



## UPDATE AND REMINDERS JUNE 2021

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### RECURRING REMINDERS AND NEW NOTICES

The ***current password*** for accessing the Golden Contrails magazine, the member rosters, the Golden Eagles documents and the archived blast emails on our website, [www.thegoldeneagles.org](http://www.thegoldeneagles.org), is **heading**

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

*TELL YOUR NON-GOLDEN EAGLES FRIENDS....Those eligible for membership can submit a new member form from our website [www.thegoldeneagles.org](http://www.thegoldeneagles.org) or pay a one-time*

*membership fee of \$35 and they will become members for life with no further payment of dues required. Same thing applies to former members who have let their membership expire.* Every pilot, active or retired, age fifty and over, from any pre-merger subsidiary airline of United Airlines is cordially invited to become a member of The Golden Eagles. Complete details and instructions for becoming a member are on our website, [www.thegoldeneagles.org](http://www.thegoldeneagles.org) in the Membership section.

### **Revised Rosters on Website**

The revised member rosters for **June** have been uploaded to the Golden Eagles website Membership section and are available for access by our members. Please check your contact information on the rosters and advise our Secretary, David Rossetter, drosseter@yahoo.com, of any needed corrections. Corrected information can be submitted to us by using the Roster Update Form on our website in the Membership section under Roster Update

### **GOLDEN CONTRAILS MAGAZINE**

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

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### **PASS TRAVEL NEWS**

#### **Q & A:**

##### **Q. Non-Stop Vs Direct Flights – What's The Difference?**

A. Whilst they sound very similar, non-stop and direct flights are not the same. As the name suggests, non-stop will fly between two cities without ... well... stopping. Direct flights, on the other hand, might actually stop, en-route to your destination. This concept dates back to a time when stops on flights were much more common than they are today. But the terminology remains the same, and is often confused.

Direct flight simply means that you will stay on the same plane to destination, even though it may stop en-route.

*Q. Can someone help me with info for my companion to access listing for flights himself? Here didn't fly at all last year, and his password doesn't work anymore. I can't remember how I originally set it up for him years ago. Thank you.*

*A. You go into their traveler profile under my profile in the eres and reset it for them.*

**This message is for those with United retiree pass travel privileges**

 **The deadline to make any enrolled friend changes for the July - December travel period closes June 28th at 11:59 pm CT. Check out our Pass travel enrollment for retirees page on Flying Together for more information on how to get started, read FAQs and watch a video on how to make your enrolled friend changes.**

*Q. Is it OK (legal) to purchase a UA20 confirmed ticket for a person who is an enrolled friend NOW, in the first half of year, but for travel in the second half of the year (Oct) when they won't be an EF. (retiree here....who will have two different EFs in July).*

*A. [Larry Clevenger](#)*

- Yes, it's doable.

Keep in mind, any changes with regards to destination or cabin type will invalidate the EMP20 benefits if fare differences were to be applied, since it will be rendered as a regular revenue ticket. .

- [Anita Ware](#)

- What it says is they must be on your profile at time of booking (purchase). It was confirmed by Laura Motelet, when she was managing director of ETC, that as long as the person was on your profile at time of purchase they could use it later. However, if changes need to be made, and the person is no longer on your profile, the ticket will be repriced without the discount.

*Q. Anyone know if traveling with grandkids it gave them a different PNR can't check them in ! Thinks they are traveling alone.*

*A. They are on a different booking from you because you have to pay for their tickets, but not yours. Unfortunately, the check-in system is not smart enough at this time to tell that they are traveling with you, so you do need to check them in at the airport, and an agent will either need to check them in manually, or will need to override the kiosk to let it know they are not traveling as UMNRs.*

*Q. How soon can you list your Enrolled Friends for a flight in July after adding them in? I just added 2 new Enrolled Friends for the period July-December, 2021. Their names were confirmed and saved so they are already in the system, but when I try to list them for a flight*

*leaving on July 1, their names do not come up?*

A. They're enabled with the new period, not before.

July 1st will be the first avail date.

They become active at 12:30am on July 1. You may then book them up to 60 days out from that.

*Q. I'm a retiree that is planning on new EF for the second half of this year. If my current EF starts travel prior to June 30, when does travel have to be completed by?*

A. June 30 at midnight Central is when they are removed from your pass travel.

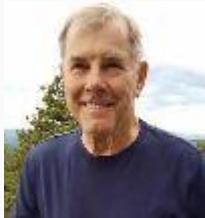
## LAC NEWS

### HCLAC (San Antonio/Austin)

Dave Newell

The quarterly Hill Country LAC luncheon is set for Thursday, July 22 at the Pecan Street Brewing restaurant in Johnson City, TX. at 1130. As always, any of our Golden Eagles members are welcome to attend and to bring guests if they desire.

Dave



### DENLAC (Denver)

Dennis McDonald

## DEN BREAKFASTS

Finally some good news for us Mile High folks! Had a meeting today with the Perfect Landing manager (I was going to have breakfast but they were full!). We are set up just like in the past for the side room, coffee at 0900 and breakfast at 0930. As in the past, it is 2nd Wed, every other month. The dates for the rest of 2021 are 11 August, 13 October and 8 December.

