



Monthly Update and Reminders **JANUARY 2020**

IN THIS ISSUE:

- 1. Recurring reminders**
 - 2. Convention news**
 - 3. Pass Travel news**
 - 4. LAC News**
 - 5. Airline News**
 - 6. New Members**
 - 7. The Lighter Side**
 - 8. Tribute to Chester James**
-

9. Gone West

RECURRING REMINDERS

The **Golden Eagles dues are due by Dec 31 each year**. Thanks to all who have paid so far and have used the online payment method. If dues are not paid by the end of the grace period on May 1, the member will unfortunately be removed from all Golden Eagles communications. □ Remember, you can check your dues status in the Membership - Rosters - Roster Download section of the Golden Eagles website, www.thegoldeneagles.org. The date in your profile box is the year through which you have paid.

As of early January, there are is a rather large number of you who are now **delinquent on 2020 dues**. We currently show 159 active

members that have paid up through 2019 but have not as yet paid their dues for 2020.

Please consider making our life a bit easier by “getting this done” ASAP, so we can stop “reminding” you and do something more fun.

The **current password** for accessing the Golden Contrails magazine, the member rosters, the archived emails and Officer Documents on our website is **acars**. It is changed every four months with the issuance of the Golden Contrails magazine.

Clipped message: When we send out a notice (email) with a rather large amount of data (text and graphics), some "*may*" notice that the entire message does not seem to be displayed. If this occurs check at the bottom of the message (email) and there should be a message stating "*message clipped, click here to see entire message*".



CONVENTION NEWS

In case you haven't heard (not very likely!), The annual Golden Eagles convention/reunion 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. 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!

PASS TRAVEL NEWS

Q&A

Adding enrolled friend with hyphen in name:

I am trying to add an enrolled friend that has a hyphen in the last name and it will not enter. The passport has a hyphen so I don't know how to complete it. Thanks!

- Just add it without the hyphen. SHAREs can't accept non alphanumeric characters, so no ticket would have the hyphen anyway. There won't be issues with a mismatch.

Password change/reset

A member recently asked how to change their password, without identifying the password to which they were referring. The following response is provided for those who may have a question about password issues.

Just to clarify, you don't need to change "your"

password to access certain features of the **Golden Eagles website**, www.thegoldeneagles.org. We change the password every four months and notify the membership when that is done. The current password is **acars** to access the Golden Contrails magazine, the Member Rosters , the Archived Blast Emails and the Officer Documents on the website. You just enter the current password where it asks for it when accessing the above features.

On the **United FlyingTogether website**, if you need/want to change your password for logging in to the website, you can simply click on the prompt shown as “Password Help” which is shown in small print in a blue box below the blocks for entering your login ID and password on the log in page of the website (ft.ual.com).

You must first enter your current log in ID and your current password in the appropriate

blocks, then **without logging in**, click on the password help/employee prompt and that will take you to a page where you can change your password. You will be asked to verify your identity by answering a couple of security questions.

If you have trouble changing your password in the above manner, you can always call the United Service Desk for password reset at 800-255-5801 and they can get you set up with a new or reset password.

Multiple listings on same day

Can I list for a flight to Lax through Den and a flight to Lax through IAH on the same day?

- Yes. The restriction is that you can't list for exactly the same routing on the same day and that restriction is mainly because listings roll over and you could end up getting listed twice for the same flight.
-

- You can but cannot check in for both at the same time

A note on departure taxes:

Many questions have been asked about the cost of departure taxes from various countries, but it is important to note that these can fluctuate wildly.

The departure taxes are charged in the local currency (for the UK, it is charged in GBP, for Australia, it is charged in AUD, etc) this is then converted to USD based on the prevailing exchange rate in effect at the time of purchase (or flight, if payroll deduct)

Crew Layover Hotels Info

Click on this link to a PDF file with the crew layover hotels listed:

Link to PDF file with layover hotel info:

https://gallery.mailchimp.com/9a71b2c87cb8be06c3ba0299d/files/16a87103-9857-406c-8211-4cef6ee813c4/PBS_Pairing_Hotel_File_February_2020_1498_.03.pdf

LAC NEWS

Kingwood LAC

January 14 breakfast



DEN LAC

Russ McKnire has moved out of the Denver area and will no longer be organizing the Denver pilot breakfast and lunch meetings. Thanks to Russ for his past efforts. Golden Eagles member Roger Hill will be organizing the gatherings from now on.

Here are the dates for the DEN meetings -
Second Wed of every other month -

12 Feb

8 Apr

10 June

12 Aug - Beer Muster

14 Oct

9 Dec

Breakfast Meetings are held at Perfect Landing Restaurant at Centennial Airport - Coffee and BSing at 0900 Breakfast at 0930

August Meeting is a Beer Muster in afternoon - location is usually at LoDo's (C-470 and Quebec)

Email Roger to get put on the email reminder list - B737kid@aol.com

Thanks to Dennis McDonald for providing this information.

HILL COUNTRY LAC

The Hill Country LAC (San Antonio/Austin area) held its quarterly luncheon at the Pecan Street Brewery in Johnson City, TX on Wednesday, Jan 15. The following members were in attendance: Wayman Curry, Dave Newell, Cass Zabinski, Bruce Harris, Buck Wroten, Paige Seats, Ben McKenzie, Lee Meyners, Hans Vogelpohl, Jerry Greenamyre, Dave Gildart, James Killen and Roland Brown.

