



**Monthly Update and Reminders
July 2020**

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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 is **airspeed**.

The revised member rosters for **July** have been posted on the Golden Eagles website, www.thegoldeneagles.org, under the Membership section and in the Roster Download sub-section. Check your contact information and advise us if there are any errors.

Note: New or renewed members names will be added to the rosters during the month following their joining or renewal.

As a result of the implementation of the new Golden Eagles business model, current dues paid members are no longer required to pay dues. If you are receiving this email notice, you are a current dues paid member.

NOTE:

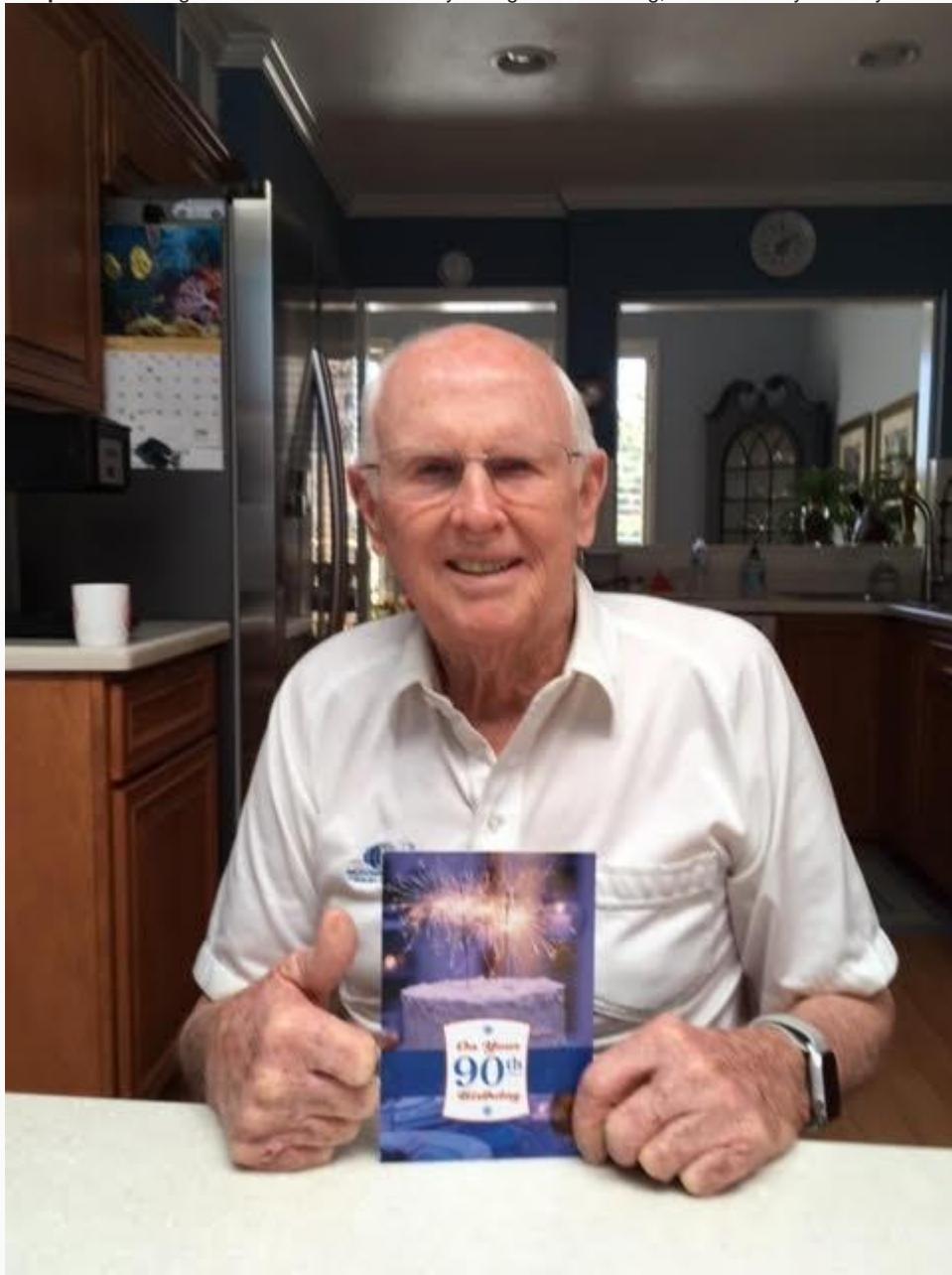
Our President and Golden Contrails Editor, Gary Small, is planning a special edition of the Golden Contrails for the December issue since it will be the final hard copy of the magazine. Among other features to be announced later, plans are to include photos of all current members, Gone West members and copies of the short contact data member roster. Therefore, it is vital that those who have not as yet sent Gary a passport size photo, and who wish to have their

photo included in the final hard copy magazine (This will be a collector's item!) should send him a photo at their earliest convenience. You should also verify your contact data in the member rosters. Email addresses for the above purpose are Gary Small, smalldg@gmail.com, and/or David Rossetter, drossetter@yahoo.com.



Happy Birthday Virgil

Attaining the age of 90 is a notable milestone, and we would like to acknowledge Golden Eagles member Captain **Virgil Hemphill** for having celebrated his 90th birthday. Congratulations Virg, and we wish you many more.



Captain Virgil Hemphill

Captain Jerry Hunsinger tribute to Captain Emily Howell-Warner:

This note is from Golden Eagles member Captain Jerry Hunsinger who wanted to acknowledge the passing of Captain Emily Howell-Warner who flew for Frontier, Continental and was with the FAA. Because of her unique place in the history of the airline industry, she was the first female airline Captain in American history, it is felt an acknowledgement of her passing is appropriate. RIP Captain Emily.

Jerry's note:

A friend of 57-years died yesterday morning. Captain Emily Howell-Warner, of Frontier Airlines and the FAA, was acquainted with a lot of us old CAL guys so I thought I should tell you so you can announce it. She was the first female air transport pilot in American history and her uniform hangs in the Smithsonian.

She could fly the box the airplane came in, was always a loyal friend from the good times, and a great gal to be around. Smooth air on your flight west, Emily, you were exceptional.

*Jerry Hunsinger
CAL Capt - Retired*

Some tributes to Captain Mike Perry who flew West on July 3, 2020:

From Dana Floyd:

Mike was a great person to know and associate with. Thanks for the tribute - he certainly deserves it.

From Jay Meinen:

Mike was one of my classmates, so I have known him for 36 years. He always had a smile on his face. He was always positive. He was a true gentleman. He will be missed.

Godspeed, Mike.

From Steve Cady:

Sorry to hear..

he hasn't been well for years... a good guy.

From Walt Olsen:

A gentleman to fly with who had a warm smile regardless.

