



Monthly Update and Reminders JANUARY 2021

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RECURRING REMINDERS AND NEW NOTICES

The *current password* for accessing the Golden Contrails magazine, the member rosters 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. 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.

Revised Rosters on Website

The revised member rosters for January 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	May occur in some, but is more common in children	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)



PASS TRAVEL NEWS

Q & A:

Q. Is there a place on the latest iteration of the UAL app to look up employee VAC pass amount available. .

A. Log into the UAL App. On the bottom right click on the three dots. Click

on Passes and subscriptions. Just below the two credit cards click on Employee pass balance.

[Doug Edmunds](#)

[UNITED New Pass Travel Policies, Retirees and Actives](#)

Starting with departures from the U.K. on December 28th, 2020, all travelers age 5 and older, originating from the U.K. and traveling to the U.S. will need to show proof of a negative molecular COVID-19 test (such as PCR or LAMP) or antigen test taken within 72 hours of departure. This is being implemented to ensure the safety of customers and employees after the identification of a new COVID-19 strain in the U.K. The only exemption will be for travelers making a connection in the U.K. from other international locations.

While not required to perform the test at the airport, information on accessing an approved test on-site can be found on the [London Heathrow Airport COVID-19 Test for Travel](#) page.

All U.K. originating travelers will be required to check-in with a Customer Service representative to verify proper testing documentation.

LAC NEWS

KINGWOOD, TX LAC

At the December 22nd, Kingwood LAC La Madeleine Breakfast, we gave the staff their annual Christmas cash gifts....they were very grateful.

Tom Walsh played Santa, and Jim Northington and Kent Muhlberger were his sidekicks. Also in the photos are Pat Wilcox, Mike Snowden, Bruce Sprague, and Jim Davis. There were quite a few other Golden Eagles in attendance not shown.

Later, Bob Macaluso summed this day up best....."What would the traveling public

think if they knew their airline captain dresses like an animal on his days off? Glad you guys had fun. Sorry I could not be there to act silly with you.”

Bruce M. Sprague

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websites: www.brucesprague.com

Here are a few photos taken at the Christmas breakfast held by the Kingwood, TX LAC at La Mad Restaurant.









HCLAC

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

DENLAC

The Feb.10th breakfast get together is canceled. With the vaccine shots being imminent for us seniors (and prison inmates and school teachers and whoever else gets special status), it looks as though there may finally be a light at the end of tunnel (and hopefully not an on-coming train!). I am cautiously optimistic that we may resume our meetings on Apr 14th. In the meantime, please give the Perfect Landing any business you can and let the management know we miss them and will be back ASAP.

AIRLINE NEWS

United's Newark to Maui

Another major long-haul route that United Airlines announced are flights from Newark to Maui four times a week from next June. The airline will be operating a Boeing 767 on this route.



: United Airlines will fly a 767 from Newark to Maui. Photo: Vincenzo Pace | JFKJets.com

However, what makes this route interesting is the aircraft and length of the route. Maui has a short runway for a US airport, so United will need to monitor the loads on this flight carefully. It will be very interesting to see if United has to modify its services or the number of times the airline's operation has to make a diversion in case of weather or operational disruptions.

United's Newark to Johannesburg

United Airlines is [adding a new nonstop service to South Africa](#) from its Newark hub. Starting from March 27th, United will be flying a Boeing 787-9 between New Jersey and South Africa. This route, which will operate daily, is the airline's second nonstop route from South Africa to the United States, with the other being a

seasonal service to Cape Town.



: United has planned 787-9 flights to Johannesburg. Photo: Getty Images

This route is going to be a big deal for the airline. It will mark the only nonstop service between New York and South Africa, given how South African Airways has ceased operations on the route, and its future is still in doubt on this route.

After SAA's demise early on in the crisis, Delta Air Lines looked like it would be in a good position for a monopoly between the United States and South Africa. That, however, did not materialize. With Delta adding a stop on the way back from Johannesburg in Cape Town, due to the retirement of the Boeing 777s, United will be the only carrier operating nonstop to the US from South Africa. This will make for one competitive set of routes.

