



**Monthly Update and Reminders
JUNE 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 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.

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.

Our President and Golden Contrails editor, Gary Small, still needs input from our members for the publication of our magazine. Anecdotes of our members' airline experiences, interesting aviation history and personal activities for the "Crew Room" on our website are needed. Help Gary create an interesting magazine by offering your input.

If you have not yet provided Gary Small with a passport size photo for our website photo roster, please do so. We want to see how old you have gotten since we last saw you!! No photos over 20 years old are permitted. Gary's email address for this purpose is smallgd@gmail.com.

Captain Loyd Robeson has assumed the duty of Event Chairman with the Golden Eagles and is now a member of the Board of Directors. His email is loydgeagle@gmail.com. We thank Loyd for stepping up and offering his volunteer service to the Golden Eagles. Loyd will be working with our LAC leaders and other board members to help organize regional gatherings of our members.

Captain Gary Small has assumed the duties of Golden Eagles President and he has posted his president's message to the membership in the Golden Eagles website. It is posted below for your review

President's Message



Firstly, I'd like to welcome any new or prospective members to the Golden Eagles. We are an organization founded in the early '70s by some senior pilots at Continental Airlines, to provide a venue in retirement to stay in contact and maintain camaraderie with fellow crew members, which in many cases are our closest friends and extended "family". One can hardly have a much closer relationship than those we shared a confined cockpit or aluminum tube with for hours.

To those long term members and especially you who have carried the torch before in the care and maintenance of the Golden Eagles, my "hat" remains perpetually off to you for getting us here and providing the leadership and sacrifice required to "keep the blue side up".

I was personally unaware of the organization early in my career, but was introduced to it by a couple of senior "sim partners" one year while attending training in Houston. I had not reached the 50 years of age requirement, but I joined as soon as I did. I hate to recall how many years ago that was, but I have been rewarded with the opportunity to stay in touch with "buddies" from all over the country. In recent years, our membership has become open to any retired pilot of the now merged United Airlines, or anyone else with an interest or "nexus" to our industry.

All of us faced economic, labor relation, technical and other "challenges" during our careers. Active employees now face even more unprecedeted threats to their health and livelihood, so it appears the profession and industry will remain one of tremendous job satisfaction in an environment of endless uncertainty. The Golden Eagles, however, is a "safe zone" without any political, labor or other "orientation". We simply exist to remember the good times and foster opportunities for new ones. To that end we have Local Area Chapters that meet for social purposes, have a central administrative board that provides information updates, a digital magazine, website and other services. We will also be facilitating a series of "reunions" as conditions permit. In addition, our group has had some success on occasion assisting members' interactions with the "company".

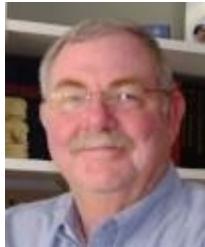
I hope you will take some time to look through the various features of this website. It contains what we hope is a "virtual museum" of memorabilia, photos, past editions of the Golden Contrails magazine, occasionally featuring some interesting "I done it" stories, Monthly Updates, contact and photo rosters and more. Some, but not all of this requires the membership password to access due to private information in some areas.

We are governed by a volunteer Board of Directors, and welcome your input or suggestions for how we may improve the membership experience. Since email addresses and other contact information can change, please refer to the Board of Directors link under the HOME tab at the top of the website for our current data.

As we take much of our tradition from the mariners of old, I wish you "*Fair Winds and Following Seas*" in your retirement or years remaining as an active employee.

Gary Small
Captain - Retired
Continental Airlines

President, The Golden Eagles



PASS TRAVEL NEWS

Q & A

Q. I am trying to use a travel credit (ETC) on a UA 20% discount through the phone app and I can't find the option how to redeem it? Help please.

A. I had to do it on a laptop and it would be there as a payment option during checkout.

Yeah, the app won't let you use a credit....have to use a computer

A. You need to log into either flying together or employeeRES, then look for the link to MyUAdiscount. That will take you to united.com where you can book and use the travel certificate as a form of payment.