Rest In Peace.

From Kent Johnson:

.....a great person and aviator .

From George Weaver:

Mike was a gentleman, a fine aviator, and an all-around class act. Enjoyed many an intellectual discussion with him over a pint. The more pints, the more intellectual the discussions! RIP, my friend.

PASS TRAVEL NEWS

Q & A

Q. When an employee passes away, I know that spouse keeps travel privileges unless they remarry. Our daughters are enrolled friends because of their age. How long do they get to keep their privileges?

Thank you!

A.

Anita Ware



There is a chart found on Flying Together- travel-programs and policies- survivor program. Survivor benefits depend on length of service and whether the employee was retired or retiree eligible. If they are retired or retiree eligible, their enrolled friends have pass usage for 90days.

Anita Ware



For those retired or retiree eligible:

In addition to spouse/domestic partner, children under 26 keep passes until their 26 birthday (or no age if disabled prior to 26), and parents keep passes for 3 years.

Q. As of July 1 are they still allowing crew members to commute as positive space?

A. No more PS for commuters July 1.

Q. I have a full fare employee discount ticket that I was supposed to use last August. I had heart surgery instead. Since the pass department is closed. I don't know how to rebook. Any help would be appreciated.

- A. Go to [United.com](#) put your reservation number and follow the prompt to reschedule it is very easy and free.

The MyUADiscount tickets are revenue tickets, so any changes are done either through [United.com](#) or by calling United reservations, not the pass department.

Q. I am a retiree and I just tried to buy a ticket for my 12 year old grand daughter (she is an enrolled friend) . Since when do pass riders enrolled friends have to pay the UM fee of \$150.00 each way? And if I don't have to pay the fee, where would it be written or found ?

A. UM fee not required for enrolled friends, but paperwork still needs to be submitted.

Q. I purchased 2 round trip SFO EWR employee discount seats which UAL allowed me credit for and now I want to rebook for August. I can't figure out on app or [UAL.com](#) how to apply credit any suggestions? Thanks

- Going thru FlyingTogether, to uadiscount. Once at payment it asks for other form use etc # from email. I don't think app gives that option.

FROM GOLDEN EAGLES PASS TRAVEL LIAISON JIM MOREHEAD

- ZED agreement with JSX (Jet Suites)

The screenshot shows a portion of the United Airlines website. At the top, there are several tabs: "NRSA trav...", "Pass travel enroll...", "United Airlines | D...", and "United Airlines-E...". Below the tabs, there is a large orange button with the text "View ePass details".

News

Tue, Jun 23, 2020

Increasing our connectivity: New ZED agreement with JSX

We're excited to announce that JSX (formerly known as JetSuiteX) has been added to our ZED agreements. JSX operates a regular schedule of 500 weekly flights between seven year-round destinations in California, Nevada, Arizona, and Washington, plus several seasonal destinations. Most core markets being served several times daily. Active United employees with at least 6 months of active service, Retirees, Spouse, domestic partner, dependent children through age 23, and Parents are eligible for ZED travel on JSX. To find more information about e booking and other travel information on JSX, check out our [Other Airline Travel](#) page.

Show less ^

Mon, Jun 01, 2020

Don't wait. Retirees can update their enrolled friends through June 28.

Show more ▾

Fri, May 29, 2020

Masks or face coverings help us keep everyone safe in our airports

Show more ▾

ACK Desktop Gold

- Lifting NRSA travel cap
June 25, 2020

No more 70% cap on boarding as of July 1

In May we [announced a temporary policy](#) that limited NRSA travel when flights were boarded near capacity with revenue customers. Beginning with all flights on July 1, we are lifting this cap on space-available travel. NRSA travelers will clear at the gate as normal and you'll be able to see your seat assignment and other flight-related communications through employee booking channels, including EmployeeRES and the United app.

Considering a NRSA flight? Keeping all of our passengers and employees safe is our number one priority. If you haven't flown in a while, you might not be aware of some of our updated policies to help ensure a safe and clean environment:

- **Wear a mask:** employees from all work groups and pass riders are required to wear a mask or face covering at all times – in the airport terminal and on board the airplane. If you (or your pass riders) do not follow this requirement, your travel privileges may be revoked.
- **Complete our Ready-to-fly checklist:** we've added a step to the check-in process, based on a recommendation from the Cleveland Clinic, requiring travelers to acknowledge they do not have symptoms for COVID-19 and agree to follow our policies including wearing a face covering on board.
- **Maintain social distancing:** at the airport you'll see signs and floor decals to remind you to stay 6 feet away from others around you.
- **Boarding back-to-front and deplaning front-to-back:** our customer service representatives (CSRs) will call customers to board by row, starting from the rear of the aircraft. We deplane front-to-back, five rows at a time. Make sure to listen to your

CSRs and flight attendants for instructions and set a good example for those around you.

And one last tip: although our schedule is still limited, summer is a busier travel season. Our Network Planning and Operations teams are constantly evaluating opportunities to upgauge aircraft where we're routinely seeing higher load factors. Try to **list at 24-48 hours in advance** to give our team better insight.

LAC NEWS

Reposted from the May update:

Since we have discontinued our annual reunions/conventions due to our introducing a new business model for the Golden Eagles, we will be focusing more on our Local Area Chapters (LACs) to provide a means for us to get together and maintain our friendships from our airline days. We encourage our members to support these LACs by attending the luncheons and breakfasts that they schedule periodically. We welcome any retired or working pilot to join us as a guest at these gatherings and we of course would like to see any attendees who are not Golden Eagles members be encouraged to consider joining the organization. So please invite your friends who may be interested in socializing with some of their old and new airline friends.

For those who would like to attend these functions but are not presently listed as a regular attendee, (member), you can contact any of the LAC leaders listed below for information and scheduled meetings.

Houston area:

Kingwood - Bill Chambers at bbob@aol.com

Conroe - Pete Fusco at petefusco1943@gmail.com

The Woodlands - Tip Fuller at tipfuller@hotmail.com

As an alternate contact for any of the above Houston groups you can contact - **Bruce Sprague** at brucesprague@mac.com

All three local LACs (Conroe, Kingwood and The Woodlands groups) meet every **quarter** for **lunch at 1130** at the Conroe **Wings N More** (16580 I-45 S, Conroe, TX 77384)

Austin, San Antonio area (Hill Country LCA) - **Dave Newell** at davebnewell@gmail.com
Normally meet the third Wednesday of the last month each quarter at 1130. May's meeting was cancelled due to the virus, but we had a lunch in Johnson City, TX at the Pecan Street Brewing Restaurant on Thursday, June 18 at 1130. The attendance was lower than usual due to remaining concerns about the virus among some members, but we had a fun lunch and enjoyed the camaraderie and the stories□

A couple of photos of the lunch are posted below. For those who are concerned that we are not wearing masks, we all agreed not to breathe during the lunch. □



Left to right: Paige Seats, Lee Meyners, Ray Booth, Hans Vogelpohl, Wayman Curry, Don Gentry, Ray Quigley.