European Regulator Says Boeing's 737 MAX Is Safe

The head of Europe's aviation safety agency, EASA, has told the BBC he is "certain" Boeing's 737 Max is now safe to fly.

December 21, 2020 - by Theo Leggett for www.bbc.com

Executive Director Patrick Ky said his organization had "left no stone unturned" in

its review of the aircraft and its analysis of design changes made by the manufacturer.

The plane was grounded in March 2019. That was after it was involved in two catastrophic accidents, in which a total of 346 people died.

It has already been cleared to resume flights in the US and Brazil. EASA expects to give permission for it to return to service in Europe in mid-January.

NEWS: Alaska Airlines Boosts Boeing 737 MAX Orders and Options to 120 Jets

December 22, 2020 - by Boeing

- Transformative' agreement gives leading U.S. airline scale and flexibility to grow as traffic returns
- Alaska says new order is a move toward a more efficient, all-Boeing mainline fleet

SEATTLE, Dec. 22, 2020 -- Boeing [NYSE: BA] and Alaska Airlines announced that the carrier is buying 23 more 737-9 airplanes, building on its original order and an agreement last month to acquire new 737-9s through lease. The new deal brings Alaska Airlines' total 737 MAX orders and options to 120 airplanes, which will give the fifth largest U.S. carrier the scale, efficiency and flexibility to expand as air travel recovers.

United Boeing 737 Damaged After Aircraft Veered Off Runway

by [Sumit Singh](#) January 2, 2021

A United Airlines Boeing 737 veered off the runway at San Jose, Costa Rica this week and suffered minor damage. Moreover, a number of the runway's lights were hit as a result of the incident.



There was impact to the United Airlines Boeing 737 along with materials on the ground at San Jose's Juan Santamaría International Airport. Photo: Getty Images

Minor damages

According to [The Aviation Herald](#), the aircraft involved in the incident was a United 737-800. It holds registration N73275 and was performing flight UA-1055 from Houston Intercontinental on December 31st. In total, 117 passengers and 10 crew members were onboard the flight.

At 18:33, the narrow-body veered left off the runway. Subsequently, the left main gear of the jet went off the paved surface of the runway, traveling over the airport's grass for about 250 meters. The crew did soon manage to get the plane back onto the runway, and it went on to taxi with no further incidents. Both the aircraft and materials at the airport sustained minor damage. However, there were thankfully no injuries reported during this event.

Investigations have started

Costa Rica's Civil Aviation Authority shared that the 737 touched down on runway 07. An investigation has since been opened to find out exactly what happened. The AV Herald adds that The Federal Aviation Administration (FAA) confirmed that the jet suffered a lateral runway excursion, causing damage to the landing gear and engine cowling, along with lights on the runway.

United is growing its presence in Costa Rica. Last year, the airline announced that

it was adding a new route from Los Angeles to San Jose, Costa Rica. Since December 19th, it has been a Saturday-only service. However, from January 5th, it will be daily. This operation forms part of the company's efforts to expand its services in [Central America and the Caribbean](#).

Southwest Joins Spirit In Opposing American – JetBlue Partnership

- by [Jay Singh](#)
- January 12, 2021:

As is the norm in the United States, cutthroat competition and heavily slot-controlled airports mean airlines look cautiously upon partnerships between their rivals. When American and JetBlue announced their partnership, competitors did not instantly come out against it. However, after evaluating the market and partnership, Spirit Airlines and Southwest Airlines are raising concerns over the American Airlines and JetBlue partnership.

US To Require Negative Test Results For Inbound Travelers

- by [Jay Singh](#)
- January 13, 2021

:The United States Centers for Disease Control and Prevention (CDC) has expanded its requirement for testing to all passengers coming to the United States. Going in effect from January 26th, passengers will need to have proof of a negative



test on departure.