I will do one plug here for the Golden Eagles - if you are not a Golden Eagles member, please consider joining. It is now a **one time, lifetime fee** of \$35. (that's after your senior and airline discounts). The monthly updates provide a wealth of industry info, as well pilot rosters and travel info. Try visiting the site - <https://www.thegoldeneagles.org/>

***After action report:***

DEN group met at Perfect Landing - 19 in attendance - photos below. For our viewing enjoyment on the ramp during breakfast was the Key Lime metroliner that was involved in the midair collision a few weeks back. (those folks were very lucky!)

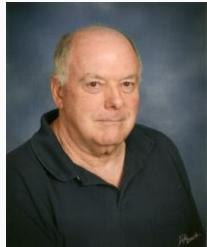
Next breakfast is Wed 11 August. Tentative beer muster is last Thursday of Aug - firm date and location TBA.







Dennis



## **Kingwood LAC (Houston)**

Bill Chambers and Bruce Sprague

The Kingwood Golden Eagles LAC meets *every Tuesday morning* at La Madeleines, in Town Center of Kingwood, Texas. Usually by 7:45 am there are at least fifteen (usually many more) old pilots there having a good time (I think the record was over 30 of us). Lots

of laughs while we swap "there I was" stories, solving the world problems, helping each other with our technical problems, and other "very important stuff". Everyone is welcome, including non Golden Eagles members and pilots from other airlines. Plus we get free coffee and drinks, and veteran discounts on everything else! Find more information and photos of all our members on our Golden Eagles website: go to "LAC" menu tab, then "Kingwood, TX ([www.thegoldeneagles.org](http://www.thegoldeneagles.org)).

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

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

**Here is the 2021 and 2022 schedule:**

Monday, Aug 2, 2021

Monday, Nov 1, 2021

Monday, Jan 31, 2022

Monday, May 2, 2022

Monday, Aug 1, 2022

Monday, Oct 31, 2022

Bill



Bruce



**AIRLINE NEWS**

**Europe Is Open: Vaccinated Travelers Will Be Allowed To Return**

- by [Joanna Bailey](#)
- May 19, 2021

The EU has today moved a step closer to reopening for visitors from overseas, as the Union has agreed to allow vaccinated travelers to visit the bloc. After more than a year of severely restricted travel, the news will come as a welcome move for the millions who have been separated from family and friends. Final approval is expected Friday, with the timeline for implementation likely revealed then.



Overseas visitors will soon be

welcomed back to Europe. Photo Vincenzo Pace | Simple Flying

## EU is preparing to open to the world

After more than a year of closed borders, the EU is preparing to open its doors once again for all fully vaccinated travelers. Following a [meeting of European Union ambassadors](#) today, an agreement has been reached to implement the change.

This will allow visitors from all over the world to come back to the bloc's 27 member states, without quarantine or testing requirements, providing they have received both doses of an EU-approved vaccine. European Commission spokesman Christian Wigand told the [Washington Post](#),

While it is not immediately apparent when these measures will be implemented, a final approval and sign-off on the changes is expected Friday. This should bring some clarity to the timeline for border reopening, as well as means of proving vaccination status. EU approval has been given to most of the vaccines currently in circulation. All those being used in the USA have the green light, including Johnson & Johnson, Moderna and Pfizer, with only those produced in China and Russia not currently on the approved list.

It is thought that quarantine-free travel will be extended to only those who have had both shots of the vaccine. Those who have received only their first shot will likely still be required to test on arrival, and may be subject to quarantine.

## **Canada Looks To Ease 14 Day Quarantine For Vaccinated Travelers**

- by[Andrew Curran](#)
- June 8, 2021



Canada is eyeing a relaxation of its international border restrictions, with fully vaccinated travelers top of the queue. Canada's borders have been closed to most travelers since 2020, including travelers from the neighboring USA. But with vaccination rates increasing, Canadian government officials are indicating these rules may soon change, perhaps as soon as July of 2021.

## **United Airlines To Require New Hires To Be Vaccinated**

- by[Sumit Singh](#)
- June 6, 2021
- Airlines across the industry have been vocal about the need for staff to be vaccinated. This drive is crucial to the market's recovery efforts as carriers scale-up flights once again following a long period of a downturn since the rise of the pandemic last spring. One of these operators keen to get its employees vaccinated is United Airlines.



United has strong vaccine ambitions. Photo:

Vincenzo Pace | Simple Flying

## Clear determination

United has been sharing its enthusiasm for vaccines recently. Earlier this week, it was revealed that the airline is offering flight attendants [extra vacation days](#) in an effort to incentivize inoculations.

Now, the Chicago-based carrier is showing its intent to ramp up efforts in this field. According to a memo shared by Skift editor-at-large Brian Sumers on [Twitter](#), United requires those joining the firm from this month to be fully vaccinated.