Left to right: Al Zambrano, Charlie Brame, Bruce Harris, Dave Newell (with a mouthful of salad!) □

SPECIAL NOTE:

The Hill Country LAC annual barbecue dinner is scheduled for Wednesday, October 21, 2020 and this year we are expanding the event to be a regional reunion for all Golden Eagles members and their spouses. Please check the details in the section below this one titled **REGIONAL REUNION NEWS (NEW)**. We hope many of you will decide to join us for this fun time in the Texas Hill Country! *Watch for future updates on this event.*

Denver - Dennis McDonald at B777man@comcast.net 303 841-3505 Thanks to Dennis McDonald for assuming the scheduling duties for the DEN LAC gatherings.

Dennis: We meet the second WED, every other month at Perfect Landing restaurant for breakfast - Coffee and BS at 0900 and sit down for breakfast at 0930. Our Aug meeting is usually an afternoon beer muster.(see below)

Hi Guys and Gals,

Like all of you, I am more than ready to get out with the rest of you and have a beer or two! But alas, it is not to be!. There is literally no hope of the rules being loosened enough in the next month here in the Denver area to permit such a get together, so we are cancelling our annual Beer Muster in August. We are still hoping to revive our Breakfast gatherings at the Perfect Landing in Oct (14th) and Dec (9th). I'll be updating in September and hopefully we'll have better news.

Dennis

Newark area - Mark Sheprow at marksheprow@optonline.net

We will be providing updates on scheduled meetings of the LACs as things return to normal regarding the Coronavirus situation. More details regarding the LACs and their current schedules are contained in our Golden Eagles website, www.thegoldeneagles.org, in the LAC section.

REGIONAL REUNION NEWS (NEW)

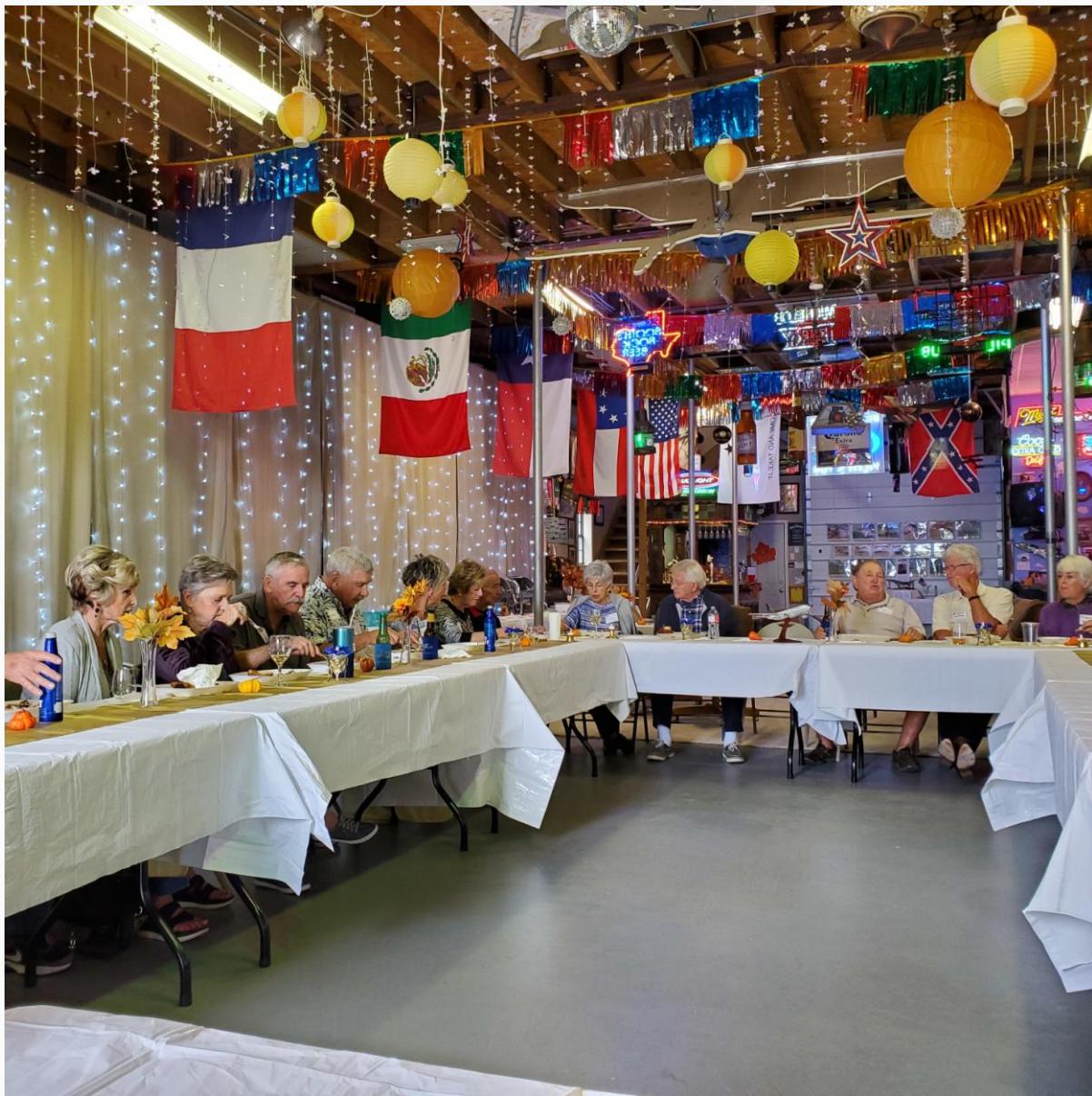
From Golden Eagles Event Chairman Loyd Robeson

Greetings Golden Eagles members,

Since we are replacing our annual conventions with occasional ***regional reunions***, we are launching this program by inviting all Golden Eagles members to attend the Hill Country LAC annual barbecue at Captain Ray Booth's party barn, "Pilot's Pub", at Pilot's Landing on Lake Travis.



Captain Lee Meyners in front of Pilot's Pub - October 2018



Hill Country LAC barbecue lunch at Pilot's Pub - October 2018

We realize that not everyone will attend this event, but we are inviting all GE members in hopes that those in the SW US area and even from out of town nation-wide will make an effort to join in the fun.

It is hoped that this will enable all of our Golden Eagles members to congregate as we have done at our past conventions, but without the historical complexity and expense to the organization.