All inbound US travelers will need to show proof of a negative COVID-19 viral test from January 26th onwards. Photo: Getty Images

Tests required for all inbound travelers

Going into effect from January 26th, the CDC is mandating all inbound travelers to the United States to have a negative viral test result before the departure to the United States. A viral test is defined as a test for current infection, such as a nasal swab PCR test.

The test must be taken within three days before the flight departs for the US. In order to board the plane, passengers must provide written documentation of the test result. This can be a paper or electronic copy to the airline. For those who were infected with COVID-19, passengers will need to provide documentation of having recovered from the virus.



Airlines will need to confirm the negative test result for all passengers or documentation before boarding. If a passenger does not provide documentation or chooses not to take a test, the CDC has advised that airlines must deny boarding.

There is precedent for this. After the UK announced a new strain had been found

in its infected population, the [state of New York worked with airlines to mandate testing for flights](#). This would [later be expanded to cover all UK passengers heading to the US](#).

Boeing to pay \$244 million penalty to settle fraud charges tied to 737 MAX crashes

Jan. 7, 2021 at 1:32 pm Updated Jan. 8, 2021 at 10:52 am



Wreckage is piled at the crash site of Ethiopian Airlines flight 302 near Bishoftu, Ethiopia, on March 11, 2019.

By

[Dominic Gates](#)

and

[Lewis Kamb](#)

Seattle Times staff reporters

Boeing has agreed to pay just over \$2.5 billion to resolve a federal charge of “criminal misconduct” for how its employees misled regulatory officials during certification of the 737 MAX, the Department of Justice announced Thursday.

Of that amount, only \$243.6 million, less than 10%, is a fine paid to the U.S. government for the criminal conduct, “which reflects a fine at the low end” of the sentencing guidelines, the court agreement states.

The rest includes an additional \$500 million Boeing commits to pay in compensation to the families of the 346 people who died in two crashes of the MAX.

However, 70% of the \$2.5 billion cited in the settlement, or \$1.77 billion, is compensation to Boeing's airline customers that the company has already agreed to pay. (Indeed, that's just a fraction of what it has agreed to pay them.)

The agreement stipulates that if Boeing meets a series of requirements, the charge of criminal fraud will be dropped after three years.

Critically, this avoids a potential criminal conviction of Boeing as a company. That's important for Boeing as a key U.S. defense contractor; a conviction could have excluded it from future government contracts.

Is Boeing or Airbus Better? We Asked an Airline Pilot

 [Howard Slutsken](#)

Feb 12, 2019

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The corporate rivalry between Boeing and Airbus is the one of the most heated on the planet. The American planemaker and its European rival share the market for large airliners almost 50/50, based on deliveries in 2018, and [fight tooth and nail](#) to beat one another. Last year, Boeing delivered 806 jets to customers while Airbus set a new company record with 800 deliveries.

While many flyers may not be able to tell the two apart at the gate, pilots know there's a big difference. And there are two very different philosophies behind how they fly those two brands of airplanes.

That's not to suggest that one approach is better than the other.

Let's take as an example the companies' top products, the Boeing 737 and the Airbus A320, respectively the number one and two biggest-selling jetliners ever. They have safely flown countless millions of hours, and both programs have been hugely successful.

Launched in 1984, the A320 was a clean-sheet design that incorporated digital fly-by-wire control systems. It was revolutionary at the time, with side-sticks replacing traditional yokes and extensive use of glass displays instead of mechanical dials and gauges on the flight deck. With the A320, Airbus transformed how pilots interact and fly the airplane. Fly-by-wire meant that pilots sent their inputs [to a computer](#) that would then [move the control surfaces](#).

Airbus has continuously updated the aircraft, and its latest iteration is the A320neo, or "New Engine Option," with more fuel-efficient and quieter Pratt & Whitney or CFM International turbofans. More than 8,600 A320-family aircraft, including the smaller A318 and A319 and larger A321, have been delivered.