## United bullish on network returning to pre-pandemic normal

United Airlines sees demand, including business travel, continuing to recover beyond the 'summer surge' US carriers are experiencing.



**By Sean Broderick**

Posted 27 May 2021 14:03

United Airlines, the most optimistic among US legacy carriers on how quickly demand on its route network will return to pre-COVID-19 levels, has reported a steady climb in demand already underway that it believes will continue beyond the summer leisure travel surge. "We aren't through the end of the tunnel yet, but we clearly see the light at the end of the tunnel," CEO Scott Kirby said this week during a Wolfe Research investor event. "I suspect by the time we're in September, we're going to see a big ramp-up in business traffic across the country." Chicago ([ORD](#))-based United's outlook is the most bullish in the US. Rival American Airlines, for example, predicts a [fall off in demand starting in September](#) once the summer leisure surge ends. Kirby pointed to US government guidance that relaxed mask-wearing requirements for anyone who has been vaccinated against COVID-19 as a turning point that is driving more personal interaction, including business travel. United is seeing more "close-in [booked] travel during the midweek, not over a weekend," Kirby said—strong indications of business trips. Kirby said United's data showed business travel down 80% from 2019 levels two weeks ago. "Last week, it was down 75%, which may not sound that big, but mathematically that's a 25% improvement in just a few weeks," he said. "It's pretty impressive."

Like most US carriers, United is seeing strong demand for leisure flying through the summer season. In United's case, leisure demand for the summer is actually exceeding 2019 levels, Kirby said. "The company continues to expect domestic leisure yields for summer travel to exceed 2019 levels," United said in a recent regulatory filing. "Business demand continues to be significantly depressed, though

bookings for business travel are starting to recover."United is confident that international routes will bounce back quickly as travel restrictions are relaxed. "While we don't know the exact timing when all that will ultimately come into fruition, we're clearly on the road to recovery," Kirby said. "I think demand will be back at 100%."

## Huge: FAA Expected To Downgrade Mexican Safety Rating

- by [Jay Singh](#)
- May 22, 2021



The United States Federal Aviation Administration (FAA) is reportedly looking to downgrade Mexico's air safety rating. This would be a huge blow to Mexican carriers and could severely impact a major US airline. The air safety rating is reportedly concerned over Mexico's oversight of airlines.

According to sources, [Reuters](#) has reported that the FAA will be downgrading Mexico from a Category 1 to [Category 2 country](#) on the air safety rating scale. This is in response to concerns from the agency over Mexico's oversight of its airlines.

Mexico is currently at the highest air safety rating. As a Category 1 country, Mexican carriers are not restricted from adding new flights to the country, nor are they limited significantly in developing relationships with airlines in the United States.

Arguably, the most heavily impacted airlines will be [Delta](#) Air Lines and [Aeromexico](#). These two airlines are members of the SkyTeam alliance. More importantly, the two have a Joint Cooperation Agreement

(JCA) and an extensive codesharing alliance. The move could impact the airlines' abilities to partner closely and codeshare on routes. Another partnership that could be impacted would be the Frontier-Volaris codeshare relationship.

Airlines like Volaris, [Viva Aerobus](#), and Aeromexico will be limited from adding new flights to the United States. The downgrade will only allow the airlines to maintain current flights between the US and Mexico.

## LONG and Thin

Airlines are looking to fly more point-to-point long-haul routes with smaller, more efficient aircraft.



By Aaron Karp

A trend among airlines of phasing out four-engine widebody aircraft in favor of smaller, more fuel-efficient two-engine aircraft, including even narrowbodies, has accelerated.

With business travel and long-haul international flying expected to be the slowest to recover from the pandemic, airlines are looking to utilize lower-capacity aircraft to operate long-haul routes, and many are permanently parking their Airbus A380s and Boeing 747s. The new star among next-generation "long-haul" aircraft is the Airbus A321XLR, which will offer a range of 4,700 nm, the longest range ever for a single-aisle aircraft.

Assembly of the first flight-test A321XLR has just started, with the aim of deliveries commencing in the second half of 2023. The orderbook for the A321XLR is robust, with more than 20 customers—ranging from lessors to mainline airlines to LCCs—ordering 450 of the type in total. The aircraft is expected to open new route possibilities for airlines in much the same way the Boeing 787 widebody made new city pairs possible a decade ago.

*"The A321XLR opens up a whole new ballgame for us on markets that I believe go really well with the ULCC model."*

—Estuardo Ortiz, JetSMART CEO

Airbus is not stretching its A321LR or modifying the aircraft's Pratt & Whitney GTF engines—it is adding range but keeping the same ceiling on passenger load (around 220). The XLR's added 700 nm in range over the LR is made possible by an extra fuel tank in the rear center of the aircraft. It is a telling sign of where the marketplace stands that airlines are enamored with an aircraft that allows for carrying more fuel, but not more passengers.

