



Update and Reminders June 2022

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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

website, www.thegoldeneagles.org, IS **Annual**

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

Revised Rosters on Website

The revised rosters for June 2022 have been uploaded to the Golden Eagles website, www.thegoldeneagles.org, under the Roster Download heading of the Membership section.

Golden Contrails Magazine

Our President and Golden Contrails editor Gary Small would like you to ***please consider sending him some of your "remembrances" and anecdotes.. AKA war stories, for the magazine.*** One of the main features/purposes of the magazine is to share members` thoughts and memories in order to enhance the sense of friendship and camaraderie that is the cornerstone of our organization. Everyone`s contribution to this effort is invited and desired. Don`t be bashful....let us hear from you.

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>

Input from our members is always needed to use as material for the Golden Contrails Magazine, so help our editor do his thing by providing him with some good stories or updates on your activities. Have you relocated to a new area, added family members, had a really exciting vacation, taken up a new hobby or acquired a new toy?

....inquiring minds want to know



Denver Stapleton International Airport in 1980.....



Pass Travel News

Useful phone numbers for contacting the pass travel department to resolve pass and sign on issues are available on the Golden Eagles website, www.thegoldeneagles.org, in the Travel, Retiree Info section.

Q & A

Q. Is there any type of a retired employee ID?

A. Those that are eligible for a retiree badge will have a link to the application found on EmployeeRes- quick links- retiree badge. In addition to application, you must attach your PayPal receipt for the \$35 payment and a passport style photo.

Q. Am I correct to assume that retirees no longer get buddy passes?

A. Correct. 2 enrolled friends no buddy passes

Q. I am trying to log in to ID 90 travel, I have never used this before & I am retired. The system

A. Do not use the U.

If you look on Flying Together- Travel- top hits- other airline interline travel, scroll down to "how do I book with ID90Travel" it gives complete instructions.

Also as a retiree, you must be on the Retiree Pass Travel Program (SA2R personal boarding priority) to be eligible for other airline interline travel.

Q. *I just enrolled our grandson as an enrolled friend about three hours ago for July to December and I saved it. I tried to list him for a flight in July but his name doesn't show up. How long does it take for his name to show up?*

A. Jul 1 is when you can list. Not before

Q. *I need to update the email address and phone number on one of my enrolled friends. Does anyone know how to do this?*

A. Try going to their profile (EmployeeRes- my profile- manage profile- traveler's profile.

Important news for retirees: You can **make changes to your enrolled friends** for the July 1- December 31 2022 travel period through June 28 (until 11:59 p.m. CT).

To get started, go to the [Dependent Management System](#) and select the "Manage Election" link in the Action column next to any of your enrolled friends.

Want to learn more? Check out our [Pass travel enrollment for retirees page](#).

No more Covid test coming back to the US starting Sunday June 12. 😁👍

LAC News

Hill Country LAC (San Antonio/Austin)

Dave Newell

The next Hill Country LAC luncheon is tentatively scheduled for Thursday, July 14th in Johnson City, TX at the Pecan Street Brewing at 1130. Guests and spouses are welcome. The ladies usually have a nice lunch at their own table away from the rowdies in the back room! In case you are concerned about the heat, they do have AC, and the beer is always good and cold just in case anyone decides to have a "cool one" for lunch....just sayin` 😊 (it's five o'clock somewhere)



DEN LAC (Denver)

Dennis McDonald

The Denver bunch had its` scheduled breakfast on June 8th at the Perfect Landing Restaurant. Here is the after action report from Dennis.....

25 folks attending - Paul Sciera, Tom Young, Frank Freeman, Bill Autry, Tad Riley, Tom Burk, Ed Stapleton, Brent Domeny, Jim Moore, Jim Anstett, John Taylor, Tom Frieling, Lonnie Blilie, Don Riebe, David Senn, Sam Chipps, Norm Edson, Bill Brock, Chip Barnes, Craig Colley, Dennis McDonald and visiting from Georgia - John Berkstresser.







Captain John Berkstresser, Golden Eagles member guest from Atlanta

Next breakfast is Wed 10 August.

B787 Capt David Senn is working on arranging a tour of the United Training Center - details will be forthcoming.

Our next breakfast is 10 August. If you or someone you know is not on our list please let Dennis know.

Our dates for the rest of 2022 are 10 August, 12 October and 14 December.

As always dates / wives or friends are invited.

If any of you GERS do not get my emails and want to be on the info list drop me a note.