Sadly, Dave (speedy) Gildart was a bit late due to a meeting he had with the Blanco, Texas traffic police on the way! □



Dave (speedy) Gildart, Wayman Curry, Ben McKenzie, Hans Vogelpohl



Buck Wroten, James Killen, Lee Meyners,
Paige Seats, Roland Brown, Cass Zabinski,
Jerry Greenamyre



Bruce Harris

AIRLINE NEWS

**Pilot Of Doomed Amazon Air
Flight Had Poor Training
Record, Seemed Confused
Before Crash, NTSB Probe
Suggests**

[Jeremy Bogaisky](#) Forbes Staff
[Aerospace & Defense](#)

The first officer at the controls of an Amazon Air cargo flight that crashed in Texas in February appeared confused, crying out that the plane had stalled during the final moments and putting it into a steep dive, fact-finding reports released by the U.S. National Transport Safety Board on Thursday suggest, while the captain tried to pull the plane's nose up.

The NTSB says that the first officer failed proficiency evaluations during his training at Atlas Air, which operates Amazon Air flights, and at his prior job at Mesa Airlines. He also washed out of training at two other airlines, which he concealed when he applied for work at Atlas, claiming that he had been doing freelance real estate work and taking college classes during that period of time.

The NTSB released over 2,000 pages of documents

from its investigation into the February 23 crash of Atlas Air Flight 3591, which was bound from Miami to Houston. It has not yet issued conclusions about how or why the crash occurred. Nonetheless, the factual reports raise questions about training and pilot monitoring at Atlas Air at a time when it, other cargo carriers and small passenger airlines are struggling to attract and retain pilots amid a mounting shortage.

The Boeing 767 was descending on approach to landing at George Bush Intercontinental Airport when the first officer, Conrad Aska, said that the primary flight display wasn't working properly and transferred control to the captain, Ricky Blakely. He later said there was a problem with the attitude director indicator/horizontal situation indicator, which tells pilots what the plane's angle is relative to the horizon.

Capt. Blakely gave control back to Aska after they believed the indicator was working properly again, and they began to prepare the plane for their approach as they maneuvered around a rainstorm. The plane hit turbulence, and then five seconds later, a minute before impact, the automatic go-around

switch was turned on, which is intended to be used when pilots seek to abort a landing. It automatically increases thrust to enable a 2,000 foot per minute climb.

However, the activation may not have been intentional — the pilots made no mention of initiating a go-around. NTSB investigators suspect Aska may have become disoriented while the plane was in cloud cover, with the acceleration from the increased thrust tricking him into perceiving that the plane's nose was too high, leading him to believe the plane was stalling. Six seconds after the go-around switch was activated, he pointed the plane's nose down at a sharp 49 degree angle.

The first officer expressed surprise about the plane's speed, according to a transcript of the flight voice recorder.

“Whoa, [where's] my speed, my speed,” Aska says, followed by sounds of thumping in the cockpit. “We're stalling. Stall.”

The flight data recorder shows Blakely began to pull

up on the yoke while Aska was pointing the plane down, with Aska only joining the captain in pulling up after the plane descended through the bottom of the cloud cover at around 3,500 feet.

In the final moments, Aska says, “Lord, have mercy.” A captain for Mesa Airlines, Sean Archuleta, who was catching a ride in a jump seat, shouts, “pull up,” then Aska says, “Oh, God, Lord, you have my soul.”

The plane’s last recorded airspeed was a blistering 433.5 knots, and security camera footage shows it was descending at a steep angle when it dove into a swamp two miles from Anahuac, Texas. All three aboard were killed.

Keith Mackey, a Florida-based flight safety consultant and former airline pilot and crash investigator, cautions that the information released by the NTSB is preliminary, but he says it paints a picture of an unprecedented breakdown of communication between two pilots who were operating at cross purposes.

“I’ve never heard of a situation where one pilot was

pulling on the yoke and another was pushing on it and they weren't discussing what they were doing," he says.

Among the questions investigators will seek to answer, says Mackey: whether Aska accidentally palmed the go-around switch while reaching for the throttle or intentionally activated it, and whether the attitude indicator he had previously complained about was still malfunctioning, adding to his confusion.

Aska, who was 44, joined Atlas Air in 2017 from the regional airline Mesa, where he had failed to win promotion to captain an Embraer 175 regional jet after being given an unsatisfactory rating in two flight simulator sessions.

Two Mesa captains who evaluated Aska told NTSB that he would get flustered when he encountered unexpected situations in training. Capt. Leigh Lawless said he would "make frantic mistakes," and would "start pushing a lot of buttons without thinking about what he was pushing."

Aska failed to finish training at two other U.S. airlines.

He left Air Wisconsin after four months of training to be a first officer of a Bombardier CRJ regional jet. The NTSB says he cited personal reasons.

In 2011, he resigned after a month at CommutAir due to “lack of progress in training” to become first officer of a De Havilland Canada Dash 8 regional turboprop, the report says.

Aska failed to list his stints at Air Wisconsin and CommutAir on his employment application, and according to Atlas Air’s director of training, the airline was not aware of it. With that information “we would not have offered him a position,” the NTSB quotes the executive as saying.

After the 2009 Colgan Air crash, Congress required the Federal Aviation Administration to set up a clearinghouse including FAA and employer records on pilots to aid carriers in vetting them, but it has yet to complete the process.

After joining Atlas Air in July 2017, Aska’s training to pilot a 767 did not go smoothly. He was required to undergo 4.5 hours of remedial instruction before he

could take an oral exam, and then he was held back for four additional hours of remedial training on a fixed-base simulator before he was allowed to proceed to training on a full-flight simulator, which has motion systems to better replicate the feel of flying.

After two sessions, a fellow student he was paired with complained that Aska was holding him back, and his instructors decided to restart his full flight simulator training from the beginning.