Q. Is it time to designate two pass riders for the 2nd half of the year?

A. If retired then it's in June for a July 1 date to start using. If active then it's in Dec only.

The retiree mid year pass enrollment opens early Jun and closes Jun 28 this year.Travel begins July 1st.

Q.

When I try to enroll a new person, the relationship dropdown selection does not include 'enrolled friend'. Above that, in red, it says if enrolled friend is not there, then go to your list and remove an enrolled friend. But I don't see a way to do that (I don't know why I need to do that anyway?) thanks

A.

- [Anita Ware](#)



If you have more than 2 previously enrolled friends showing on your manage pass riders list as inactive, you are not able to add anymore. To remove inactive pass riders, click on the small purple "i" to the left of their name and select remove pass rider.

○

[Anita Ware](#)

I am trying to select my 2 enrolled friends for Jul-Dec. When I hit submit it pops up in Red you can only have 2 enrolled friends and highlights 3 names from Jan-jun. I had only picked 2.

[Anita Ware](#)



If you have more than 2 enrolled friends showing as inactive, the extra inactive must be removed using the "i" to the left of their name. You also must make sure the box for JUL-DEC is unchecked for any former

enrolled friends that are not continuing into the next travel period. Once the boxes are unchecked, hit the next button and it will show your JUL-DEC choices. Then select save.

Q. Can anyone tell me how strict they are being with the 70% load factor? I am looking at flights that are well oversold the 70%. Does that mean they will kick full fare passengers off at the 70% threshold? And us too?

A.

1. When the flt reaches 70%, CSR will NEED to make announcements and pax have choices if they would like to switch to later flts if they are NOT feeling comfortable with " full flt ". Passengers will make their own choices. So we don't deny paying passengers, if they choose to be on the full flt.(more than 70%)
2. Aero will restrict to clear non revs at 70% (not JS)

This is until June 30 as of right now, anything subject to change.

Q. I'm hearing of flights going out with middle seats filled and assigned. Has something changed? Plus, the flights exceeded the 70 percent rule. Trying to plan a trip and struggling with buying a ticket vs pass riding

A. Yes we use the middle seats at ual about 6 rows had 3 people. But we left non revs behind cuz of the 70% ru

- Middle seats are going to be filled with people buying tickets. 70% rule is for passriding. If the flight is more than 70% full for revenue they have the option of changing their flight if they don't want to go. But a flight can go out with more than 70% with paying pax, but non-revs won't be accommodated.

Q. Do the pbts account for 70% cap on flights?

A. PBT shows actual capacity... does not take into act the 70%... because we will fill the middle seats part the 70% for revenue pax, not NRSA

Q. Is it now one hour prior to departure cut off for employee discount ticket purchases?

A. Yes, since that's the cutoff for revenue tickets.

Q. Does anyone know if it's possible for an enrolled friend to link their profile on the eres site to the Mileage Plus account? I know for me, the retiree, there was an option for it but I searched on flying together and I didn't see any for him. Thanks.

A. No, the link is currently not possible. It is only available to the employee/retiree.

A heads up: Unverified, just FYI....

I received an email recently regarding non revs and the 70%.

Basically, the pass riders were getting on the plane if there were any seats available.

George Lycan

From the Travel Office:

We hope you are staying safe and healthy during this time. We wanted to take the time to let everyone know that the election tool is open until 11:59 p.m. CT on June 28th for retirees to update their enrolled friends for the July-December 2020 travel period. Please make any updates to your enrolled friends before the enrollment window closes. To get started, visit the Dependent Management System (Travel section on United FT website, Pass Travel and then Manage Pass Riders) and select the "Manage Election" link in the Action column.

How You Can Help:

Reach out to your members and let them know the deadline in case they need to update their enrolled friends for the next travel period.

Be sure to refer them to our helpful resources section below to learn more about Pass Travel Enrollment for Retirees before contacting the Employee Travel team.

Contact the Employee Travel Center through Help Hub if you or a retiree still has a question and track the progress of the request.