At the above mentioned breakfast of the Denver LAC,

Dennis asked United Captain David Senn to speak to the group and provide some interesting information regarding the United Aviate pilot training program. Here is a review of the information provided by David. Click on the underlined links for more detailed information.

The United Airlines Aviate website is here [United Aviate program](#) | [Become a pilot at United Airlines](#). You should be able to click on the link. If not, type <https://unitedaviate.com> to get to the home page. You can scroll through the website and they have an area to submit questions at the bottom. Best viewed on a desktop I think.

On the site, they have a document that explains everything. Here is the link: [Aviate-Program-Guide.pdf \(unitedaviate.com\)](#) or <https://unitedaviate.com/documents/Aviate-Program-Guide.pdf>. I also attached it. It is a public document so feel free to distribute it any way you want. In the document, there is a section describing entry points into the program. The last one is for family programs. Here is another link to more details about the family program: [United Employee Career paths](#) | [United Aviate program](#) or

<https://unitedaviate.com/aviate-program-career-paths/united-employee-dependent-intern>.

It is not as inclusive as I thought it was regarding retirees or grandkids, but at least they have one.

I'm certainly not an expert on Aviate so this should give anyone who has questions some information and a way to contact Aviate with questions.

David Senn

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 for **breakfast**. 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

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).**

Kingwood LAC breakfast May 24:

Photo of breakfast attendees:



Jim Davis, Bruce Sprague, Rick McDonald, John Downey, Kent Muhlberger, Rick Bulger, Jack Roth, Dave Attaberry, Jim Northington, Bill Vaughn and Steve Cady.

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).

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 to have many more in the future.

The Fall dates (Nov or Oct) will be considered

run court press to get EVERYONE locally and from out of town to join us. You may miss some of the quarterly events, but DO NOT miss out on the Fall major event! Stick these dates on your calendar!

TIME: 11:30 am

WHEN:

Monday, Aug 1, 2022

Monday, Oct 31, 2022 (*Major Event!*)

DINNER PARTY

Steve and Barbara Cady hosted a great dinner party at their home in Kingwood for the Kingwood LAC pilots and their spouses on May 21, 2022. Photos of the attendees are posted below. Looks like it was a great party!



John Downey, Gloria and Phil Lindner, Bev Downey Jeannie McDonald, Lois Atteberry, Ok Su Sprague



Mike Machemehl, Dave Salvesen



Dave Atteberry, Mike Snowden,
Bruce Sprague, Mike Machmehl



Mike and Elaine Stevens



Jim Mundell and Mike Snowden



Lois Atteberry, Ok Su Sprague,
Penny and Jerry Rivard



Ken Duncan and Bruce Stone



Penny & Jerry Rivard, Linda (Polk) Meier



Ok Su Sprague, Jerry & Penny Rivard,
Jim Mundell



Bruce and Ok Su Sprague



Butch Meier and Martha Machemehl



Jamie & Tom Doherty, Bev Downey, Dave Attaberry, Bruce Stone, Mike Machemehl, Steve Cady



Jamie and Tom Doherty



Dave Attaberry, Mike Machemehl, Bruce Stone,



Leslie McCartney and Barbara Cady



John and Leslie McCartney



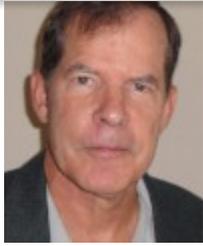
Tom Doherty, Hap Wilson, Bruce Sprague



Steve Cady, Bruce Sprague, Mike Snowden, Rick McDonald, Tom Doherty



The Cadys` dinner party - Nice digs Steve!



Newark LAC

Mark Sheprow

Mark has no report at this time.....

Mark Sheprow

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Mark



Regional Reunion News

Event Chairman

Lloyd Robeson

The Golden Eagles reunion in Las Vegas on May 3,4 went quite well and it seems that Las Vegas may be our most popular location for gatherings of members from nationwide. We had 66 attendees at the reunion and the protocol of allowing members to make their own plans for meals and entertainment, a hospitality suite with complimentary drinks and snacks and designated larger meeting rooms for meet and greet cocktails/hors d'oeuvres seems to be quite popular. We will likely re-visit this concept for future reunions.

Thanks to all who joined us in Las Vegas to make this a fun reunion.