He failed his practical 767 type rating examination, the NTSB says, “due to unsatisfactory performance in crew resource management, threat and error management, non-precision approaches, steep turns and judgment.”

After remedial training he passed, but an NTSB operational factors report questions why Atlas Air didn't put him in an FAA-mandated, six-month proficiency watch program for remedial training and tracking. Atlas Air's fleet captain for the 747 and 767 told NTSB investigators that he chalked up the pilot's

poor performance to nervousness, and considering the gaps in his training and family issues he was experiencing, decided to just keep an eye on his performance.

Aska had 5,073 hours of total flight time.

Blakely, the 60-year-old captain of the doomed flight, was enrolled in the proficiency watch program in 2015 after he initially failed to win his 767 type rating. According to Atlas Air instructor comments, he was not recommended due to over-speeding the flaps during stall recovery, consistently failing to set missed approach altitude and missed approach procedures.

Blakely completed remedial training and was awarded a 767 rating later in the year.

Both Blakely and Aska were stepping up to the 767 after operating much smaller planes.

The boom in e-commerce has provided strong lift for Atlas Air, which at the time of the crash was one of just two contractors for Amazon.com's budding air delivery operation Amazon Air. But Atlas' rapid

growth has come amid labor strife with its pilots, who claim that substandard pay and working conditions have led to high turnover and strained operations.

Since 2010, Atlas Air's fleet has expanded to 116 aircraft from 29, including 51 Boeing 747s, making it the world's largest operator of the jumbo jet. Almost a quarter of its fleet growth has been to serve Amazon, which has taken an equity stake in the carrier.

The NTSB report cites an unnamed principal operations inspector at Atlas Air who told investigators he was present at a check pilot group meeting that discussed an increase in the number of pilots at the carrier who lacked experience in larger aircraft and an increase in unsatisfactory check rides, necessitating additional training.

An Atlas Air spokesperson said: "Atlas' workforce and fleet meet or exceed all government safety standards. Atlas pilot training includes multiple reviews, evaluations and proficiency checks to comply with FAA regulations. We continually evaluate all training and hiring procedures, and in addition, in

the aftermath of Flight 3591, we enhanced training for our employees and expanded background checks for all candidates.”

A lawsuit filed by a brother of Aska’s alleges that Atlas Air and Amazon created an unsafe work environment, overworking pilots to the point of fatigue.

Pilots, Not the Plane, Keep the Boeing MAX Grounded
After the tragedies, pilots will be expected to know less and religiously follow checklists more

By

Holman W. Jenkins, Jr.

Dec. 20, 2019 5:18 pm ET

Ghosts and goblins are keeping the troubled new [Boeing](#) 737 MAX out of the air now. So

much so that the company this week announced it will stop an assembly line that was producing dozens of planes a month to be stored in parking lots.

After the first MAX crash took place in Indonesia in late 2018, the U.S. Federal Aviation Administration decided to keep the plane flying. Consternation followed a Journal report last week showing that at the time the agency anticipated a MAX crash rate three times that of comparable airplanes. In the FAA's defense, it also presumed that Boeing would fix the MAX's faulty flight-control software well before another crash occurred. In the meantime, impressed upon pilots would be that any glitch could be quickly neutralized by throwing a couple of prominent switches.

Which makes all the more urgent understanding why the next crash, involving Ethiopian Airlines Flight 302, happened just months later. For the last three minutes of what was a six-minute flight, the offending software system, as per Boeing's instructions

after the Indonesia crash, was disabled. Yet the pilots never cut takeoff thrust despite a loud clacker warning that their airspeed was exceeding the plane's design limit. With so much force acting on the plane's control surfaces, they were unable, as Boeing's new checklist also specified, to move the trim wheel manually to correct the nose-down trim imposed by the faulty software.

They didn't use the three minutes to heed the clacker and reduce their speed or briefly to relax pressure on the control yoke, which also would have helped free up the trim wheel. Instead, against all advice, they turned the software back on, which promptly put the plane into an unrecoverable dive. How much the Ethiopian crash even belongs in the same category as the Indonesia crash is debatable when all the facts are considered, albeit depending on whether you are more interested in focusing on aircraft design or on crew training.

To pilots who came up with lots of hand-flying

through the military or even the way hobbyist pilots do, it seems possible that understanding the impact of excessive aerodynamic forces on the trim wheel would have been second nature. Perhaps not so with the tens of thousands of classroom- and simulator-trained pilots who staff today's fast-growing airlines in the developing world.

A misplaced sensitivity has been working overtime to suppress discussion of this issue. The goal is not to excuse Boeing's appalling original software implementation or rush the 737 MAX back into service.

The discussion is unwelcome in aviation circles partly because the corollaries are unwelcome. If airplanes today must be designed so mass-produced, classroom-trained pilots can't crash them, planes tomorrow will be designed to eliminate the pilot completely. In the meantime, better crew training could always be required, but the benefit might not be worth the cost given today's already low accident rate thanks to the

advance of automation.

All this explains the bitterness that has crept into the debate, with a U.S. pilot union accusing Boeing of “blaming dead pilots for its mistakes” and Ethiopian Airlines threatening never to fly the 737 MAX again.

For its part, the FAA knows it can't guarantee against another Boeing crash any more than it can guarantee against another Airbus crash like the 2009 Air France disaster in the South Atlantic or 2013's Asiana Airlines mishap at San Francisco's airport. In all three cases, and in almost all crashes nowadays, flyable planes are flown into the ground by pilots either accidentally or intentionally (as with the 2015 Germanwings pilot-suicide crash).

Boeing decided this week to curtail production of the grounded MAX for cash-flow reasons.