The twin-engine Boeing 737 goes back over 50 years, with a first flight in 1967. It was a descendant of two early Boeing planes, the four-engine 707 and the 727 tri-jet. The 737's cabin and flight deck width are still the same size as the original 707 that first went into service in the 1950s.



At bottom, a Boeing 737, an -800 model with China Southern; at top, an Airbus A320, Beijing International Airport, November 23, 2015 (Photo by VCG/VCG via Getty Images)

Boeing, too, has continuously updated the 737. It's had four different types of engines and three different wings during its life. Pilots got four generations of cockpits, all which maintained some attributes of the original 1967 airplane.

Over 10,000 737s have been delivered to airlines. The aircraft has been stretched

and upgraded over the years, the latest being the 737 MAX series with the latest CFM International turbofans and distinctive winglets. They are so different that the first 737, the 100 model, was 94 ft long and had a maximum takeoff weight of 110,000 lbs — but the latest, the MAX 10, stretches to 144 ft and can weigh up to 194,000 lbs.

But what does a professional, highly experienced pilot think of the planes?

“I love both aircraft for different reasons. Where one comes up short, the other one excels,” said Captain Rory Kay, in an interview with *TPG*.

He should know. He’s flown them all. Early in his airline career, Kay flew the Boeing 727 and the 737s that entered service in the late 1980s, now known as 737 Classic. He went on to be First Officer on the larger Boeing 757 and the twin-aisle 767, before making captain on the Airbus A320, which he flew for years. With over 24,000 hours in the air, Kay is a training and check pilot on the 757 and 767 and will soon move to captaining the Boeing 777, the biggest passenger plane flying for any US airline. He’s also former Air Safety Chairman for the Air Line Pilots Association.

Physical differences aside — and we’ll get to those — the fundamental distinction between the two types is in the flight control system and how pilots fly the plane. On the 737, the pilot’s yoke and pedals are hydraulically boosted and mechanically connected to the plane’s aerodynamic control surfaces: ailerons, elevator and rudder. In a fly-by-wire (FBW) aircraft like the A320, the movements of the side-stick are interpreted by the computers driving the control surfaces. Although there might be a mechanically-connected backup for some controls, the FBW system’s algorithms are designed to simplify aviating and limit extreme maneuvers



The cockpit of an Airbus A 320 neo. (Photo by Josep Lago/AFP/Getty Images)

“I can’t just put the stick full over on an Airbus and roll it upside down. As long as it’s in Normal Law, it will not let you exceed certain roll and pitch limits,” Kay said. (Normal Law describes the active protections that operate on a regular flight “where everything is functioning as designed,” he added.)

That can be critical when pilots are faced with an emergency escape maneuver, perhaps due to traffic, [wind shear](#) or terrain. The system is designed to limit how high the nose can be safely raised, easing the pilot’s workload.

“I can absolutely pull that side-stick hard back, that’s all I have to do. It’s going to give me the best possible climb out, the best escape performance, and the plane isn’t going to stall. That’s one very nice thing about the Airbus FBW system.”

Captain Chesley “Sully” Sullenberger partially attributed his safe landing at the controls of [US Airways 1549](#) to the computer protections that aided the aircraft’s engineless glide into the Hudson River.

But there is a major limitation to the Airbus side-sticks, according to Kay.

The side-sticks aren’t linked, so whichever pilot isn’t flying can’t see or feel what the pilot who is flying is doing with the controls. That’s a major difference from a Boeing’s synchronized yokes, which are linked mechanically. And they’re sitting right in front of each pilot, giving both visual and tactile feedback on what the other pilot is doing.

“On the Airbus, you don’t know what the other pilot is doing in terms of control inputs whereas on a Boeing, I’ve got instant feedback on how hard my copilot is working, or how little he’s working on the situation. That’s always troubled me on an Airbus. I’ve looked over and my copilot is just mangling the side-stick — left, right, forward, back — like it’s a video game or something, and I’ve said ‘Whoa, slow down and take it easy!’”