Here are a couple of photos that were inadvertently omitted from the Las Vegas reunion recap:



John Berkstresser, Jerry Rivard, Gene Villanueva, Marty Noonan



Jerry Rivard, John Berkstresser, David Rossetter, Sean Heath, Tony Courser, Michael Barksdale, Mark Weatherup and Beatrice Snider

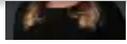
Loyd



Airline News

United Airlines says FAA has cleared 52 Boeing 777s to fly again after they were grounded for engine failure

PUBLISHED TUE, MAY 17 2022 8:47 AM



[Leslie Josephs@LESLIEJOSEPHS](mailto:Leslie.Josephs@LESLIEJOSEPHS)

KEY POINTS

United's 52 Pratt & Whitney-powered Boeing 777s have been grounded since an engine failure in February 2021.

The airline plans to begin flying the aircraft this month and bring them back gradually.



A United Airlines Holdings Inc. Boeing 777-200 aircraft on the tarmac at San Francisco International Airport (SFO) in San Francisco, California, U.S., on Thursday, Oct. 15, 2020.

[United Airlines](#) said Tuesday that the Federal Aviation Administration has cleared the path for the return of 52 [Boeing](#) 777s powered with [Pratt & Whitney](#) engines that were grounded after an engine failure in February 2021.

United Applies to Launch Historic, First-Ever Nonstop Service between Washington, D.C. and Cape Town

Proposed nonstop flights from Washington Dulles to Cape Town will create a long-overdue, direct route supporting critical diplomatic and thriving economic ties between the legislative capitals Washington D.C. to Cape Town is the most in-demand route between the U.S. and South Africa without nonstop service

United Airlines announced May 18, 2022 it has filed an application with the U.S. Department of Transportation (DOT) for three weekly nonstop flights between Washington, D.C. and Cape Town, South Africa. If approved, United's flights will become the first nonstop service ever between Washington D.C. and South Africa's legislative capital, Cape Town. This long-overdue route will benefit important government-to-government connections and increase communication and commerce with a region that has strong cultural ties to South Africa.



If approved by the Department of Transportation (DOT), United's flights will become the first nonstop service ever between Washington D.C. and South Africa's legislative capital, Cape Town.

United's proposed service would begin Nov. 17, 2022, and operate on 787-9 aircraft, maximized to meet consumer demand and benefit both U.S. and South African travelers.

ALPA Opposes Attempts to Increase Retirement Age for Professional Airline Pilots

Operational Ramifications Will Increase Costs and Introduce Unnecessary Risk

By

[ALPA](#)

May 20, 2022

At the 130th Regular Executive Board of the Air Line Pilots Association Int'l (ALPA), May 19, 2022, pilot leaders adopted a resolution opposing any attempts to increase the retirement age for professional airline pilots. The Federal Aviation Administration (FAA), at the direction of Congress with the 2007 Fair Treatment for Experienced Pilots Act (P.L. 110-135), and the International Civil Aviation Organization (ICAO) currently mandate that airline pilots in multi-crew operations must retire at age 65.

System Needs Changes

BY [LUKAS SOUZA](#)

Will Boeing be able to certify the MAX10 before the end of the year?

Today, at a [Boeing](#) media event, Boeing's chief aerospace safety officer, Mike Delaney, expressed that there is no data that shows that switching to another alerting system is safer.

What is going on with the MAX 10?

Earlier today, Boeing held an event for the media where the aircraft manufacturer unveiled a new data-sharing system and new pilot training tools. These announcements are part of a long-term global safety initiative put in place to reduce safety risks like the ones faced by crews in the [737 MAX](#) crashes.

The two crashes happened within six months of each other, one in [Ethiopia](#) and the other off the [coast of Indonesia](#). At the time, concerns arose about the [safety of the Boeing 737 MAX aircraft](#), and the aircraft ended up being grounded for 20 months.



The MAX 10 variant of the family is already running behind schedule. Photo: Boeing

The American aircraft manufacturer based in Everett, Washington, is facing a battle to [certify the largest variant of its 737 MAX fleet](#) before a new cockpit alert safety standard takes effect. New deadlines were put in place as part of reforms from the [FAA](#) following the two MAX crashes. If [Boeing misses the deadline](#) at the end of the year, it may be required to change the crew alerting system. If the deadline is not met, additional pilot training will be required, increasing airlines' costs.

At the event, Mike Delaney, Boeing's chief aerospace safety officer, said, "I personally have no belief that there's any value in changing the 737."

design, and [experts are worried](#) about Boeing not updating the warning system on the 737 [MAX10](#).