The company knows the plane will fly again (as it should) partly because the global economy's demand for air travel can't be met without the MAX.

Meanwhile, regulators have been throwing

requirements at Boeing less related specifically to the MAX and very definitely related to new doubts about pilot readiness to deal with unexpected situations. Afoot in global regulatory circles already was a tendency, now accelerated, to reduce expectations about what pilots must know and do from memory. The goal will increasingly be to give them detailed checklists for every occasion. This will likely include, in any failure related to the automatic trim system, an explicit reminder not to overspeed.

Whether or not this has much to do with the MAX anymore, it certainly has to do with the future of flying until robots finally push the pilot out of the cockpit.

6 Controversial Things I Believe About The Boeing 737 MAX

by [Gary Leff](#) on December 22, 2019

Many readers believe that the Boeing 737 MAX should never fly again. I disagree. I believe that while there were design flaws, those have been addressed, and regulators are inherently conservative and so it's likely taking longer than it should to allow the plane to operate commercial flights. I will fly the aircraft again, **and you will probably will too.**

1. **Aviation accidents almost never have a single cause.** Lion Air installed a faulty angle of attack sensor into its 737 MAX that crashed. Crew the day before the crash experienced similar issues with the aircraft, but handled the issue differently. The experience wasn't written up properly. Different pilots, without the information from the day before, weren't able to overcome a flight situation created by a combination of a faulty part and a MAX design flaw. Ethiopian crew disengaged MCAS but left the plane at full takeoff power which magnified challenges recovering control of the aircraft.
2. **Relying on a single angle of attack sensor to trigger the MCAS flight law shouldn't have**

been acceptable. There were mistakes made in designing the aircraft that shouldn't have gotten signoff at Boeing, and shouldn't have been ok with the FAA either ([self-certification though is not to blame](#)). Yet the MAX was safe compared to other modes of transport even with its design flaws. Those have received tremendous scrutiny and appear to have been resolved.

3. **Regulators are inherently conservative.** No one wants to be blamed if the plane is re-certified and something bad happens, no matter how unlikely that is. Eventually there will be another incident somewhere in the world with an Airbus jet, and there will be an incident with a Boeing jet also. No one wants to have signed off on the return of the MAX if that Boeing incident is with one of those aircraft *even if it's unrelated* to issues raised after the Lion Air and Ethiopian crashes.
4. **The Boeing 737 MAX will fly again.** Airbus can't ramp up narrowbody production quickly enough. The known harm to Boeing's business has already been largely capitalized into its

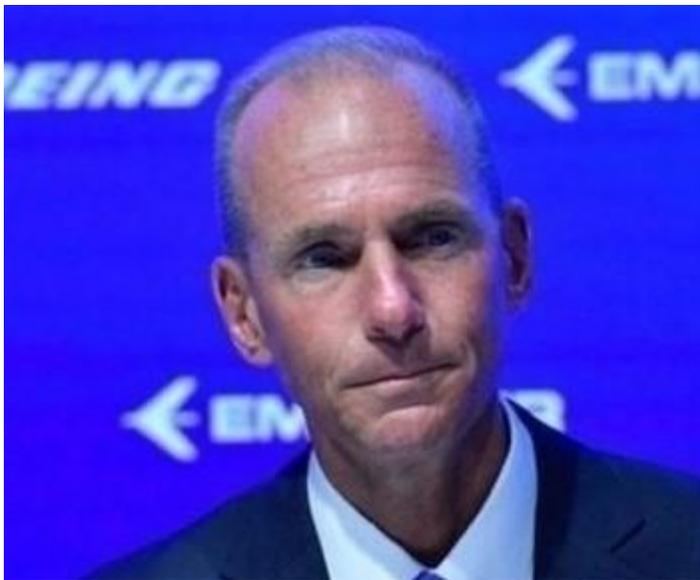
stock. Absent any new negative information they face greater risk from the global economy reducing demand for aircraft than from the 737 MAX.

5. **When the MAX comes back into service some people will briefly avoid it.** There will be a rash of stories ‘is it safe?’ and ‘here’s how to know if you’re scheduled to fly on a MAX’. Those will die down, and as long as the plane continues to fly safely concern over the aircraft will subside. Remember all the people who swore they’d never fly United again after David Dao was dragged off a regional jet?
6. **Even if you say you won’t fly the MAX again, I bet that you will.** The bar for this plane to fly is higher than any other aircraft in the world, and once it’s flying it will have exceeded that bar. About 5000 of them have been ordered. American, United, Southwest and Air Canada all have MAX aircraft in their fleet. Once the plane flies again, and does so safely, it will become ubiquitous in aviation – and we’ll all wind up

flying the aircraft.

The MAX is ready to fly at this point. When do you think regulators in the U.S. will sign off? And how long will it take other countries to follow suit once they do?

BOEING CEO REPLACED! - Dennis Muilenburg Has Resigned



Dennis A. Muilenburg has resigned from his positions

as Chief Executive Officer and Board director effective immediately

December 23, 2019 - by [Boeing](#)

- David L. Calhoun Named President and CEO
- Lawrence W. Kellner to Become Chairman of the Board
- New Leadership to Bring Renewed Commitment to Transparency and Better Communication With Regulators and Customers in Safely Returning the 737 MAX to Service

CHICAGO - Boeing announced today that its Board of Directors has named **current Chairman, David L. Calhoun, as Chief Executive Officer and President**, effective January 13, 2020. Mr. Calhoun will remain a member of the Board. In addition, Board member Lawrence W. Kellner will become non-executive Chairman of the Board effective immediately.