The flight deck of a

Boeing 737 MAX 8 (Photo by Alberto Riva/TPG)

In 2009, when sensor icing on an Air France Airbus A330 degraded the plane’s built-in protections, investigators concluded that confusion over the pilots’ side-stick inputs contributed to the crash of the plane in the South Atlantic. This tragic accident renewed discussions about the lack of feedback or interconnect between the two sides of the cockpit in aircraft equipped with this system.

Addressing this, BAE Systems developed electronically-coupled “active” side-sticks, with the first installations now certified in the new [Gulfstream G500 corporate jet](#) and on military aircraft like the Embraer KC-390 airlifter. Russia’s MC-21, now in testing, will be the first large commercial passenger jet to use the new technology, supplied by Collins Aerospace.

The Airbus and Boeing philosophies on engine throttle systems diverge, too. On an Airbus, pilots adjust the throttles incrementally to taxi and set the levers that sit between the two pilots to command a computer-assigned level of take-off thrust. But once the throttles are moved to the “cruise” position after takeoff, the levers don’t budge, even though the computer may be commanding a change in engine

thrust.

At the end of the flight, when the plane is in the flare just feet above the runway — that's when the nose is pulled up so the main landing gear touches down first — the system calls out “retard, retard, retard,” telling the pilots to move the throttles to idle. Airbus calls this an auto-thrust system, whereas Boeing designs its jets with an autothrottle.

With Boeing's autothrottle system, the thrust levers are “back-driven,” constantly adjusted by motors changing the levers' position based on the system's commands.

“With the Boeing, I see the throttles moving and it gives me that feedback. It improves my situational awareness to no end because I know what the airplane is trying to do to the engines,” Kay said.

On the down side, the legacy of the 737's original 1950s-era flight deck dimensions doesn't make it a particularly comfortable place to spend a long flight, according to Kay.

“The Airbus has a very quiet and comfortable cockpit, much better than a 737. There's much less ‘white noise’ in the Airbus, so it's less fatiguing, and the seats are much more comfortable. And the windows are huge — I really like that.”

“There's a lot that Airbus does right. If the airline came to me and said, ‘You can only fly either the 737 or the Airbus for the rest of your career,’ I'd go with the Airbus.” That said, “if I had to have my perfect narrow-body plane, it would be a combination of the two. It would be mostly Airbus design, but with a traditional control wheel and back-driven autothrottles.”

Embraer did just that when it developed its own fly-by-wire philosophy for its business jets and [newest commercial airliners](#). The Brazilian company studied the lessons of both Boeing and Airbus cockpits, taking the best attributes of both. And the Airbus A220, originally the Bombardier C Series, [has side-sticks](#), but along with back-driven thrust levers.

As Airbus developed its newest aircraft, including the A330, A350 and A380, it maintained a consistent flight-deck philosophy that allows pilots to transition between aircraft easily.



The cockpit

of a Qatar Airways Airbus A350-1000 at the Farnborough Airshow, on 18th July 2018, in Farnborough, England (Photo by Richard Baker / In Pictures via Getty Images)

Pilots flying Airbus planes can be trained in so-called “mixed-fleet flying,” where they can fly a long-haul A330 in the morning, and shift to a single-aisle A321 in the afternoon.

And while the 737 may have its roots in its 1950s-era ancestors, as Boeing has introduced new airplanes over the decades, like its fly-by-wire 777 and 787, it has introduced more computers and electronic aids to the smaller 737 as well.

But the original feud remains. It’s still side-stick versus yoke, and Airbus versus Boeing.

NEW MEMBERS

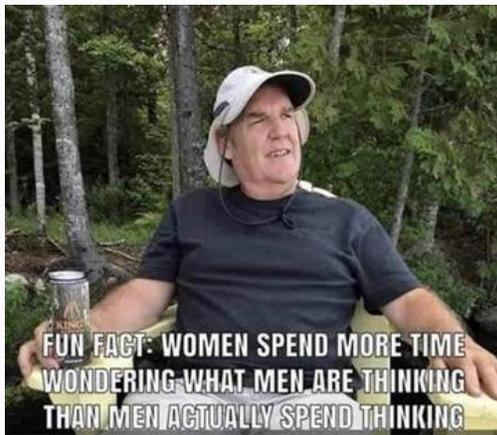
Rich Rittenhouse
William Poarch

Welcome aboard.....