Airbus has said that airlines operating the A321XLR will be able to fly "long, thin routes" such as India to Europe or China to Australia, or transatlantic routes beyond the traditional hub-to-hub flights. Among the US-based routes, Airbus envisions the A321XLR on routes such as New York JFK-Hamburg, Washington

Dulles-Lima, Orlando-Santiago de Chile, Chicago O'Hare-Milan, Houston Intercontinental-Reykjavik, Boston-Casablanca, JFK-Rome and Miami-London.

New York-based JetBlue Airways, which has just taken delivery of its first A321LR to be used on New York JFK-London flights, has said it will use the XLR to fly nonstop from New York to continental European destinations such as Madrid.

Much as Boeing beat Airbus to the punch with the 787 versus the A350—Airbus initially bet on the super jumbo A380, which had limited sales success and which airlines are retiring fast—Airbus looks to have a huge advantage over Boeing with the A321XLR, which many airlines view as a replacement for the 757.

Boeing, still mired in the aftermath of the 737 MAX grounding, has shelved plans for the so-called New Midmarket Airplane (NMA), but it will have to come up with an answer to the A321XLR. American Airlines and United Airlines are XLR customers, but Delta Air Lines is still obtainable for Boeing if it can offer a viable alternative. Boeing has started sounding out suppliers for provisional requests for information on an all-new aircraft believed to be called the -5X. It is targeting the 250-275-seat size category in a two-class, twin-aisle configuration. The aircraft would likely have a range of up to 5,000 nm. The prospective aircraft, then, would be slightly larger than the XLR in terms of seating capacity with about 300 nm more in range.

An A321-sized competitor is “pretty much in the right space with respect to where next development exports lean,” Boeing president and CEO Dave Calhoun told analysts. “We are really progressing well on our engineering and manufacturing technology development, so that we’re ready when that moment comes to offer a really differentiated product.” The new aircraft Boeing is considering appears to follow along the lines of the shelved NMA concept. Key NMA program elements that remain germane to an XLR competitor include an overriding focus on a twin aisle design, capable of 5,000 nm routes, that could be developed for single-aisle production costs. Program timing has, however, completely changed because of the pandemic. The “revised NMA” appears to be aiming for entry-into-service in the late 2020s, pending a potential program go-ahead in 2022 or 2023. That would place the aircraft years behind the XLR, which is expected to enter service in late 2023 and be widely deployed in airline fleets by 2025.

## AWAY FROM HUBS

Trends seen during the pandemic are, in many ways, a hyper-charged version of trends evidenced before COVID-19 rocked the airline industry. Airlines and passengers in the last decade have become more reliant on point-to-point long-haul flying and less dependent on hub-to-hub flying. In a report, McKinsey and Co. noted that the volume of connecting passengers fell 81% compared to pre-pandemic levels, while nonstop passenger volumes dropped by 61%.

“The share of connecting traffic at the global level has been falling in recent years, save for select intercontinental flows, which had been largely stable or growing before the crisis,” the McKinsey report states. “This shrinking share can be attributed to the growth of point-to-point carriers, with low-cost carriers seeing a particularly significant increase in their market share.”

McKinsey analysts do not expect the hub system to disappear, but a number of trends make more point-to-point long-haul flying attractive for airlines.

These include aircraft such as the Airbus A321XLR and Boeing 787 being used on “thinner, intercontinental city pairs nonstop,” the McKinsey analysis states. “Touted as potential hub destroyers, the

role these aircraft play may be accelerated by COVID-19, which is bringing forward the retirement of very large widebody aircraft designed for hub operations, such as A380s and 747s."

McKinsey points out that 65% of active and ordered A321LRs/XLRs are going to airlines that favor point-to-point flying over a hub system.

Another trend that has accelerated is a passenger preference for nonstop routes rather than connecting itineraries. Flying has become more complicated and flying on two or three different aircraft on a journey is even less desirable now for passengers than before the pandemic.

"Airlines will need to rethink pricing to fill nonstop flights, potentially reducing the nonstop premium and thereby undercutting demand for connecting flights operating on the same route," the McKinsey analysts explain.

According to McKinsey, other factors favoring point-to-point flying post-pandemic are environmental concerns (passengers will perceive they are causing fewer carbon emissions by flying aboard just one, fuel-efficient aircraft), congestion at hubs and the inconvenience of tight connection times at hubs.

## **United, Delta Airlines to resume flights to Israel**

ANI

22 May 2021, 06:18 GMT+10



Washington DC [US], May 22 (ANI/Sputnik): United Airlines and Delta Air Lines will resume flights to Israel starting on Friday after a nearly 10-day break in air traffic due to clashes in the region according to the tracking website Flightradar24

## **Southwest Airlines Boeing 737s Damaged After Collision**



## **Passenger attacks flight attendant in horrific incident on Southwest flight as onboard violence spikes**

A frightening incident in which a young female knocked out a flight attendant's teeth has occurred on a Southwest flight in what is the latest of a recent wave of spiking violence by airline passengers.