The Company also announced that **Dennis A. Muilenburg has resigned from his positions as Chief Executive Officer and Board director**

effective immediately. Boeing Chief Financial Officer Greg Smith will serve as interim CEO during the brief transition period, while Mr. Calhoun exits his non-Boeing commitments.

The Board of Directors decided that a change in leadership was necessary to restore confidence in the Company moving forward as it works to repair relationships with regulators, customers, and all other stakeholders.

Under the Company's new leadership, **Boeing will operate with a renewed commitment to full transparency, including effective and proactive communication with the FAA, other global regulators and its customers.**

"On behalf of the entire Board of Directors, I am pleased that Dave has agreed to lead Boeing at this critical juncture," Mr. Kellner said. He added, "Dave has deep industry experience and a proven track record of strong leadership, and he recognizes the challenges we must confront. The Board and I look forward to working with him and the rest of the

Boeing team to ensure that today marks a new way forward for our company."

Mr. Calhoun said, "I strongly believe in the future of Boeing and the 737 MAX. I am honored to lead this great company and the 150,000 dedicated employees who are working hard to [create](#) the future of aviation."

United launches highly anticipated Cape Town nonstops

United Airlines [launched the USA's only nonstop service to Cape Town](#), South Africa, on Dec. 15. The route was announced earlier in 2019 and the December startup out of Newark marked one of the highest-profile new routes of the year.

The 7,819-mile nonstop flight is the sixth-longest in United's network and its only flight to Africa. The route is scheduled to operated seasonally, with three flights a week through March 2020 on Boeing 787-9 Dreamliners.

Behind the scenes: [TPG's Zach Honig reports from United's Cape Town inaugural](#)

The flights are timed to offer connections via United's Newark hub. United has already confirmed to TPG's Zach Honig that the flight will resume for the 2020-21 season.

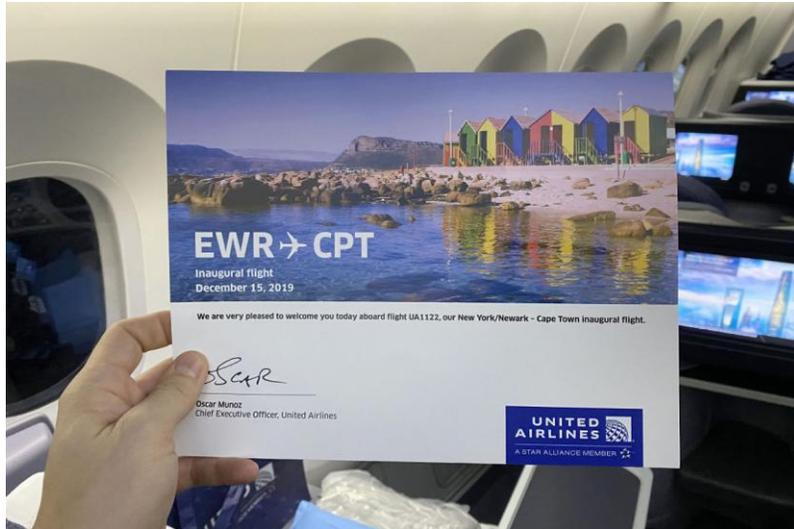
United Airlines adds two more routes at growing Washington Dulles hub

[United](#) will add two more routes to its growing [Washington Dulles](#) hub next summer, connecting the airport to Bangor, Maine, and Madison, Wisconsin.

The airline will begin service between Dulles (IAD) and Bangor (BGR) on June 4, and Madison (MSN) on May 8. Both routes will operate twice daily, with Bangor flown on Embraer ERJ-145s and Madison on either Bombardier CRJ700s or ERJ-145s.

The Bangor and Madison routes are the latest additions by United at its growing Washington-area hub. To date, the airline has unveiled plans for [five new routes from Dulles](#) in 2020, including West Palm

Beach (PBI) starting in February, and Akron/Canton (CAK) and Philadelphia (PHL) starting in May.



United Airlines handed out certificates to those onboard its inaugural Newark-Cape Town flight. (Photo by Zach Honig/TPG)

Airbus Ousts Boeing as Top Jet Maker



Airbus has become the world's largest planemaker for the first time since 2011 after delivering a forecast-beating 863 aircraft in 2019, seizing the crown from embattled U.S. rival Boeing, airport and tracking sources said.

A reversal in the pecking [order](#) between the two giants had been expected as a crisis over Boeing's grounded 737 MAX drags into 2020. But the record European data further underscores the distance Boeing must [travel](#) to recoup its market position.

Airbus, which had been forced by its own industrial problems to cut its 2019 delivery goal by 2-3% in October, deployed extra resources until hours before midnight to reach 863 aircraft for the year, compared

with its revised target of 860 jets.

Deliveries rose 7.9 % from 800 aircraft in 2018.

Airbus declined to comment on the figures, which must be audited before they can be finalized and published.

Planemakers receive most of their revenues when aircraft are delivered - minus accumulated progress payments - so the end-year delivery performance is closely monitored by [investors](#).

Airbus's tally, which included around 640 single-aisle aircraft, broke industry records after it diverted thousands of workers and canceled holidays to complete a buffer stock of semi-finished aircraft waiting to have their cabins adjusted.

Airbus has been hit by delays in fitting the complex new layouts on A321neo jets assembled in Hamburg, Germany, resulting in dozens of these and other models being stored in hangars to await last-minute configurations and the arrival of more labor.

Such out-of-sequence work drives up costs and could

have a modest impact on Airbus profit margins, but the impact will be largely blunted by the high volume of planes and already solid profitability for such single-aisle aircraft, analysts say.

Still, the problems in fitting complex cabins have curtailed Airbus's ability to take advantage of the market turmoil surrounding Boeing's 737 MAX - grounded since March following two fatal accidents.