AND.....THE LIGHTER SIDE



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



UNIVERSE: I have a plan for your life



Fauci now says “putting a fan on your head to “blow” the virus away is better than a mask”.....



When I'm bored I go around putting these stickers on paper towel dispensers



**A Woman Sends a Text to Her
Husband**

**"Honey, don't forget to buy BREAD
when you come home from work and
your girlfriend Valerie greets you."**

Husband: Who is Valerie?

**Wife: Nobody, I just wanted you to
answer, to have confirmation that you
saw my text.**

**Husband: But I'm with Valerie right
now, I thought you saw me?**

Wife: What??! Where are you?

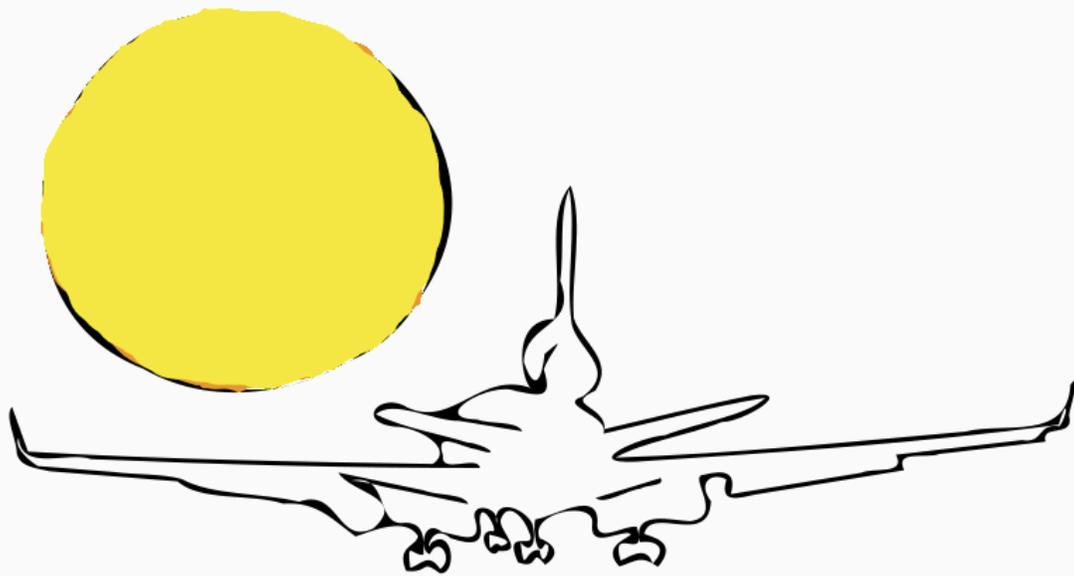
Husband: Near the bakery.

Wife: Wait, I'm coming right now!

**After 5 minutes, his wife sends a
message:**

**Wife: I'm at the bakery, where are
you?**

**Husband: I'm at work. Now that you're
at the bakery , buy the bread !xx 😎**



GONE WEST

GONE WEST

* Denotes Golden Eagles member

Names in red denote gone west announced since last update

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
Tom Carr *	Dec 28, 2020
Scott Henderson	Dec 31, 2020

The officers of the Golden Eagles wish all our Golden Eagles members a Happy New Year.

Gary Small - President and Magazine Editor



Past President - Tom Doherty



Dave Newell - EVP and Email Coordinator



Bruce Sprague - Treasurer and Webmaster



David Rossetter - Secretary



Mark Sheprow - Membership Chairman



Loyd Robeson - Event Chairman



Jim Morehead - Pass Travel and Social Media Liaison



HAPPY NEW YEAR



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



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