Here are some tentative plans/suggestions/ideas for your consideration and planning:

1. **WHEN:** Wednesday, October 21, 2020 at approximately 3:30 PM plus a few extra days as desired.
2. **WHERE:** Ray and Mary Booth's place in Spicewood, TX, near Marble Falls, TX in their large party barn, Pilot's Pub. Address is 155 Contrails Way, Spicewood, TX 78669.
A map will be provided.
3. **COST:** Food and drink at the BBQ on Wednesday are provided at no cost by the Golden Eagles.
4. **Here is a rough description of how attendees may spend their time at the event and this can of course be modified**

as desired as things evolve.

Attendees arrive on **Tuesday**, October 20 **OR** **Wednesday**, October 21. Arrivals on **Tuesday** may meet for cocktails/dinner in Marble Falls or Ray Booth's Pilot's Pub for drinks and snacks with dinner in town - to be coordinated and announced.

Wednesday - cocktails 3:30-5:00, barbecue dinner 5:00-7:00. Out of towners may coordinate evening social gathering at local hotel or restaurant/bar if desired after barbecue dinner. To be announced.

Thursday - Individual day trips or other activities as desired or depart for

Fredericksburg, TX, Nimitz War of the Pacific Museum.
Wayland & Willie memorabilia

State Capitol and Texas History Museum, Austin, TX.

LBJ Presidential Library, Austin, TX.

LBJ State Park, Johnson City, TX.

The River Walk and Alamo, San Antonio, TX

Other attractions as desired. Possible lake cruise on Ray's party

home:

Luckenbach, TX, Saloon,

barge pontoon boat.

Friday - Personal desires - depart for home or more sight seeing, visiting, etc. Evening social gathering at location of choice for drinks and dinner for out of towners continuing stay in area if desired, to be announced.

Dress, of course, is casual: Western style if desired. And always, always bring your swim suit, just in case....you never know when there might be a pool party! It should be nice pool weather in October in the Hill Country and many of the hotels in the area have pools and hot tubs.

We recommend those from out of town who will need hotel accommodations to go online at one of the discount travel sites, such as Travelocity, Expedia, Hotels.com, etc., and find a good price for a hotel in Marble Falls or adjoining localities. There are a number of hotels in the area with a variety of amenities and prices. They range from the Horseshoe Bay Resort on Lake LBJ at about \$195 per night to standard motels (Holiday Inn, Quality Inn, Best Western, La Quinta Inn and other local hotels and resorts in Marble Falls with prices from around \$75 to \$150 per night. There are other options such as private homes and condos that sleep several couples. All would likely offer some discounts for seniors and military vets and maybe an airline ID. There are many good restaurants in Marble Falls for social gatherings and meals. It is a beautiful area with lots of rich history and scenery. Once you have accessed one of the discount travel internet sites, just enter the city or town you wish to visit and the dates of the stay and the site will provide a list of available hotels and the prices.

As you can see the concept is to allow attendees maximum flexibility in determining their own schedule of activities aside from the barbecue dinner. The event should be viewed as a day or two or three stay in the Hill Country to tour the area, enjoy the sights and attractions and to visit with friends plus enjoy a great barbecue dinner and social gathering. The idea is for members to coordinate with their friends before or after arrival to plan activities they would like to share, such as social hours, meals and sightseeing trips. It is assumed that those who fly in will obtain rental cars which are available at the Austin airport, about an hour from the Booth's and Marble Falls. Hopefully even some of the local folks will consider getting a hotel for the event to join in and make the party last longer...□□ There is an airport right next to Ray's place suitable for those who may choose to fly in. It is the Spicewood Airport, it's designation is 88R and here is a link to its website: <http://www.spicewoodpilots.org/>.

So, grab your partner and come on to Ray's Pilot's Pub in October for some fantastic barbecue and all the fixin's. There will be lots of cold beverages of your choice and some good old Country & Western sounds to liven things up. And remember, ***Everything at the barbecue dinner is on the house!*** □□

Y'all come, ya'hear! Ray and Mary want you to enjoy the Pilot's Pub party barn and their beautiful home, and the Hill Country is beautiful in October. Hope to see you there.



Ray Booth





RAY and MARY BOOTH

Loyd Robeson
Golden Eagles Event Chairman
loydgeagle@gmail.com



Dave Newell
Golden Eagles EVP/Email Coordinator
davebnewell@gmail.com



AIRLINE NEWS

[NEWSUNITED AIRLINES](#)

UNITED AIRLINES NO LONGER FEARS “WORST-CASE” SCENARIO

[MATTHEW KLINT](#) JUNE 22, 2020



United Airlines no longer sees any risk that it will not survive the pandemic, but is still warning employees that painful cuts may be ahead.

Kirby: United MileagePlus Loan Secures Survival of Airline

In a video message to employees seen by *Live and Let's Fly*, CEO Scott Kirby labeled United's \$5 billion loan using the MileagePlus program as collateral as the “most important financial milestone” of the current crisis. Calling the deal both “creative” and “innovative”, Kirby is confident United’s survival is no longer in danger:

“That’s really important because what it means is, with all the other stuff we’re doing, is by the end of the third quarter, we’re going to now have \$17 billion of available liquidity. That’s important because what it does is it essentially take the worst-case off the table.”

The worse-case scenario is collapse and liquidation. Kirby added that “even if this virus lasts for a long time, we now have the resources to make sure that we make it through and get to the other side.”

From the very start of the pandemic, Kirby has made the survival of the company his number one priority. In internal memos and public interviews, Kirby has repeatedly zeroed in on a “survival at all costs” mentality.

Time for celebration? Not so fast says Kirby.

Good News, But Painful Cuts Still Likely

After celebrating that United’s survival was secure, Kirby transitioned to the looming job cuts.

“While the is great news, it doesn’t mean we’re out of the woods.”

June revenue down 93% over June 2019 and July revenue is expected to be down 85%. “Borrowing the money alone is not going to be enough to save us,” says Kirby, noting that the loan must be paid back with interest.

Prior to the pandemic, \$17 billion represented five months of it expenses. Now it must last far longer.

“We’ve got to make the 17 billion last. And we have to accept the possibility that demand is not going to return to normal until there’s a vaccine, and a vaccine that’s been widely distributed to the population.”

Consequently, Kirby again stressed how important it is for employees to consider voluntary separation packages and also expressed hope that a deal could be cut with unions to keep as many people on the payroll at reduced hours as possible.

Kirby hopes that with more employees waiting for increased hours, United can quickly ramp up operations once a vaccine is widely available.

"When there's a vaccine, it's going to be a really quick recovery — we're set up to bounce back, be aggressive, and go all-in and win the battle at that point in time."

CONCLUSION

United Airlines no longer believes its survival is in danger, even if the pandemic continues for a "long time". But the latest loan is about company survival, not employee survival. United still sees painful cuts ahead for its workforce.