Helpful Resources:

[Visit our Pass Travel Enrollment for Retirees page](#)

[View a how-to video on how to elect your enrolled friend\(s\) for the next travel period.](#)

[Read the user guide \(pdf\) with step-by-step instructions on how to elect your enrolled friend\(s\) for the next travel period](#)

Check out the Question and Answer section for the most commonly asked questions

As a reminder, travel restrictions may be in place, in addition to the recently announced 70% capacity reduction for pass riders.

We encourage all pass riders to plan accordingly and travel only when necessary. As always, thank you for your support and for being part of the United family.

Thank you,

Employee Travel Team

*Comment on Facebook, **not verified**.*

As RIGHT NOW, there is no international travel if you are NOT the citizens of the countries you are going to. Covid19 restrictions is changing daily, however right now no international countries are accepting any foreigners but their own citizens or someone with the permission letter from the embassy to go there. Even connecting, there are a lot of restrictions. Check before planning an international trip.

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 are having a lunch in Johnson City, TX at the Pecan Street Brewing Restaurant on Thursday, June 18 at 1130 since the restaurant is temporarily closed Tuesdays and Wednesdays. Anyone in the area is welcome to join us.

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. The June 10th breakfast has been cancelled as of now. Our Aug meeting is usually an afternoon beer muster; next one is scheduled for Aug 12 at LoDo's from ~~3 to 6 pm~~. We will try to confirm these meetings with an email notice to the Denver folks.

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.

Watch for details in the near future about planned regional reunions.

AIRLINE NEWS

United carries out first cargo-in-the-cabin flight

14 / 05 / 2020

By Damian Brett



United Airlines has carried out its first cargo-in-the-cabin flight following approval from the US Federal Aviation Administration (FAA).

The airline's inaugural cargo-in-cabin flight flew from London Heathrow to Chicago (ORD) carrying almost two tonnes of mail in the passenger cabin, plus a full payload of freight in the belly of the aircraft.

Initially, cargo-in-cabin shipments will be loaded on United's Boeing 777 and B787 aircraft, but the carrier said it will continue to evaluate additional opportunities to meet the growing cargo demand.

"We send our sincere thanks to the FAA for working with our team to enable the transport of more critical goods on United's cargo-only flights," said Jan Krems, president of United Cargo.

"By loading existing cabin storage areas with cargo and mail, we can move even more critical medical equipment, PPE, and other vital shipments the world needs to manage through the pandemic."

United has expanded its cargo cargo-only network in recent months and it now offers services between six of its US hubs and 18 airports worldwide: CTU, HKG, ICN, MEL, PEK, PVG, SIN, SYD and TPE in the Asia-Pacific; AMS, BOM, BRU, DUB, FRA, LHR, TLV and ZRH in EMEA; and SJU in the Caribbean.

Since the start of its cargo-only flights program on March 19, United has operated over 1,300 cargo-only flights transporting almost 20,000 tonnes of cargo.

Airlines Leave \$29 Billion Aid Fund Untapped in Bet on Rebound



Friday, 29 May 2020 02:18 PM

U.S. airlines have yet to tap \$29 billion in federal pandemic relief loans as they wait to see whether the reopening of the economy revives demand and diminishes the need for money that comes with government strings attached.

Although the four largest U.S. passenger airlines have applied for the Treasury Department program, only American Airlines Group Inc. has said it intends to tap the pool of funds. Southwest Airlines Co., United Airlines Holdings and Delta Air Lines Inc. say they plan to wait until fall before deciding whether to take the money -- after a summer travel season that could see more people return to the skies.

The wait-and-see approach illustrates how airlines are preparing for an uncertain future amid early signs of a recovery after Americans all but stopped flying in April due to the coronavirus and travel restrictions. A second wave of infections could make the situation worse.

An American Airlines Inc. aircraft sits at a gate behind empty rows of chairs in Terminal 8 at John F. Kennedy International Airport in New York, on April 9.

It also highlights how only a small portion of hundreds of billions of dollars available to the Treasury Department has actually been doled out to help companies.