Boeing 737 MAX aircraft are not equipped with EICAS

The Boeing 737 aircraft, unlike other aircraft manufactured by Boeing, are not equipped with the **Engine Indicating and Crew Alerting System (EICAS)**. EICAS is a system which complies with Federal Aviation Administration regulation. Nick Cunningham, highly regarded as a leading global Aerospace & Defense Analyst, said that the 737MAX should be equipped with a crew alerting system.

"It is amazing that one of the world's most populous commercial aircraft, that may be in service through the 2060s, can be certified without a modern crew alerting system." - Nick Cunningham

Nick states that modern crew alerting systems have existed and been placed on other aircraft for decades. EICAS is a system that tells pilots what is wrong onboard an aircraft and also provides pilots with instructions on how to resolve the problem. The MAX 8 and 9 were certified without the EICAS system and Boeing also hopes to be able to certify the MAX 10 without it. Boeing hopes to certify the MAX10 without the EICAS system before the end of the year.

Although Boeing hopes to clear this hurdle, the MAX 10 has faced a much stricter certification process than the first two variants of the MAX family. Because of this, the MAX 10 is much safer than previous aircraft and Boeing may be able to build a strong case for a deadline extension and avoid installing the EICAS on the MAX 10.

Bergen welcomes its only long-haul route

After a nearly six-year absence, Norway is again served by **United Airlines**. Not Oslo, as before, [but the coastal city of Bergen from Newark](#). With 3x weekly flights, the highly summer-seasonal route will operate for just 19 weeks, with the last service to the US on September 27th.

With all flights by 169-seat B757-200s, UA270 leaves Newark at 20:40 and arrives in Norway at 10:05 the next day. Returning, UA271 departs at 11:55 and arrives home at 14:25.

United's arrival means Bergen again has a long-haul route and is once more connected non-stop to the US. That last occurred nearly four years ago, when Norwegian ceased New York Stewart (July 2017-October 2018). Before that, it had flights to JFK (May 2014-August 2016) and Providence (July 2017-October 2017).



Another long-haul route is made possible by a narrowbody. Photo: via United Airlines

UNITED AIRLINES ATTACKS “RECKLESS” EXPANSION AT NEWARK, ASKS FOR FAA INTERVENTION

[MATTHEW KLINT](#) POSTED ON [JUNE 2, 2022](#)



United Airlines has asked the U.S. Federal Aviation Administration (FAA) to intervene in a growing dispute with JetBlue Airways and Spirit Airlines over the voluntary limit of flights at

United Airlines Attacks JetBlue + Spirit Over Newark Airport Expansion, Asks FAA To Intervene

Newark is congested, but not slot-controlled. Classified as a “Level 2” airport, airlines are asked to voluntarily limit schedules in coordination with the FAA, but are not bound to do so. While JetBlue and Spirit Airlines have ramped up flights, United says it is operating the same peak-hour flights this summer that it operated at Newark over the past five years. It warns the actions of JetBlue and Spirit are creating congestion which leads to flights delays for all passengers. Now it wants the FAA to step in, even introducing slot controls if necessary. A letter from Executive Vice President Andrew Nocella to the FAA [warns](#):

The traveling public, FAA air traffic controllers, and airport employees at EWR bear the brunt of the effects of JetBlue’s and Spirit’s operations above the capacity cap of 79 movements per peak-hour. United implores the Secretary to take more aggressive steps and clearly communicate those steps to protect EWR passengers from avoidable delays and preserve the optimal functionality of the airport.

Spirit and JetBlue have a different take. They say United is simply trying to squeeze out competition from its hub, to the detriment of consumers. In its own letter to the FAA, Spirit alleged that United operates with “reckless inefficiency” at Newark. JetBlue has even charged that United “appears to have specifically taken steps to worsen operations at EWR” in a ruse to convince the FAA to re-introduce slot restrictions.

CONCLUSION

This is a complex issue. But at the root is a competitive game of chess between United and anyone which tries to challenge it at Newark. While Newark is right that the addition of flights by Spirit beyond the recommended cap has led to congestion, it conveniently fails to mention that Spirit also helps to hold fares in check. United is now asking the FAA to choose efficiency and punctuality over competition, but it isn’t clear that will be a winning formula for consumers.

United Will Spend \$100 Million Upgrading Its Pilot Training Center

BY [PRANJAL PANDE](#)

The airline will be adding six more aircraft simulators and hopes to have the facility open before the end of 2023.

[United Airlines](#) broke ground on an expansion of its pilot training center in Denver on Wednesday. The carrier will invest \$100 million into the project as it looks to add six more simulators to its offerings. With plans to hire 10,000 pilots by 2030, having more training facilities will be crucial for United.