UAL WARN letter to pilots to be furloughed

Using the latest schedule we're currently planning for Q4 2020 – and what we expect travel demand will be – we may furlough as many as 36,000 frontline employees on October 1.

2250 pilots will be receiving WARN notices via CCS later today that specify potential furlough start dates, which includes October 1 (1750 pilots), October 30 (250 pilots) and November 30, 2020 (250 pilots).

You are receiving this notice pursuant to the Worker Adjustment and Retraining Notification Act (WARN) as required by federal and/or state law. Other team members may not receive an individual notice if state law does not require it; however, we also have provided your union with notice of these events. Based on the best information currently available, we have developed plans to implement a workforce reduction at your work facility. Consistent with these plans, employment separations are expected to begin on or about October 1, 2020. Based on current demand, while we are hopeful the reductions will be temporary, we presently anticipate that they will last six (6) months or longer. The number of employment separations that will ultimately occur may decrease if we are able to reach creative solutions with our union partners or if there is significant participation in voluntary programs to reduce payroll expense.

At present, we anticipate that you will be furloughed on November 30, 2020 or within the 14-day period thereafter. Pursuant to the applicable collective bargaining agreement, you do not have bumping rights. You may receive additional communication from us as we follow the furlough notification process defined in your collective bargaining agreement. While this is extremely difficult news, we are encouraging all of our team members to consider whether one of the voluntary programs being offered is a viable option for them and their families. Meaningful participation in these programs could significantly reduce the need for involuntary reductions.

United Reaches Agreement With Pilot Union Over Voluntary Furlough

- by [Joanna Bailey](#)
- July 10, 2020
- 3 minute read

United Airlines has reached a tentative agreement with its pilots union for a package of measures including early retirement and voluntary furloughs. The airline is looking to shed around 2,200 pilots, in an effort to right-size its operations for a post-COVID environment. However, Captain Todd Insler, chairman of the United chapter of ALPA, warns more furloughs could be coming.

Following the revelation that [almost half its workforce could be at risk of becoming furloughed in October](#), United Airlines and its pilots union have reportedly reached a tentative agreement. While details are yet to be fully ratified by union leaders and are therefore not being disclosed yet, they are likely to include a mix of voluntary furloughs and early retirement packages, in a bid to avoid involuntary layoffs.

The United chapter of the Air Line Pilots Association (ALPA) represents approximately 13,000 pilots who work for the airline. It was understood that, among the 36,000 employees who would be receiving WARN notices of impending furloughs, 2,200 were pilots.

Chairman of the United chapter of ALPA, Captain Todd Insler, issued a statement carried by [Fox News](#), which read, "*Furloughing employees is corporate triage with a terrible impact on thousands of United families. The notification sent yesterday to 2,250 pilots represents over 17 percent of our ranks at risk of furlough this year. Unfortunately, this may not be the full extent of the furloughs, and*

we must be prepared for more based on the Company's plan to be 30 percent smaller next summer.

"ALPA is doing everything we can do to support our fellow pilots, and we look forward to final agreements on these voluntary programs which will mitigate pilot furloughs."

ALPA warns that this might not be the extent of it.

The pain of the second wave

US-based airlines were already in trouble after travel demand dipped to almost nothing in April. The [CARES Act](#) helped them maintain a reasonable level of liquidity but also served to put off the inevitable shrinking of workforces come the fall. Worse still has been the stop-start nature of the recovery. While airlines began adding more services by the start of June, in the hopes that they'd catch some of the summer traffic, a surge in coronavirus cases has seen bookings plummet. Whether it is indeed a second wave or just a continuation of the first is up for debate, but either way, it's put these carriers in a tough position, being unable to predict travel demand from one day to the next.

Airlines around the world are facing difficult decisions as they strive to right-size their workforce for the post-COVID environment. Across the pond, [British Airways is looking at furloughs of up to 12,000](#), Lufthansa of [double that many](#), and many smaller carriers are wondering if they can even survive.

Still furloughs to come

As the year presses on, US airline workers are increasingly worried about their positions. American, [Delta](#) and Southwest have all secured agreements with pilots unions for early retirement packages, but have also stressed that this may not be the end of it. Labor unions have called on Congress to [provide further payroll support](#), to secure jobs through to April next year.

For United, reaching a tentative agreement with its pilots union is a positive step, but it is just the tip of the iceberg in reality. Almost half of the 36,000 WARN letters are going out to flight attendants, around two-thirds of the workforce, and United is going to have to work hard if it wants to avoid involuntary furloughs in that sector.

Regulators to allow 737 MAX return before all changes complete



As the recertification flight is approaching, foreign regulators defined their requirements for the Boeing 737 MAX more precisely. In the lead-up to the plane's return, the Federal Aviation Administration issued an airworthiness directive to address a wiring problem.

Some changes can wait

Additionally to the update of the MCAS, identified as the cause of the two crashes that killed 346 people, the European Union Aviation Safety Agency and Transport Canada also expect Boeing to modify some of the flight control systems that the MAX inherited from the previous 737 generations. However, those changes will have to wait after the return into service, the Seattle Times reports.

Indeed, while also important, the changes are not as critical as the MCAS and should require more work from Boeing. "By themselves, these would not create a safety-critical issue," an EASA spokesperson said. "It's when they come together with something critical at the same time that it's a major issue."

As an interim solution, the manufacturer will update the pilot training and manuals to warn of those safety lapses – a compromise judged adequate by the EASA. The MAX operators recently received a new version of the manual pilot training that now mentions the MCAS.[_](#)

[737 MAX pilots were "surprised, angry and baffled" about MCAS](#)

When the second Boeing 737 MAX plunged to the ground, a lot of questions were raised. At the same time, relationships between Boeing and several parties began to crumble, including the pilots of the aircraft.

Recertification remains a priority

On June 17, 2020, the FAA administrator Steve Dickson told the United States Senate that he will pilot the Boeing 737 MAX recertification flight himself. Dickson will also follow the same updated training that pilots should now receive. Initially judged superfluous by Boeing, the manufacturer now recommends that pilots train on simulators following pressure from regulators.

The flight is expected before the end of June 2020. The return to service of the aircraft could take place around September 2020. No exact date was given, but the late June 2020 deadline seems believable, according to sources quoted by [the Air Current](#). With the MCAS software review complete, the last tests before the certification flight are reportedly undergoing.

[Boeing hopes for 737 MAX certification flight in late June](#)

Boeing expects to complete an important 737 MAX certification flight by the end of the month, still hoping for FAA certification before the end of the summer.