"That pool of money is designed as backstop financing and for those who can't raise money elsewhere," said Helane Becker, an analyst at Cowen & Co. in New York.

U.S. airlines have separately raised billions in capital through methods including secured loans, bond offerings and equity sales, and Becker said that the federal loans are a last resort. The government loans would impose restrictions such as a cap on executive compensation and require carriers to offer equity or other financial stakes to the government in exchange for the aid.

"The hope is that by September, the worst of the pandemic is behind us and people will be booking for travel in the fall and the holidays, and airlines won't need to take the money," Becker said.

A Treasury Department spokeswoman declined to comment on the number of loan applications received and when the money would be distributed. The department has separately disbursed \$25 billion from its payroll support program. Airlines accepting the funds, which are a mix of grants and loans, are required to refrain from layoffs until after Sept. 30.

Airlines have pointed to signs that travel demand is beginning to perk up in recent weeks, fueling hopes that the stress on beleaguered carriers could begin to wane. Passengers taking flights over Memorial Day weekend, an early test of consumer confidence and the unofficial start of the summer travel season, reached levels unseen since late March. Airlines say bookings are outpacing cancellations, and airplanes that have been almost empty are starting to fill up.

Carriers are far from out of the woods, however. The aviation industry's recovery from the coronavirus outbreak will be long and slow, with global passenger numbers likely to stay below pre-pandemic levels through 2023, according to S&P Global Ratings, which warned of more rating downgrades for airports over the next few months.

Although 321,776 people passed through security at U.S. airports on Thursday in one of the busiest days since late March, that's still an 87% decline from the equivalent day last year, according to the U.S. Transportation Security Administration.

Airlines have openly discussed the likely need to shed thousands of workers after a prohibition on job cuts tied to the payroll support program expires.

On Thursday, for example, American Airlines announced plans to shed 30% of its management and support staff to align its operations with dramatic declines in travel.

"While I don't want to get into specifics, we continue to have very productive conversations with Treasury Department and its advisers," American Airlines President Robert Isom said at an industry conference May 19. "Treasury has been nothing but fantastic to work with through these unprecedented times, and we remain very confident that we will move forward with this loan in a prudent and efficient manner."

Delta, Southwest

The Treasury Department launched the loan program April 8, and has made no further announcements since it closed on April 17. The agency is weighing whether it will disburse the money in one or several tranches as the outlook for the industry's recovery becomes clear, a person familiar with the matter said. The program may also evolve as Treasury Secretary Steven Mnuchin hasn't settled on the details, the person said.

Gary Kelly

Delta has applied for the additional Treasury loan "to hold our place in line," Chief Financial Officer Paul Jacobson said at the same Wolfe Research conference. "We have until September to make a decision about that as well as other financing sources should we need them."

"We've applied for it," Southwest Chief Executive Officer Gary Kelly said of the potential \$2.8 billion loan at the carrier's annual shareholder meeting May 21. "We've not committed to take that money and we have until September 30 to make that decision."

The airline loan program is yet another piece of the pandemic rescue funds enacted on March 27 -- when Congress and the White House were so panicked that Covid-19 would ravage the U.S. economy that they quickly came together -- that may not be working as designed.

Virus Rescue

Mnuchin has only used \$37.5 billion out of a \$454 billion fund to backstop central bank emergency lending, though \$195 billion has been committed for use. A Main Street lending facility that Congress asked the Federal Reserve to launch to support small and medium-sized companies is still not operational even as businesses lay off workers, shutter and eye bankruptcy. The Paycheck Protection Program for smaller companies has been riddled with glitches, and now needs to be fixed to extend the relief.

Mnuchin also hasn't disbursed a \$17 billion pot of money reserved for companies deemed critical to national security. The largest expected recipient, Boeing Co., got help from private investors. For the hundreds of thousands of other defense contractors in the Pentagon's supply chain, Treasury's criteria is too strict to qualify.

The loan packages for airlines and companies critical to national security, if untapped, can be used to backstop additional lending by the Fed.