Boeing (BA) delivered 345 mainly long-haul jets between January and November, less than half the number of 704 achieved in the same period of 2018, when the MAX was being delivered normally. For the whole of 2018, Boeing had delivered 806 aircraft.

Airbus production plants traditionally halt over Christmas and New Year. But the company's delivery centers and completion facilities were humming well into the afternoon of New Year's Eve to allow Asian and other airlines to fly away new jets.

The Boeing 737 MAX Could

Have a New Problem—Not Enough Engines

By

[Al Root](#)

[Updated](#) Jan. 4, 2020 10:58 am ET / Original Jan. 3,



2020 4:09 pm ET The LEAP engine is used on both Boeing and Airbus jets. Photograph by Jason Redmond/AFP/Getty Images

The [Boeing 737 MAX's troubles](#) have been [well-documented](#). The plane has been grounded worldwide since mid-March after two deadly crashes in a matter of months.

Boeing (ticker: BA) management could have a new problem on its hands, beyond just getting the plane back in service: fewer engines to hang on the airframes. [CFM International](#)—the joint venture

between [General Electric](#) (ticker: GE) and [Safran](#) (SAF.France)—is going to build more engines for [Airbus](#) (AIR.France) than for Boeing (BA) in 2020. That’s not a good [sign](#) for the American commercial aerospace giant.

Even if the CFM partnership isn’t capacity-constrained, the move signals to [investors](#) its going to take Boeing a long time to work through its parked MAX aircraft fleet—planes that have been built and not shipped.

The [CFM Leap](#) engine powers both the A320 NEO and 737 MAX. Customers can also order an A320 NEO with a [geared turbofan engine](#) produced by [United Technologies](#) (UTX) subsidiary Pratt & Whitney. The Leap is the only engine option for MAX customers.

CFM [will produce](#) 58% Leap-A variants in 2020 and 42% Leap-B versions, according to the Wall Street Journal. The “A,” as investors might expect, stands for Airbus, and the “B” is for Boeing. The production split was closer to 50/50 in prior months.

Safran wasn't immediately available to [confirm](#) production plans. A GE spokesperson told *Barron's* in an emailed statement, "CFM is fully prepared to meet demand for the Leap engine from both Boeing and Airbus going forward."

GE appears confident it can make enough engines for all airframes choosing the Leap because CFM production has been ramping up since the new engine's introduction around 2016. In 2017, for instance, CFM produced about 500 Leap engines. "Our production rate[s] for [2019] are going to be north of 1,800 units," GE Aviation CEO David Joyce told investors at the recent Paris air show. "That's a 60% increase year-over-year in our Leap." CFM's production rate could hit 2,200 engines in 2020, if necessary.

If the supply chain—including CFM and its suppliers in lower levels of the chain—can still ramp Leap production in 2020, then the CFM action is a signal to investors MAX production isn't coming back soon.

Boeing has built and parked about 400 jets. And MAX

production is shutting down in January as the company prioritizes parked planes over new production. The parked aircraft, by some estimates, need hundreds of thousands of man-hours to prep for commercial flight. Full MAX production might not come back for months.

The time when Boeing increases output of the MAX, boosting profits via economies of scale, is looking further away than investors expect. “We still anticipate ramping back up to, ultimately, to 57 a month,” said [former CEO](#) Dennis Muilenburg at a recent [investor](#) conference. “We anticipate that ramp-up to occur in, incrementally, from now [into] 2020.”

Muilenburg left Boeing in [late December](#). His goals look aggressive now.

The Leap, however, [will survive](#) Boeing’s woes because the engine promises about 15% better fuel efficiency than prior engine generations. That is a huge benefit in aerospace terms. Winglets, the ubiquitous curves at the end of wings, for instance, cut fuel use by about 7%. Airlines retrofitted entire

fleets to capture those savings. The Leap's economics remain compelling for airlines, no matter which model of jet the engines power.

The new engine has more than 10,000 orders in backlog. A majority come from Boeing, but the alternative to the 737 MAX, the largest Leap program, is the A320 NEO. The Leap wins a majority of orders on that aircraft too. Boeing, of course, believes the MAX will fly again, but any all-new single-aisle aircraft, produced by Boeing years from now as a MAX replacement, will incorporate the latest engine technology too.

Engines are a big part of the cost equation for airlines. "Approximately half of the value of a jet is the engines," **Paul Weisbrich**, managing director for investment banking at **D.A. Davidson**, tells *Barron's*.

Understanding the MAX drama—which encompasses suppliers, customers, regulators, employees and the flying public—certainly isn't simple. Investors, have had a tough time dealing with all the layers of the situation too. Boeing shares have fallen about 22%

since March, when a crash involving an Ethiopian Airlines flight prompted regulators to ground the plane world-wide. That leaves the stock far behind the gains of the [Dow Jones Industrial Average](#) and [S&P 500](#) over the same span. Aerospace suppliers, including Safran and GE, have continued to rise.

Boeing Training Pilots Oppose Union

By

[Dominic Gates](#)

Seattle Times aerospace reporter

Boeing training pilots in the Seattle area, who will play a key role in preparing airline crews when the 737 MAX returns to service, are expected to cut ties with the white-collar union representing them.

After Boeing gave a 25% pay raise exclusively to its nonunion pilots late last year, a majority of the unionized training pilots — a group of 29

pilots represented by the Society of Professional Engineering Employees in Aerospace (SPEEA) — filed a petition Friday with the National Labor Relations Board (NLRB) to decertify, or kick out, the union.

A person with knowledge of the matter said Boeing's pilot-training leadership "sees this as a big win, the end of union pilots at Boeing."