An FAA airworthiness directive relating to the wiring inside the 737 MAX nacelles was issued. It addresses reports that "certain exterior fairing panels on the top of the engine nacelle and strut may not have the quality of electrical bonding necessary to ensure adequate shielding of the underlying wiring from the electromagnetic effects of high intensity radiated fields," potentially leading to an engine power-loss.

Exclusive: Boeing 737 MAX certification flight tests to begin on Monday - sources

[Eric M. Johnson](#), [David Shepardson](#)

SEATTLE/WASHINGTON (Reuters) - Pilots and test crew members from the U.S. Federal Aviation Administration and Boeing Co ([BA.N](#)) are slated to begin a three-day certification test campaign for the 737 MAX on Monday, people familiar with the matter told Reuters.

The test is a pivotal moment in Boeing's worst-ever corporate crisis, long since compounded by the novel coronavirus pandemic that has slashed air travel and jet demand.

The grounding of the fast-selling 737 MAX in March 2019 after two crashes in five months killed 346 people in Ethiopia and Indonesia triggered lawsuits, investigations by Congress and the Department of Justice and cut off a key source of Boeing's cash.

The FAA confirmed to U.S. lawmakers on Sunday that an agency board had completed a review of Boeing's safety system assessment for the 737 MAX "clearing the way for flight certification testing to begin. Flights with FAA test pilots could begin as early as tomorrow, evaluating Boeing's proposed changes to the automated flight control system on the 737 MAX."

After a preflight briefing over several hours, the crew will board a 737 MAX 7 outfitted with test equipment at Boeing Field near Seattle, one of the people said.

The crew will run methodically scripted mid-air scenarios such as steep-banking turns, progressing to more extreme maneuvers on a route primarily over Washington state. The plan over at least three days could include touch-and-go landings at the eastern Washington airport in Moses Lake, and a path over the Pacific Ocean coastline, adjusting the flight plan and timing as needed for weather and other factors, one of the people said.

Pilots will also intentionally trigger the reprogrammed stall-prevention software known as MCAS faulted in both crashes, and aerodynamic stall conditions, the people said.

Boeing declined to comment.

The FAA email said the testing will last several days and "will include a wide array of flight maneuvers and emergency procedures to enable the agency to assess whether the changes meet FAA certification standards."

Boeing to Start Second Phase of 737 MAX Flight Testing

SEATTLE, WASHINGTON - Boeing and the U.S. Federal Aviation Administration recently completed the first phase of the Boeing 737 MAX flight testing as part of the aircraft's recertification process.

The aircraft will now undergo another flight review soon, this time with international flight crews, according to a report, as regulators work to bring the troubled jet back to service.

After completing the Federal Aviation Administration's certification flight tests last week, the Boeing 737 MAX will now undergo an **operational readiness** review, starting as soon as this week...

American Airlines Will Book Flights 100% Full As Of July 1

JUNE 26, 2020 BY BEN 43AMERICAN

While demand for travel is still way down compared to last year, we've seen a massive increase in travelers over the past few weeks. Given how many aircraft have been grounded by airlines, those flights that are operating tend to be pretty full.

Well, American Airlines flights may be getting even busier as of July 1.

American Airlines will no longer block seats

Since April, American Airlines has been booking flights to at most 85% of capacity, including on both mainline and regional aircraft. While this doesn't allow for true physical distancing, it at least means that some people won't have to sit next to strangers.

Well, this will be changing soon. **As of July 1, 2020, American Airlines will be booking flights to 100% of capacity.** For the first time in a few months, this means you could find yourself on a flight without an empty seat.

American Airlines will stop blocking seats as of July 1

American may give you the option of switching flights

While American Airlines won't be blocking seats, the airline will continue to notify customers if a flight is expected to be full. If this is the case, customers can move to another flight with more open seats, all without incurring any costs.

This is in addition to American's change fee waiver policy for travel through September 30, 2020.

If your flight is full, you may be given the option to switch to another flight

How does this compare to other airlines' policies?

With American Airlines once again booking flights to capacity, how does this compare to other airlines?

United is ending its 70% cap as of July 1 and has informed customers if flights were projected to be full, it will continue its policy of giving them the option of being rebooked on another flight.

Meanwhile three US airlines continue to block seats.

- Through September 30, 2020, Delta is capping flights at about 60% of capacity
- Through July 31, 2020, JetBlue is guaranteeing you won't sit next to a stranger
- Through September 30, 2020, Southwest is capping flights at about 67% of capacity

United Airlines Resuming China Flights In July

JUNE 26, 2020 BY BEN 12UNITED

United Airlines has today officially announced that it will be resuming China flights soon.

United Airlines will fly to Shanghai as of July 8

United Airlines will resume twice weekly nonstop flights between San Francisco and Shanghai as of July 8, 2020. The route will be operated with Boeing 777-300ER aircraft, with the following schedule:

UA857 San Francisco to Shanghai departing 11:00AM arriving 5:45PM (+1 day)

UA858 Shanghai to San Francisco departing 9:40PM arriving 8:55PM

United will fly its flagship Boeing 777-300ER to Shanghai

The flight will operate westbound on Wednesdays and Saturdays, and eastbound on Thursdays and Sundays.

As before, there continue to be [significant restrictions](#) on travel between the US and China, so not everyone will be able to take these flights. For example, the US is restricting entry from China to those who are from the US, their family, etc.

United Airlines canceled passenger service to mainland China as of early February. While the airline has operated some cargo-only flights, this represents the return of passenger service for United to China.

As Patrick Quayle, United's VP of International Network and Alliances, describes this move:

"United's service to mainland China has been a point of pride for our employees and customers for more than 30 years. Resuming service to Shanghai from the United States is a significant step in rebuilding our international network."

Prior to the pandemic, United was the largest US airline operating flights to China, with five daily flights between Shanghai and US gateways in Chicago, Los Angeles, Newark, and San Francisco.

Also in July, United Airlines will reinstate other Pacific routes, including Chicago to Tokyo, as well as service to Seoul, service to Hong Kong, and service to Singapore via Hong Kong.



United Airlines will fly a 777-300ER to Shanghai

Delta Air Lines resumed China flights

United Airlines is becoming the second US airline to return to mainland China, after Delta. [Delta resumed flights](#) between Seattle and Shanghai June 25, and plans on adding Detroit to Shanghai flights shortly.

The major difference is that Delta is operating all China flights via Seoul Incheon for the time being, so that crews can lay over in South Korea rather than in China. United Airlines isn't taking the same approach, so it is curious how the logic of the two airlines differs.

Bottom line

United Airlines will become the second major US airline to resume China flights, with a twice weekly San Francisco to Shanghai service. Delta resumed China flights yesterday, while American hasn't announced plans to restart China flights anytime in the next few months.

New hygiene measures

Amid global hygiene concerns in the current pandemic, United is emphasizing the introduction of its [CleanPlus program](#). This initiative involves collaboration with disinfectant specialist Clorox and some of the US' top medical experts at Cleveland Clinic.