"With a lot of these programs it turns out they're not for everybody, said Ian Katz, an analyst at Capital Alpha Partners in Washington. "There's a general feeling of anguish and pain as people are unemployed, underemployed and businesses shut down -- surely the government can do more for them."

Not a Bailout

Federal loans for the airline industry, which Mnuchin has repeatedly said are not a “bailout,” come with strings attached that analysts say may be less attractive than private markets. Any company tapping the loan pool must assure the government that credit is “not reasonably available” elsewhere.

United Airlines, for example, is eligible for a loan of as much as \$4.5 billion and the company expects to issue the department warrants to purchase 14.2 million shares of the company’s common stock, CFO Gerald Laderman said in a May 1 earnings call.

Savanthi Syth, an analyst at Raymond James, said the department’s terms are not excessive but are onerous enough for airlines to turn first to the private sector.

“The test for whether airlines will need this will be how much demand comes back this summer,” she said. “If we see demand getting back to 50% levels of last year, they might not need to tap it.”

The \$2.2 trillion pandemic stimulus package that authorized the airline loans gives Treasury until the end of the year to disburse them.

United Airlines To Double Domestic Schedule In July



June 05, 2020

Credit:

Rob Finlayson
United Airlines became the latest U.S. carrier to substantially ramp-up its domestic capacity in July, reflecting growing optimism about a summertime rebound in leisure travel demand.

Airlines are experiencing a small growth in their schedules as they cautiously feel out consumer demand for air travel. (Photo by Beth Hollerich)

A Light at the End of the Runway?

By [Matt Neistein](#)

June 1, 2020

After two of the most brutal months in the history of commercial aviation, the summer travel season is showing the first small bright spots for an industry struggling with the fallout of the COVID-19 pandemic.

Airlines worldwide [slashed their schedules throughout April and May](#) as billions of people self-quarantined. [Hundreds of aircraft sat idle](#) and the industry required [government economic stimulus](#) to help weather the gigantic downturn in revenue.

RELATED: [Parked Planes Stack Up at U.S. Airports](#)

But the combination of lightened social restrictions and the lure of sunny vacations after staying at home for months appears to be driving the first small uptick in travel since March.

"The saying goes that the journey of a thousand miles begins with a single step," [said Paula Twidale](#), senior vice president at AAA Travel. "Americans are taking that first step toward their next journey from the comfort of their home by researching vacation opportunities and [talking with travel agents.](#)"

On May 21, the Thursday before Memorial Day weekend, the Transportation Security Administration screened 318,446 people. While that pales in comparison to the nearly 2.7 million people who traveled on the same day in 2019, it was a 38 percent jump from the day before.

It was also the first time the TSA had screened more than 300,000 people since late March. And with nearly 350,000 people on the day after, as well as on Memorial Day itself, the unofficial [start](#) to the summer season was the best weekend the industry had seen in two months.

Schedules slowly returning

Airlines have announced small growth in their schedules as they cautiously feel out consumer demand for air travel.

United Airlines has [announced it expects to increase July capacity](#) to 25 percent of its 2019 level, compared to the 10 percent available in May and June. Southwest Airlines reported a ["modest improvement" in passenger demand](#) in May, with bookings finally outpacing trip cancellations, and Delta is [adding about 100 flights back](#) to its June schedules.

Boeing 737 MAX production is back up and running again

Boeing has announced that the once hailed gamechanger aircraft production is up and running again as of May 27, 2020. The Renton, Washington, United States facility is assembling the 737 MAX at a low rate, with a gradual ramp-up planned later in 2020.

The 737 MAX assembly line will power up once again after production was halted in January 2020 after the groundings of the jet had been prolonged due to issues that the FAA discovered during the recertification process. Numerous other issues, including problems with the [wiring](#), foreign object debris (FOD) and software were among the newly discovered problems with the aircraft.

New Boeing 737 MAX software flaw discovered during test flights

The troubled and grounded jet has provided a new headache for Boeing as a new software flaw was discovered when the 737 MAX was put through its paces during flight testing.