The onboard battery took place earlier this week, on Tuesday, when a female flight attendant on a Southwest flight from Sacramento to San Diego, CA, reminded a young woman to put up her tray table and to fasten her seatbelt.

The female passenger later identified as 28-year-old Vyvianne Quinonez reacted by rapidly throwing several punches in the flight attendant's face, breaking her nose, and knocking out two of her teeth.

## **Oops: American Airlines Boeing 737 Taxis Into A Pole In Dallas**

- by[Justin Hayward](#)
- June 1, 2021

With all the precautions and procedures in place on the airfield, aircraft accidents are fortunately not that common. Mistakes do occur, though, as was demonstrated when an American Airlines 737-800 hit a pole at Dallas Fort Worth airport on Friday 28th May. Luckily there were no injuries, but the wing (and the pole) were badly damaged. The accident happened at Dallas Fort Worth airport as American Airlines Flight 1005 to Nassau was taxiing away from the gate. As the 737-800 was turning left to head to the taxiway, the left-wing struck a lamp post. The far end of the wing was damaged, and the pole collapsed completely. CCTV captured the taxi and the accident, and it has been shared online.



It appears likely to be pilot error in misjudging the turn, possibly with the crew turning too early or sharply, or applying power as they turned. Obviously, a full investigation has begun to determine what other factors may have contributed.

**Here is a link to a video of the incident:** <https://twitter.com/i/status/1399455292103004160>

**Airlines soon to begin use of long-delayed database to track pilot records, violations**



May 26, 2021 at 8:24 pm

Firefighters look over the wreckage of Colgan Air Flight 3407, which crashed into a home near Buffalo, N.Y., on Feb. 12, 2009. All 49 people aboard and at least one person on the ground were killed. (Dave Sherman / AP)

By

[Alan Levin](#)

Bloomberg

Records of airline pilots' training and any legal violations will be kept in a national database with the creation of a new tracking system born from the last major aviation disaster in the U.S. more than 10 years ago.

The Federal Aviation Administration, which has been criticized repeatedly for failing to finalize the congressionally mandated database, announced Wednesday it has completed the troubled program and airlines must begin checking the records of new hires within six months. "It has been a long journey for the families of Colgan Flight 3407, but their tireless advocacy and continued engagement with the FAA has made this database a reality," FAA Administrator Steve Dickson said in a news release. "With it, employers will be able to quickly and thoroughly make informed hiring decisions to keep our skies safe." Congress required the Pilot Records Database one year after a Colgan Air commuter plane crashed near Buffalo, New York, on Feb. 12, 2009, killing all 49 people on the plane and one on the ground. It was the last passenger airline accident with mass casualties on a U.S.-registered carrier.

The crash was caused by the pilots' confused reaction to a cockpit warning, but among the issues uncovered in the probe was that the captain had a record of failing training exercises and tests that were never shared with the airline, the National Transportation Safety Board concluded.

The issue has continued to be a problem, the NTSB said last year in another accident investigation. The pilot of a cargo jet carrying Amazon packages who became disoriented and crashed near Houston on Feb. 23, 2019, had a history of panicking during training exercises, but had hidden that from his employer, Atlas Air, the NTSB said.

The FAA's pilot database will include records of any previous failures to obtain certificates, as well as information on accidents, incidents, enforcement actions, drug and alcohol tests, disciplinary actions and

firings. Under the current system, airlines must request pilot records from the FAA, but the data is incomplete. Once the new database takes effect, it will allow airlines and other commercial operators to report and review the records directly. The FAA's final rule governing the database takes effect within two months. Six months after that, airlines must review the FAA records on pilots.

Carriers must begin reporting records on pilot discipline and test results within a year from it becoming law, and they have up to three years and 90 days to fully comply with the rule, the FAA said in the news release.

## CARES Loans Terms Agreed By Delta, United, & 3 Other Airlines

- by[Graham Snelgrove](#)
- July 7, 2020
- 
- The US Department of the Treasury has announced today that five airlines have agreed on terms for loans under the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Ten American carriers have now signed letters of intent that set out the terms on which the Treasury will extend loans.

### Ten US airlines to benefit from CARES Act loans

In a [press release](#) issued today, the US Treasury Secretary, Steven T. Mnuchin, announced that a further five US airlines have signed letters of intent agreeing to the terms of loans extended under the CARES Act. Alaska Airlines, Delta Air Lines, JetBlue Airways, United Airlines, and Southwest Airlines may now have access to loans if they are needed.

Last week, [Simple Flying](#) reported that American Airlines, Frontier Airlines, Hawaiian Airlines, Sky West Airlines, and Spirit Airlines had reached agreements with the Treasury. In a statement, Mr Mnuchin said,

*"The major U.S. airlines play a vital role in our economy and are critical to domestic and international travel and commerce. These airlines are among the companies most heavily affected by the disruptions to social and economic activity caused by the pandemic."* He added, *"We look forward to working with the airlines to finalize agreements and provide the airlines the ability to access these loans if they so choose."*

Under the CARES Act, the US Treasury has the authority to extend up to \$25 billion in liquidity to airlines and associated businesses. The loans will help to preserve the US aviation industry and also protect taxpayers.