Some aspects of United's approach to passenger and employee safety include:

Advertisement:

- Airport social distancing by minimizing contact and the introduction of sneeze guards.
- Requiring everyone on board to wear face masks and temporarily revoking travel privileges for customers who do not follow these requirements.
- Reducing contact with the minimizing of touchpoints by changing current food processes and the temporary removal of inflight items.
- State-of-the-art HEPA grade air circulation systems, which remove up to 99.7% of airborne particles onboard.
- Enhanced cabin sanitization with electrostatic spraying being integrated into cleaning procedures on all inbound long-haul international flights, and mainline overnight aircraft at the operator's US hubs.

Moreover, even though China has relaxed its international travel restrictions, there are still strict quarantine measures for those entering. Anyone arriving has to isolate for 14 days at a government facility, which has to be paid for out of the passenger's pocket.

Altogether, if airlines, passengers, and authorities all do their bit to ensure everyone is adhering to the new measures in place, these resumptions will be welcome by several passengers looking to get back in the skies. Undoubtedly, United will be glad to get these flights going again.

American, United Suspend Hong Kong Flights Over Testing Protocol

July 10, 2020 Credit: Rob Finlayson

American Airlines and United Airlines both suspended flights to Hong Kong International Airport (HKG), citing concern about a strict new COVID-19 testing protocol for international arrivals.

United plans to add 25,000 flights in August as customers 'are slowly returning'

KEY POINTS

- United's 25,000 additional flights still bring its August 2020 schedule to just 40% of flights in 2019.
- United and other carriers are grappling with how to cater to an uptick in demand with the impact of Covid-19.
- The airline is also increasing international flights, with destinations including Lima, Peru, Shanghai and Frankfurt, Germany.



A United Airlines Boeing 737 passenger jet takes off at San Antonio International Airport in Texas.
Robert Alexander

United Airlines is planning to add about 25,000 flights in August compared with this month, hoping to capitalize on an uptick in air travel demand, particularly to leisure destinations ranging from Bozeman, Montana, to Bangor, Maine.

The airline said it wants to stay nimble to cater to the ebbs and flows of demand as spikes in coronavirus cases shift around the U.S. and that demand has started to level off.

"The demand did flatten out over the past week or so," Ankit Gupta, United's vice president of domestic network planning said on a media call Wednesday.

With the increase in flights next month, United will still be flying about half of its August 2019 domestic capacity and a quarter of the international service it operated last year. In comparison, this month it plans to fly about 30% of its domestic service as the same month last year, and just 16% of international service, the airline said. Among the international service United plans to add in August are flights to Lima, Peru, Shanghai and Frankfurt, Germany.

The virus, and the measures taken to try to stop it from spreading, have shuttered key tourist attractions and prompted stay-at-home orders, devastating air travel. The number of people passing through U.S. airport security checkpoints in June was less than one-fifth last year's levels, according to federal data.

While the European Union continues to bar Americans from travel amid the pandemic and vice versa, the new United schedule is based on current demand trends, said Patrick Quayle, the airline's vice president of international network and alliances. Much of the recent demand has been one-way tickets, indicating customers repatriating, he said.

Delta Air Lines, for its part, is delaying until next month the start of flights from New York's John. F. Kennedy International Airport to Lisbon, Portugal, and to Athens, Greece, that were scheduled for July. It's also delaying Atlanta to Lagos, Nigeria and JFK to Accra, Ghana.

American Airlines said Wednesday that it expects a prolonged slump in demand for travel abroad. The Fort Worth, Texas-based carrier is planning for its international long-haul capacity next summer to be 25% lower than the same period of 2019 and that it will eliminate 19 international routes.

Is Aircraft Air Really Safe And Clean?

- by [Joanna Bailey](#)
- July 8, 2020
- 4 minute read

Flying on a plane might seem daunting right now. After all, being sealed in a tube with hundreds of other people for several hours sounds like the perfect place to incubate bugs. But you might be surprised to know that a plane is probably the last place



Can

you'll be likely to get sick. Here's why.

you fly with confidence? Photo: [TaylorHerring via Flickr](#)

Aircraft air is not recirculated

Contrary to popular belief, the air in an aircraft cabin does not just get recycled ad infinitum. The air is sucked out of the cabin, mixed with fresh air from outside the plane on a 50:50 basis, and redelivered to the cabin.

This continuous renewal of air means the cabin air is completely replaced around 20 – 30 times every hour. To compare that to a situation on the ground, it's like standing in a bus shelter on the top of a very windy hill.

Aircraft air is as clean as an operating theatre

Cabin air is filtered through the very same devices that are used in hospital operating theaters. Called [HEPA filters](#), these remove between 85% and 99.9% of bacteria, viruses and other contaminants, depending on their efficiency.

Given the current situation, many airlines are upgrading their HEPA filters to 'hospital-grade.' This is the highest efficiency rating available and filters out 99.995% of small particles. As the industry's global trade organization, the International Air Transport Association says,

"The risk of catching an infection on an aircraft is typically lower than in a shopping center or office environment."

Cabin air flow goes up and down, not side to side

The air from the cabin is drawn out by vents near your feet. You've probably never noticed them, but take a look next time you fly.

After it has been sucked out, mixed with clean, fresh air and sent through those hospital-grade filters, it is delivered back into the cabin through vents above your head. You'll have noticed the twisty vents that you can turn on to deliver a blast of fresh air; even if you don't open these, there are other vents behind the luggage storage which keep the air circulating.

Keeping your air vent open will help circulation. Photo: Peakpix

This means that the [air flow is from top to bottom](#). It creates a curtain of air flow, meaning that air is not mixed between rows, unlike in an office where air tends to go around and around in circles. This makes it much safer, and much more difficult to transmit bugs around the cabin.

But people have become ill after flying?

We all have a friend, relative, or even personal experience of flying home from holiday and not feeling too good afterward. However, the truth is that it was very unlikely to be the time spent on the plane that caused us to feel unwell.

Considering how clean and safe aircraft cabin air is, why is it some people think they've become sick from their travels? There are a few explanations here.

- **Other parts of your journey are higher risk:** While aircraft cabin air is clean and safe, the same can't always be said for other environments. Traveling to the airport on a train or bus, moving around a congested terminal and otherwise being in close proximity to other people carries a high risk of transmission.
- **Fatigue lowers your immune system:** Being tired makes you more susceptible to catching a bug. Flying across time zones, not sleeping well before the flight, or traveling on a red-eye can make you more likely to pick something up in the airport, on the bus, or at some other point in your journey.
- **Stress, nicotine and alcohol do the same:** Feeling anxious about your journey or having a big night out at the end of your holiday can also make your immune system less able to fight off illness.
- **Illnesses incubate for several days:** Most common illnesses have lead in times of several days between becoming infected and showing symptoms. For example, the common cold incubates for two to five days, while flu takes one to three days. Viral infections like measles and chickenpox can take up to three weeks. This means you may have contracted the bug on your holiday but still felt well until after your flight home.