When the MAX returns to service, some airlines will require their pilots to go through full-flight-simulator training to become familiar with the updated systems before they fly passengers on the jet. Boeing is preparing for the possibility that such training may even be widely mandated by regulators, either by the Federal Aviation Administration (FAA) here in the United States or by various foreign authorities.

Many airlines, especially overseas and smaller carriers, will need Boeing's help to put their pilots through such a training regimen. In

addition, the FAA has said it wants each individual MAX aircraft flight tested before it carries passengers. So Boeing will need a large number of both instructor pilots and pilots able to conduct flight tests and fly customer demo flights.



For that, Boeing plans to hire temporary contract pilots from Isle of Man-based aircrew and training firm CCL Aviation, with which it has contracted since 2013. SPEEA's criticism of such "pilot outsourcing" sparked acrimony with management.

Union sees a 'bribe'

SPEEA executive director Ray Goforth said Boeing management's attempt to "bust the bargaining unit ... has poisoned the relationship (with SPEEA) for the foreseeable future."

He described Boeing's pay raise for nonunion pilots as a ploy to "bribe the pilots into decertifying the union."

Boeing "told our pilots they have to decertify the unit to get the same pay increase," he added.

Boeing spokesman Paul Bergman denied any such interference by management with its employees' right to be in a union. Such a maneuver could be an illegal unfair-labor practice under federal law.

He said the petition to leave the union was filed by "a group of individual employees and was not initiated, requested or encouraged by Boeing management."

A person familiar with the details said 70% of

the SPEEA pilot-bargaining unit signed the petition requesting a vote, well above the necessary 30% threshold, strongly suggesting that the outcome will go against the union.

NLRB regional director Ron Hooks said Monday that once the agency confirms the petition attained the threshold, a vote of the pilots on whether to decertify the union is likely to be scheduled “within weeks.”

Boeing recommending pilots of 737 Max receive simulator training

The FAA will have the final word on whether to recommend simulator training to pilots of the Max jets

By [Matthew Kazin](#) [FOX Business](#)

[Boeing](#) is recommending pilots who fly its [737 Max](#) receive training in a flight simulator before

getting into the cockpit and operating the aircraft.

"Safety is Boeing's top priority," said interim Boeing CEO Greg Smith. "Public, customer and stakeholder confidence in the 737 MAX is critically important to us and with that focus Boeing has decided to recommend MAX simulator training combined with computer-based training for all pilots prior to returning the MAX safely to service."

The plane maker had previously proposed training for pilots, but that training did not include time in a simulator.

United Airlines plans largest-ever Denver hub



United Airlines tails at Denver

International Airport. (Photo courtesy of Denver International Airport)

Gavin Molloy, the vice president of corporate real estate and environmental affairs at United, called Denver the “centerpiece” of the airline’s current [domestic growth strategy](#). That strategy has seen the carrier add flights at its three mid-continent hubs in Chicago, Denver and Houston in an effort to boost connections and recapture what executives have previously called United’s “natural share” of the domestic market.

Most of the new flights planned in Denver will be domestic. However, Jaquith said that the additional traffic could support new international long-haul service in the future. United serves [Frankfurt](#) (FRA), London Heathrow (LHR) and Tokyo Narita (NRT) from the city.

If the growth in Denver continues at its current pace, the operation is on track to surpass Houston and rival Chicago as United's busiest hub in terms of departures by 2025.

United spokeswoman Rachel Rivas told TPG that United is growing at all of its hubs when asked about where Denver might rank in the future rank with more than 700 flights. While current growth rates would put Denver in position to become United's busiest hub, a change in pace in Denver — or stepped up growth in Chicago or Houston — could alter the projection.

Related: [United Airlines plans more gates, new clubs at growing Denver hub](#)

Largest hub or not, United needs a lot more gates in Denver for all its new flights. Jaquith and Molloy joined airport officials Wednesday in presenting a plan for the airline to [add 24 more gates](#) for a total of 90 in Denver by 2022. The additional gates would include 23 on Concourse A, including 12 under construction and 11 existing, plus one being built on Concourse B.

Denver airport is in the midst of building 39 new gates under a [\\$1.5 billion concourse expansion](#) it kicked off in 2018. Plans call for 12 new gates on Concourse A, one on B — 11 are being built but they replace former regional gates — and 16 on C. The program also includes new passenger amenities, including [outdoor patios](#) on all three concourses.



Denver International

Airport is adding 39 gates across its three concourses. (Image by Denver International Airport)

Kim Day, CEO of Denver airport, told the City Council committee Wednesday that all of the new gates are already leased and the airport has plans to begin a second phase of gate expansion in the “coming weeks.”

Day did not explain, nor did the committee members specifically ask, how the airport plans to

accommodate Southwest Airlines' request for the 16 gates under construction on Concourse C. The math does not add up for the Dallas-based discounter to take all of the space on C if United takes 11 existing gates on A — gates that are currently occupied by Delta Air Lines and Frontier Airlines — plus all of the new space on A and B.

Related: [Denver airport will get the first of 3 new outdoor patios this year](#)

Southwest spokesman Dan Landson told TPG that the airline is “keeping an eye” on the United gate proposal, and maintains its request for the 16 under construction gates on Concourse C.

“All of the carriers that are growing are going to get the gates they wish,” said Day when asked by committee members about other airlines. She added that the United agreement did not “preclude” other requests without providing additional details.

The committee approved the agreement between United and the airport for more gates, with the full

Denver City Council set to hear the proposal later in January.