### Terms of loans under the CARES Act

Title IV of the CARES Act allows the Treasury to make loans to airlines to cover losses incurred as a result of the COVID-19 crisis. However, to secure loans under the act, carriers are required to provide appropriate compensation to taxpayers in the form of equity interests, senior debt instruments, or warrants.

The participating companies must also commit to maintaining staffing levels as well as limiting employee compensation, share repurchases, and dividends.

## United Airlines Resumes Flights To Tahiti

- by [Pranjal Pande](#)
- June 2, 2021

United Airlines is making a return to Tahiti June 3rd. The carrier is restarting its San Francisco-Papatee route using the Boeing 787-9. The move comes after French Polynesia [reopened its border to American travelers](#) after over a year. According to [Air Journal](#), United is all set to fly its first service to Tahiti on Thursday, ending a suspension since February 2020. The flight will operate thrice-weekly (on Tuesdays, Thursdays, and Saturdays) for now, giving travelers flexible days for their visit.

For this long-haul journey into the south Pacific, United is deploying its premium-heavy Boeing 787-9 Dreamliner. The aircraft features 48 seats in Polaris business class, 21 in Premium Plus, 39 in Economy Plus, and 149 in standard economy

## Denver's Boom Supersonic to build 15 ultra-fast aircraft for United Airlines

Author: Erin McHugh WASHINGTON — United Airlines on Thursday agreed to purchase supersonic jets to add to its fleet.

The [Chicago-based company signed a commercial agreement](#) with Denver-based aerospace company Boom Supersonic to purchase 15 "Overture" airliners, with the option to purchase 35 more.

United Airlines said the planes are slated to roll out by 2025, fly in 2026 and potentially carry passengers by 2029.

The Overtures, which haven't been built yet, are expected to be able to fly at speeds up to 1.7 times the speed of sound, or about 1,300 mph. United Airlines said this essentially would cut travel times in half. A typical 11-hour flight from San Francisco to Tokyo would only take about 6 hours with the new planes.

"United continues on its trajectory to build a more innovative, sustainable airline and today's advancements in technology are making it more viable for that to include supersonic planes," said United CEO Scott Kirby in a statement. "Our mission has always been about connecting people and now working with Boom, we'll be able to do that on an even greater scale."

United Airlines also added that Overture is expected to be the first large commercial aircraft to be net-zero carbon from day one, optimized to run on 100% sustainable aviation fuel.



Credit: United Airlines

Boom Supersonic's aircraft will cut travel times in half and operate on up to 100% sustainable aviation fuel.

## United Could Order 100 Boeing 737 MAX Aircraft

- by [Joanna Bailey](#)
- June 10, 2021

United

Airlines is reportedly in talks to place an additional order for Boeing's narrowbody 737 MAX. According to insiders, the talks are at an advanced stage, and could see the airline committing to at least 100 737 MAX from Boeing. The order is part of a wider fleet revamp for the major US airline.



United Airlines is reportedly on the verge of a large MAX

order. Photo: Boeing

## United preparing a large order

United Airlines was an early adopter of Boeing's latest generation narrowbody aircraft. Its order in July 2012 made it the fifth airline customer to commit to the type. Since then, it has bolstered its original commitment to a total of 40 737 MAX 8 and 79 MAX 9. At present, it has 30 MAX 9 in its fleet, but is [yet to receive any of the MAX 8 order](#).

It seems United is happy with the performance of its MAX aircraft so far as, despite having a large order in for the A321neo, the airline is reportedly in the advanced stages of a discussion to order more aircraft from Boeing. As reported in [Bloomberg](#) today, people close to the matter have claimed that United could order at least 100 MAX, potentially as many as 150.

## United Airlines Will Not Furlough Flight Attendants This Fall

- by [Jay Singh](#)
- June 12, 2021
- There is some very good news for flight attendants at United Airlines. The airline has informed its flight attendants that there will not be any furloughs this fall when the third round of government payroll support runs out. This represents a stark change just months after the airline last warned about furloughs. United is now clearly on the path to recovery and has decided it needs all its staff this fall and beyond.

## Boeing Offloads Unclaimed 737 MAX Jets as Travel Revives

A faster-than-expected recovery in domestic air travel is helping Boeing Co. find new homes for unclaimed 737 MAX jets whose buyers walked away or collapsed during the pandemic.

Some airlines are buying the orphaned jets amid a vaccine-fueled travel rebound in the U.S. and other parts of the world. The purchases have left the Chicago-based plane maker with around 10 stored MAX aircraft needing buyers, people familiar with the matter said. In July 2020, it counted around 100.

A year ago, airlines were parking planes in deserts and some permanently retired swaths of their fleets as they prepared for a protracted downturn. While many business travelers have yet to return and lucrative international routes are still on pause, domestic air travel has been on an upswing in recent months, U.S. airline executives say.