The only part of traveling by plane that does put you at more risk is the arid air. At altitude, there is little to no humidity in the air being brought into the cabin. As a result, cabin air is usually less than 20% humidity.

Modern long-haul planes like the [Airbus A350](#) and [787 Dreamliner](#) maintain higher humidity levels, but most others don't. As a result, you can end up feeling dry, grotty and be more susceptible to infection

For this reason, it's important to stay hydrated through all parts of your journey. Drink plenty of water, use eye drops and nasal spray to soothe, and moisturize to protect your skin.

The biggest risk is other passengers

Sitting on an aircraft will not cause you to become sick. The air is cleaner than in most environments, and airlines are adopting deep cleaning procedures between every turn to ensure the cabin is disinfected between trips.

However, if someone a couple of rows behind is harboring a virus and they cough or sneeze, there is still a chance you could get sick. For this reason, many airlines are mandating the wearing of a mask in flight.

NEW MEMBERS

Kevin Larson
A C "Sandy" Solibo
Robert Haven
Keith Thompson
John Jasch

Welcome..... ☐



.....and, the lighter side.....

Two West Australian rednecks were out hunting, and as they were walking along when they came upon a huge hole in the ground.

They approached it and were amazed at its size.

The first hunter said.

"Wow, that's some hole. I can't even see the bottom! I wonder how deep it is."

The second hunter said.

"I don't know. Let's throw something down there, listen, and see how long it takes to hit bottom."

The first hunter said.

"Hey, there's an old automobile gear box over there. Give me a hand and we'll throw it in and see."

So they picked up the gearbox, carried it over to the hole, counted one-two-three and heaved it in.

They were standing there looking over the edge of the hole and listening when they heard a rustling behind them.

As they turned around, they saw a goat come crashing through the underbrush, run-up to the hole and without hesitation, jump in headfirst.

While they were standing there staring at each other in amazement, they peered into the hole, trying to figure out what that was all about.

Just then an old farmer sauntered up.

"Say there." Said the farmer.

"You fellers didn't happen to see my goat around here anywhere, did you?"

The first hunter said.

"Funny you should ask. We were just standing here a minute ago, and a goat came running out of the bushes doing about a hundred miles an hour and jumped headfirst into this here hole!"

The old farmer said.

"Naw, that's impossible. I had him chained to a gearbox." ☐

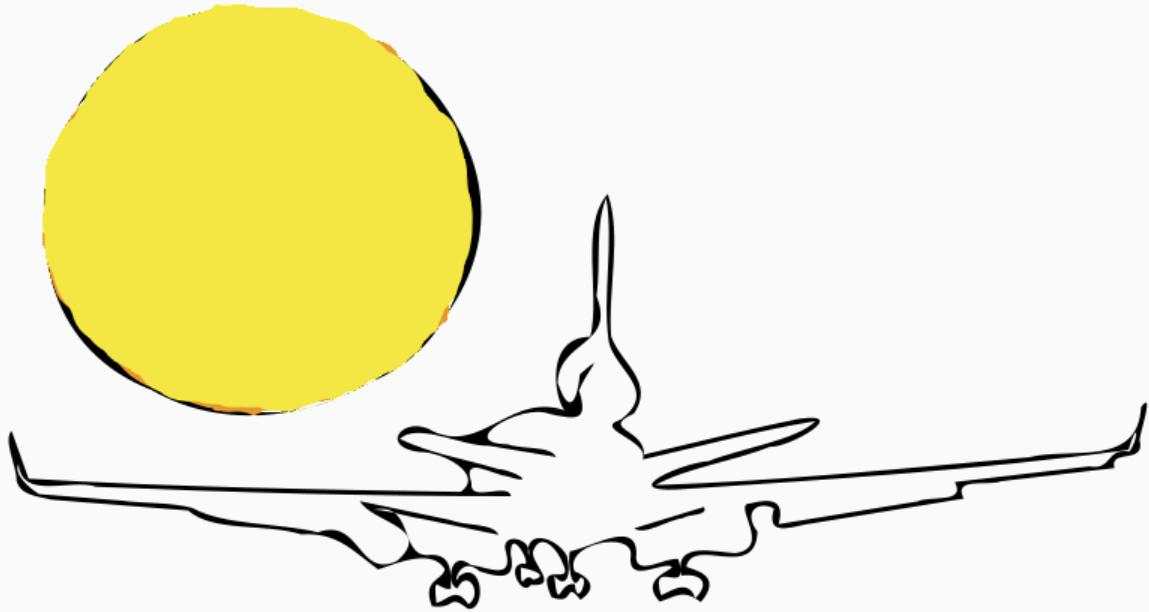


A jockey is about to enter a race on a new horse.
The horse's trainer meets him before the race and says,
"All you have to remember with this horse is that every time you approach a jump, you have to shout,
'ALLLLEEE OOOP!' really loudly in the horse's ear. Providing you do that, you'll be fine."
The jockey thinks the trainer is mad but promises to shout the command.
The race begins and they approach the first hurdle.
The jockey ignores the trainer's ridiculous advice and the horse crashes straight through the centre of
the jump.
They carry on and approach the second hurdle.
The jockey, somewhat embarrassed, whispers "Aleeee ooop" in the horse's ear.
The same thing happens – the horse crashes straight through the centre of the jump.
At the third hurdle, the jockey thinks,
"It's no good, I'll have to do it," and yells, "ALLLLEEE OOOP!" really loudly.
Sure enough, the horse sails over the jump with no problems.
This continues for the rest of the race, but due to the earlier problems, the horse only finishes third.
The trainer is fuming and asks the jockey what went wrong.
The jockey replies, "Nothing is wrong with me – it's this bloody horse. What is he – deaf or something?"
The trainer replies,
"Deaf? Deaf?! He's not deaf. He's blind!" □□



Gear up landing, er, arrival□

An elderly, but hardy cattleman from Texas once told a young female neighbor that if she wanted to live a long life, the secret was to sprinkle a pinch of gunpowder on her oatmeal each morning. She did this religiously and lived to the age of 103. She left behind 14 children, 30 grandchildren, 21 great-grandchildren, five great-great-grandchildren and a 40 foot hole where the crematorium used to be.



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, 2020
Ray Shubert	Mar 8, 2020
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
Paul Britton	June 18, 2020
Mike Perry*	July 3, 2020
Emily Howell-Warner	July 4, 2020



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

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