impressed.

I also noticed that there was a string hanging out of the waiter's zipper on his pants. Looking around, it turns out that all the waiter staff had the same string hanging from theirs. So before he walked off, I asked the waiter, "Excuse me, but can you tell me why you have that string right there?"

"Oh, sure" Then he lowered his voice. "Not everyone is so observant. That consulting firm I mentioned also found out that we can save time in the rest-room. With this string tied to the tip of my "you know what" I can pull it out without touching it and eliminate the need to wash my hands. That, according to the efficiency experts shortens the time spent in the rest-room by 76.39 per cent."

That begged the question: "After you get it out, how do you put it back?"

"Well," he whispered, "I don't know about the rest of these folks, but I use the spoon."



**I just replaced my
litter box with a FedEx
box, now when it's
full I just tape it shut
and put it on my
porch for someone
to steal.**

**SO I WAS AT THE BAR LAST NIGHT
AND THE WAITRESS SCREAMED...
"ANYONE KNOW CPR?"
I SAID "HELL, I KNOW THE ENTIRE
ALPHABET."
EVERYONE LAUGHED...
WELL EVERYONE EXCEPT THIS
ONE GUY.**

**I'M TAKING CARE OF MY
PROCRASTINATION ISSUES;
JUST YOU WAIT AND SEE.**



My emotional support dog after I tell him all my problems

My grandpa told me that he got to see the Titanic and that from the beginning he told them not to get onboard because he knew it was going to sink. But no one listened and he repeatedly told them until the minute he got kicked out of the movie theater...



BREAKING NEWS

MAN SHOT 200 TIMES WITH UPHOLSTERY GUN

Surgeons revealed he is now 'fully recovered'

Mosquito trap

 A mosquito trap setup on a wooden surface. It includes a small metal cap with a hole, a pile of white powder (salt), a small stick, and a rock.

The mosquito lands on the salt, thinking it's sugar. They get thirsty for water, but the cap has rum in it. The mosquito gets drunk, trips on the stick and bangs its head on the rock.



GONE WEST



* Denotes Golden Eagles member

Names in red denote gone west announced since last update

2021

Eugene Dahlquist*	Oct 7, 2020 (Previous member, notice just received)
Larry Camden*	Jan 21, 2021
Pete Hernandez*	Mar 15, 2021
Barry Levitz	Mar 25, 2021
Thomas (Ted) Daniel	Apr 8, 2021
Charlie Oligschlaeger	Apr 17, 2021
<i>Gus Wenzel</i>	<i>Aug 24, 2019 (notice received 27Apr)</i>
Robert "Bob" Kinsey*	June 2021
Jack Johnson*	June 3, 2021
John Garrett	July 7, 2021
Larry Battersby*	June 27, 2021
Joe Rodehorst	July 21, 2021
Ron Bloecher	July 26, 2021
Ken Lakes*	Aug, 2021

Paige Seats *	Sept 17, 2021
Al Minning *	Sept, 2021
Greg Dodson *	Oct 7, 2021
Jay Barnes *	Oct 2021
Richard "Dick" Kardell *	Nov 24, 2021
Ron Cosgrove *	Nov 28, 2021
Walt Jennings *	Dec 7, 2021

2022

Bob Roney *	Jan 6, 2022
Tom Root	Feb 3, 2022
David Klaue	Feb, 2022
Jack Sherer	Feb 9, 2022

Tribute to Captain Tom Root***From Jay Meinen:***

Tom was a good friend. He was my simulator partner for 757/767 training. We flew several 8-day IAH-HNL-GUM-NTR trips together. He was a fine pilot, a true gentleman and a dear friend.

I am saddened at his passing.

Jay

Tribute to Captain Jack Sherer**From Captain Mario Sojo**

Jack and I worked together in training and I will always remember warm personality...GOD Speed Jack!

Mario

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



Dave Newell
EVP/Golden Eagles Email Liaison

davebnewell@gmail.com



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