## NEW MEMBERS

Charles (Mike) Moore  
Ibrahim Garba

*Welcome aboard.....* ☐

**Prior members rejoining....**

Les Mayer - Welcome back! ☐

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



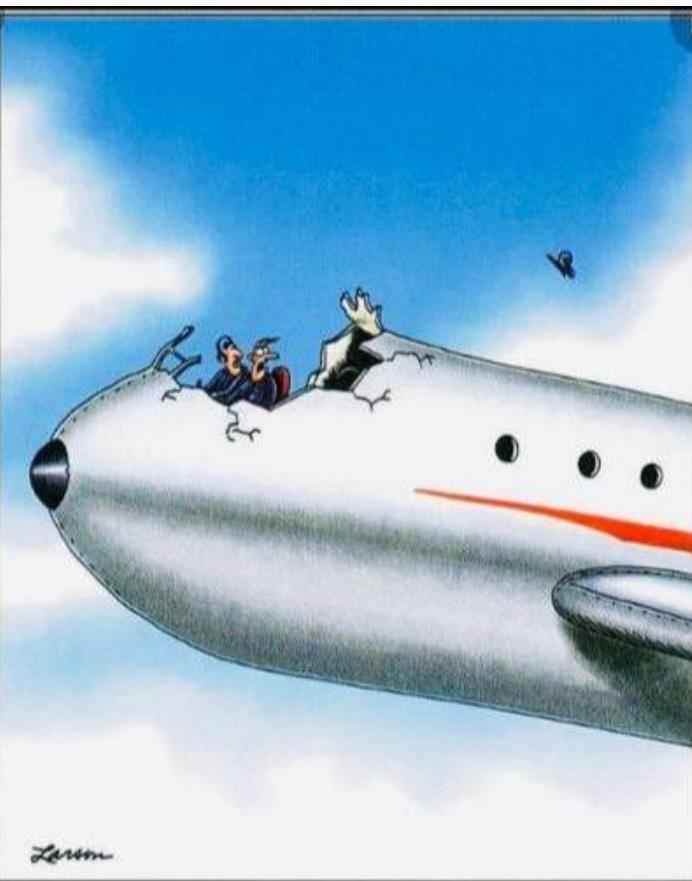
*"Trouble knocked at the door, but, hearing laughter, hurried away." – Benjamin Franklin*

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**"Did you get stuck?"**

**"No, I'm delivering a #\*%\$@!+# bridge."**



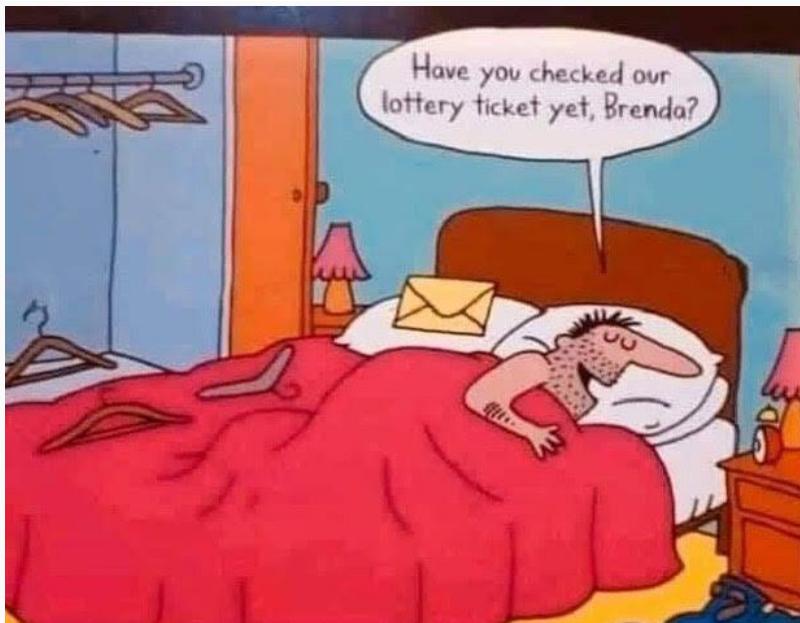


"Oh, great! Now there goes my hat!"



My wife is blaming me for  
ruining her Birthday  
That's ridiculous, I didn't  
even know it was her  
Birthday

With the rise of self driving vehicles, it's only a matter of time until there's a country song where the guy's truck leaves him



*We are here on earth to do good unto others. What the others are here for, I have no idea.*

**As I put my car in reverse, I thought to myself... "This takes me back."**

**PILOT LOUNGE**

F I R S T C O M P A N Y

[Newfoundland Ghost Story](#)

This happened in a little town, Norris Arm, in Newfoundland, and even though it sounds like an Alfred Hitchcock tale, it's absolutely true.

This fellow was on the side of the road hitchhiking on a very dark night in the middle of a terrible rainstorm, and no cars were on the road.

The storm was so strong he could hardly see a few feet ahead of him.

Suddenly, a car came toward him and stopped. Without thinking, he got in the car and closed the door and only then did he realize that there was nobody behind the wheel!