Boeing used the downtime to improve the quality of its 737 MAX assembly line, as it implemented "more than a dozen initiatives focused on enhancing workplace safety and product quality."

Vice president and the general manager of the 737 program Walt Odisho stated that Boeing was on "a continuous journey to evolve its production system," which would [create](#) "the optimal build environment for the 737 MAX."

However, all is not rosy at the company. Boeing has started an involuntary layoff program that will affect more than 6,700 United States-based employees. The manufacturer concluded [its voluntary layoff initiative](#) last month.

Furthermore, more and more customers are swaying from the Boeing 737 MAX. Over the course of the year, the company lost 521 net orders for the jet. When it suspended production in January 2020, the backlog was over 4,500. Now, the backlog shrunk to more than 3,800 jets.

But not everyone lost hope in the jet. Ryanair's chief executive officer Michael O'Leary still believes in the aircraft. O'Leary stated that the narrow-body will be key in taking additional market share in Europe as the industry starts to show signs of recovery.

Boeing jet deliveries sink to just four in May

[Eric M. Johnson, Rachit Vats](#)

(Reuters) - Boeing Co ([BA.N](#)) deliveries slowed even further in May from April as the coronavirus pandemic's crushing impact on airlines added to a year of crisis following the grounding of its 737 MAX planes, company data showed on Tuesday.

The U.S. planemaker said it handed over just four planes in May, down from the six it delivered in April, its lowest total for the month in six decades and about 87% fewer than it delivered to customers at the same time a year ago.

Deliveries are financially important to planemakers because airlines pay most of the purchase price when they actually receive the

plane.

Customers also canceled orders for another 18 planes last month, including 14 MAX jets that were the company's top-selling plane until a pair of crashes just over a year ago.

While Boeing resumed production last week and expects to make deliveries of the MAX in the third quarter, many aircraft leasing companies and airlines, including Southwest Airlines ([LUV.N](#)), United Airlines ([UAL.O](#)), and Brazil's GOL ([GOLL4.SA](#)) have canceled or deferred delivery as the industry faces a collapse in air travel since January.

Earlier on Tuesday, Reuters reported Emirates, one of the world's biggest long-haul airlines, laid off hundreds of pilots and thousands of cabin crew.

Boeing shares fell more than 3% by the early afternoon.

Boeing did score nine new orders for wide body planes and its deliveries included two 777 freighters, one 737 NG (Next Generation)-based aircraft for the U.S. military and one 767 freighter, but no passenger planes.

The May cancellations came from a host of aircraft-leasing firms, including three from Aviation Capital Group, one from CIT Aviation, four from General Electric Co's ([GE.N](#)) leasing division and six unidentified customers.

Leasing firms, which control over 40% of the global fleet, are among the largest MAX customers.

After further accounting adjustments representing jets ordered in previous years but now unlikely to be delivered, Boeing's adjusted net orders sank to a negative 602 airplanes.

GE9X Engine Recognized With Thrust Record - Engine of the Boeing 777X

The [GE9X engine](#) for the Boeing 777X set a new Guinness World Records July 16, 2019 - by [Eric Brothers](#) for [aerospacemanufacturinganddesign.com](#)

The [GE9X engine](#) for the Boeing 777X set a new Guinness World Records title for thrust to become the most powerful commercial aircraft jet engine (test performance) after reaching 134,300 lb. This achievement breaks the record held by GE's GE90-11B engine of 127,900 lb set in 2002.

The new record occurred during an engineering test on Nov. 10, 2017 at GE's outdoor test facility in Peebles, Ohio. Guinness World Records acknowledged the feat at a ceremony at GE Aviation's Ohio headquarters as part of the company's 100-year celebration.

Boeing lines up new 777X and 787 orders as it sells off jets once meant for Russian cargo carrier

June 4, 2020 at 3:51 pm Updated June 5, 2020 at 12:38 am



The first Boeing 777X lands at Boeing Field in Seattle after its inaugural flight in January. (Mike Siegel / The Seattle Times)

By

[Dominic Gates](#)

Seattle Times aerospace reporter

Why is Boeing playing hardball with a key customer, refusing to let it revoke an order cancellation and take its planes? Court filings reveal the reason: Boeing has new customers lined up to take the jets — and an agreement with one that could add new orders for 777Xs and 787 Dreamliners by the end of this month.