Denver airport was the fifth busiest in the U.S. with 64.5 million passengers in 2018, according to airport and U.S. Federal Aviation Administration data. Year-to-date through October 2019, traffic in Denver was up 7.3% year-over-year to 57.9 million passengers.

NEW MEMBERS

Michael Larson	Dec
LarryThompson	Dec
Reagan Jackson	Dec
Craig Jacobsen	Jan

.....**THE LIGHTER SIDE**.....

A thief entered a house mid-

afternoon.

He tied up the woman and at knife-point asked the man to hand over the jewelry and money.

The man started sobbing and said, “You can take anything you want.

You can kill me also.

But please untie the rope and free her.”

Thief: “You must really love your wife!”

Man: “Not particularly, but she will be home shortly”.





Remember Einstein's comment: "There is a major difference between intelligence and stupidity; intelligence has its limits."

The day after his wife disappeared in a kayaking accident, a Claddaghduff, Ireland man answered his door to find two grim-faced Constables.

"We're sorry, Mr. O'Jim, but we have some information about your dear wife, Jo-Jo" said one of the officers.

"Tell me! Did you find her?" Mr. O'Jim asked.

The constables looked at each other and one said, "We have some bad news, some good news, and some really great news. Which would you like to hear first?"

Fearing the worst, Mr. O' Jim said, "Give me the bad news first."

The constable said, "I'm sorry to tell you, sir, but

early this morning we found your poor wife's body in the bay."

"Lord sufferin' Jesus and Holy Mother of God!" exclaimed O' Jim. Swallowing hard, he asked, "What could possibly be the good news?"

The constable continued, "When we pulled the late, departed poor Jo-Jo up, she had 12 of the best-looking Atlantic lobsters that you have ever seen clinging to her. Haven't seen lobsters like that since the 1960's, and we feel you are entitled to a share in the catch."

Stunned, Mr. O' Jim demanded, "Glory be to God, if that's the good news, then what's the really great news?"

The constable replied, "We're gonna pull her up again tomorrow ."□



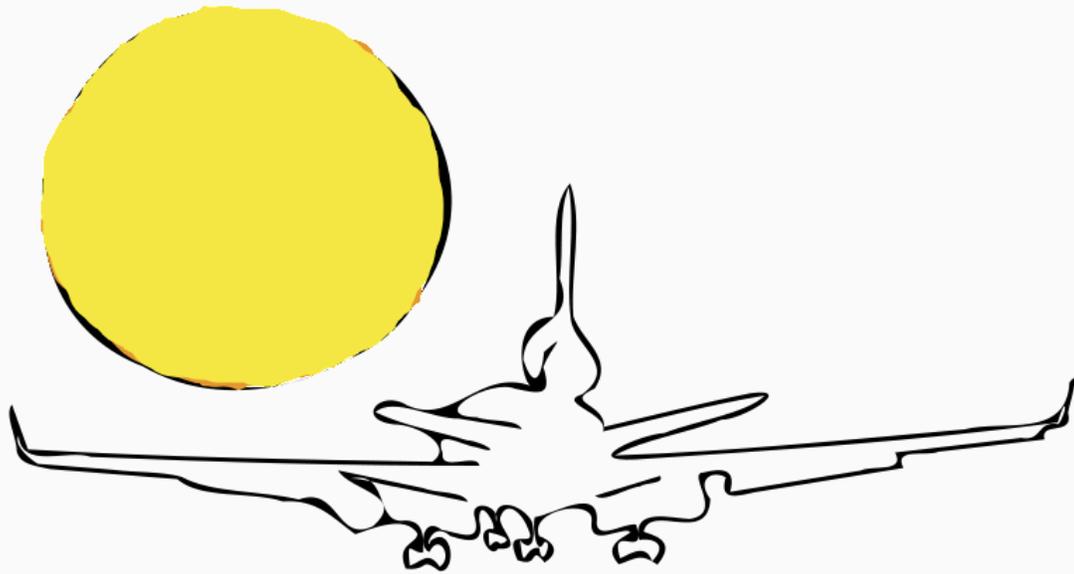
Here is another recently received tribute to Chester James from Captain Lynn Rippelmeyer

I wanted to take boxes of medical and school supplies, clothing and shoes with me on my daily trips to Tegucigalpa to give to the

missionaries who ran the Honduran clinics there. When the loads were light, I'd ask to put in cargo. Someone questioned it, so I went to Chester to see if I was doing something wrong. He handed me pages of Crew Baggage stickers and said, "That should do it, but let me know if it doesn't". That was Chester. As soon as he was gone, so was that privilege that helped so many and hurt no one.

Those boxes of donations eventually led to the creation of a nonprofit - Roatan Support Effort - Thanks to Chester James.

Captain Lynn Rippelmeyer



GONE WEST



GONE WEST - 2019

Denotes Golden Eagles member

Bob Pigors

Jan 3, 2019

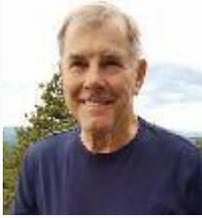
Harry Watson *	Jan 10, 2019
Almond Carroll	Jan 22, 2019
Thomas Steele	Jan 27, 2019
John Huber	Feb 27, 2019
Robert DeGrishe	Mar 5, 2019
Robert Hutten	April 6, 2019
Carl McGee	April 8, 2019
Charlie Walker *	April 14, 2019
Joe Portlock	May 1, 2019
Dan Brady	May 9, 2019
Warren Beckman	June 29, 2019
Ray Bukovsky	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 1 8, 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
Chester James *	Dec 6, 2019
Jeff Burke *	Dec 7, 2019



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

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



Copyright © 2020 GoldenEagles Retiree Association, All rights reserved.

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#)