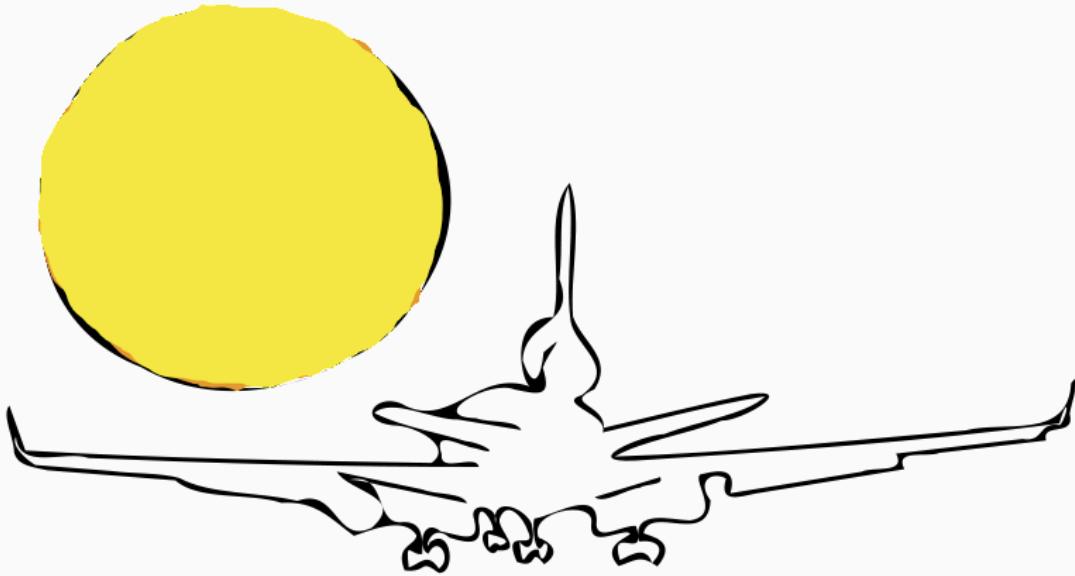
The car started to move very slowly. He looked at the road and saw a curve coming his way. Petrified, he started to pray begging for his life. Just before the car hit the curve, a hand suddenly appeared through the window and moved the steering wheel.

The fellow, now paralyzed in terror, watched as the hand appeared every time the car was approaching a curve. Finally, although terrified, he managed to open the door and jump out of the spooky car.

Without looking back, he ran through the storm all the way to the nearest town. Soaking wet; exhausted and in a state of utter shock the pale, visibly shaken man, walked into a nearby bar and asked for two shots of Screech.

Then, still trembling with fright, he started telling everybody about the horrible experience he just went through with the spooky car with no driver and the mysterious hand that kept appearing. Everyone listened in silence and became frightened, hairs standing on end when they realized the fellow was telling the truth.

About half an hour later two guys walked into the same bar and one said to the other, 'Lard Thundern Jasus, me son, there's the arsehole who got into the car while we were pushing it!'



## GONE WEST

### GONE WEST

\* Denotes Golden Eagles member

Names in red denote gone west announced since last update

#### 2020

Jim	McBride		Jan,	2020
Daniel	King		Feb	15, 202
Ray	Shubert		Mar	8, 202
Roger	Stephens		Mar	10, 2020
Thomas	Lund		Mar	11, 2020
Howard	"Tick"	Loitwood	Mar	14, 2020
Dave	MacCormick		Mar	30, 2020
John	Nelson	*	Apr	1, 2020
Billy	Ray	Mills		Apr 30, 2020
Claude	Perret	*	May	14, 2020
Alex	Alexander		May	20, 2020
Bill	Darrow*		May	29, 2020
Barry	Schultz		June,	2020
Allen	Timms		June	8, 2020
Paul	Britton		June	18, 2020

Mike Perry*		July 3, 2020
Emily Howell-Warner		July 4, 2020
Richard Mahoney		July 14, 2020
C M "Red" Stubben*		July 29, 2020
Wes Coss		Aug 10, 2020
James "Jim" Bryant*		Aug 15, 2020
Bill Baddorf*		Sept 01, 2020
Jim Buick*		Sept 05, 2020
Lawrence Kelly Irving		Sept 15, 2020
Mike Bowers		Oct 8, 2020
Neil Whittlesey		Oct, 2020
Loren Furlong		Dec 6, 2020
Bill Gilbert		Dec 9, 2020
Tom Carr*		Dec 28, 2020

## 2021

Larry Camden*		Jan 21, 2021
Pete Hernandez*		Mar 15, 2021
Barry Levitz		Mar 25, 2021
<b>Thomas (Ted) Daniel</b>		<b>Apr 8, 2021</b>
Charlie Oligschlaeger		Apr 17, 2021
Gus Wenzel	Aug 24, 2019 (notice received 27Apr2021)	

**Robert "Bob" Kinsey\***      **June 2021**

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



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