In a year when [Boeing's order backlog has fallen by more than 500 airplanes](#), as airlines cancel hundreds of 737 MAX orders and new orders during the massive coronavirus downturn are thin, a deal for 777Xs and 787s would be an uplifting [surprise](#) for the jetmaker.

Boeing has already slashed production plans as airlines shrink their operations in response to the air travel collapse. Its large order backlog is expected to be cut dramatically, and the outlook for the new 777X looks especially vulnerable.

The [777X is a giant plane](#) entering the market when airlines will have trouble filling it. Key customers including British Airways, Emirates of Dubai, and Cathay Pacific of Hong Kong are reeling from the pandemic's financial hit. So a new 777X order would be a tremendous boost for Boeing.

The conflict between Boeing and Russian cargo carrier Volga-Dnepr surfaced in U.S. District Court in Seattle last week, when Volga filed suit alleging that it has a contract to take one 747-8 jumbo jet freighter and three 777 cargo jets — in total worth more than \$600 million after standard industry discounts — [but that Boeing refuses to deliver the jets](#).

Volga, blaming the global pandemic, told Boeing early in the year it couldn't secure financing for the planes. However, months later, it managed to obtain the funding and declared itself ready to take delivery.

When Boeing responded that it was already finalizing a resale of the aircraft to other customers, Volga sued. Boeing told the court that Volga had [explicitly told the jetmaker to go ahead and resell the planes](#). On Tuesday, Chief Judge Ricardo Martinez denied the restraining order sought by Volga, giving Boeing an initial victory and noting that Volga "has not demonstrated a likelihood of success on the merits of its breach of contract claim."

The court filings also include an April 2 purchase agreement with another unnamed airline, Customer B, to purchase two of the three

777Fs originally meant for Volga.

The agreement outlines a series of "credit memos" for the two 777Fs, with all financial details redacted, that likely stipulate the discounts Boeing is providing. And an additional memo makes clear the deal is conditional on an agreement to purchase multiple Boeing models.

"In recognition of Customer's partnership with Boeing as a 777 and 787 customer in [REDACTED], Boeing will issue to Customer a multi-model aircraft credit memorandum in the amount of [REDACTED], contingent on Customer executing definitive agreements to purchase (i) Model 777-9 aircraft and (ii) additional Model 787 aircraft no later than June 30, 2020."

The 777-9 is the first version of the new 777X, which began flight tests in January.

There are a limited number of potential airline customers that fit the above details. The latest issue of Cargo Facts, an air freight trade publication, speculates that Customer B is most likely either All Nippon Airways (ANA) of Japan, EVA Air of Taiwan, or one of the large Chinese state airlines.

NEW MEMBERS

Johnny Embler

Paul Evangelista

Bill Bella

Bill Autrey

Welcome..... ☐

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



TWENTY DOLLARS . . .

On their wedding night the young bride approached her new husband and asked for \$20.00 for their first lovemaking encounter. In his highly aroused state, her husband readily agreed and gave her a crisp new \$20.00 bill.

This scenario was repeated each time they made love for over forty years with him thinking that it was a cute way for her to afford new clothes and other feminine incidentals that she needed.

Arriving home around noon one day, she was surprised to find her husband in a drunken state. During the next few minutes, he explained that his employer of many years was going through a process of corporate downsizing, and he had been let go along with quite a few others. It was highly unlikely at the age of 59 that he'd be able to find another comparable position that paid anywhere near what he'd been earning, and therefore, they were financially ruined. Calmly, his wife handed him a bank book that showed more than forty years of steady deposits and interest totalling nearly \$1,000,000. Then she showed him

Certificates of Deposits issued by the bank that were worth over \$2,000,000, and informed him that they were one of the largest depositors in the bank. She explained that for more than three decades she had "charged" him for sex and these holdings had multiplied and were the results of her savings and investments.

Faced with evidence of cash and investments worth over \$3,000,000, her husband was so astounded he could barely speak in his drunken state, but finally he found his voice and blurted out, "If I'd had any idea what you were doing, I would have given you all my business".

That's when she shot him.

Women are like phones: They like to be held, talked to, and touched often, BUT PUSH THE WRONG BUTTON AND YOU ARE DISCONNECTED! □



Therapist: Your wife says you never buy her flowers is that true?

Him: To be honest, I never knew she sold flowers.



A Montana rancher got in his pickup and drove to a neighbouring ranch and knocked at the door.

A young boy, about 9, opened the door.

"Yer Dad home?" the rancher asked.

'No sir, he ain't,' the boy replied.

'He went into town.'

"Well," said the rancher, 'is yer Mom here?'

"No, sir, she ain't here neither. She went into town with Dad."

"How about your brother, Howard? Is he here?"

"He went with Mom and Dad."

The rancher stood there for a few minutes, shifting from one foot to the other and mumbling to himself.

"Is there anything I can do fer ya?" the boy asked politely.

"I knows where all the tools are, if you want to borry one. Or maybe I could take a message fer Dad."

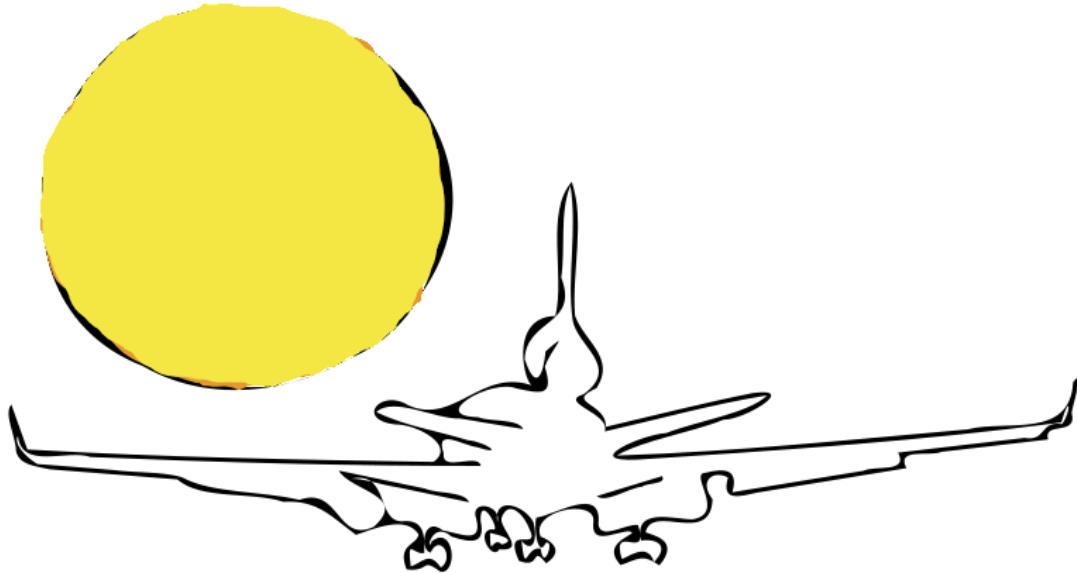
"Well," said the rancher uncomfortably,

"I really wanted to talk to yer Dad. It's about your brother Howard getting my daughter, Pearly Mae, pregnant."

The boy considered for a moment

"You would have to talk to Pa about that," he finally conceded.

"If it helps you any, I know that Pa charges \$50 for the bull and \$25 for the boar, but, I really don't know how much he gets fer Howard."



GONE WEST



GONE WEST -

* Denotes Golden Eagles member

Names in red denote gone west since last update

Jim McBride	Jan, 2020
Daniel King	Feb 15, 2020
Ray Shubert	Mar 8, 2020
Roger Stephens	Mar 10, 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



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

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