On Wednesday, United announced plans to build a four-story building at the [Denver](#) training campus, with construction to start soon, according to The Colorado Sun. Speaking to CNBC, United's Managing Director for the flight training center, Marc Champion, said the expansion has been in the works for roughly a year.

The new facility will hold six simulators, for the [Boeing 737 MAX](#), the newly-ordered [A321neo](#), and 787, with six more to be added after the initial completion. Denver also already houses 39 full-motion simulators with 15 fixed training devices. Overall, this facility is set for a 45% capacity boost in the next few years, with a goal of 52 full-motion and 28 fixed training machines.



The new building could be open before the end of 2023, according to CNBC. Denver is United's only pilot training facility and has its roots in the 1970s. The campus has grown into a massive space since then, taking up 23 acres in the city and a home for every United pilot through the years.

Tackling the shortage

United expects that it will need [10,000 more pilots by 2030](#) and [competition for them will be fierce](#). To get ahead of this challenge, the Chicago-based carrier has taken a series of steps. The most notable one is the [United Aviate Academy](#), the new project that will see pilots starting their flying journey with the school and end up with a job at United or its partner airlines.

United hopes that Aviate will provide 50% of the pilot jobs it needs by 2030, an ambitious target. However, CEO Scott Kirby is confident that his airline can hold onto its pilots and add more,

As airlines globally face post-COVID staffing shortages, United is hoping its decision not to cut its fleet and too many crew jobs will offer better results through the summer. However, with competition high and the Aviate program just getting off its feet, we will have a close eye on United's progress.

Discover more [aviation news](#) here.

Looking at this year

In 2022 alone, United hopes to welcome 2,000 pilots amid a sharp increase in capacity. With over 300 aircraft on order, pilots will be a decisive factor in whether the carrier will be able to meet its long-term targets after COVID.

United to start San Francisco - Brisbane



United Airlines is launching a new route to Australia this fall, with the Queensland capital Brisbane set to become the US carrier's third destination in the country.

Flights to Brisbane (BNE) will be three times per week from San Francisco ([SFO](#)), starting on Oct. 28 and using Boeing 787-9 aircraft.

Boeing Booked 23 Orders In May, 17 For Widebodies

BY [MICHAEL DORAN](#)

This year Airbus has delivered 237 aircraft compared to Boeing's 165, but the wheel will turn when the 737 MAX and 787 inventory is cleared.

an [FAA](#) official close to the process said the agency recently accepted Boeing's recertification plan for the 787s.

Boeing is close to the approval it needs for the 787, and it seems likely Boeing will have the green light to rework and start delivering 787s again ahead of [Farnborough](#) [Air Show], which is held outside London in mid-July.



New Members

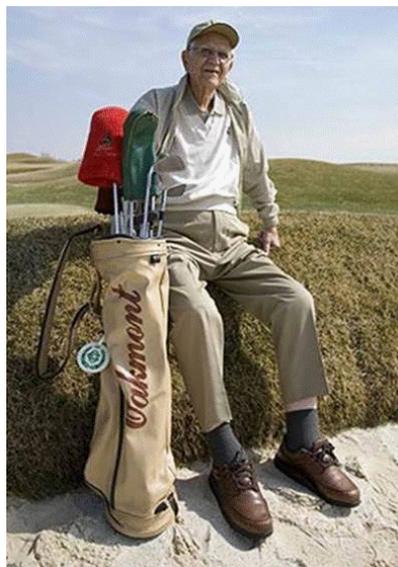
Alex Strickland
Dan Edwards

Welcome aboard..... 👍

AND.....THE LIGHTER SIDE



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



A Man With No Enemies...

Meet Walter Barnes

enemies?"

80% held up their hands. The Minister then repeated his question. All responded this time, except one man, Walter Barnes.

"Mr. Barnes, are you not willing to forgive your enemies?"

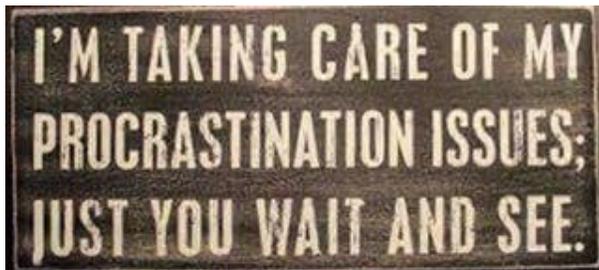
"I don't have any," he replied gruffly.

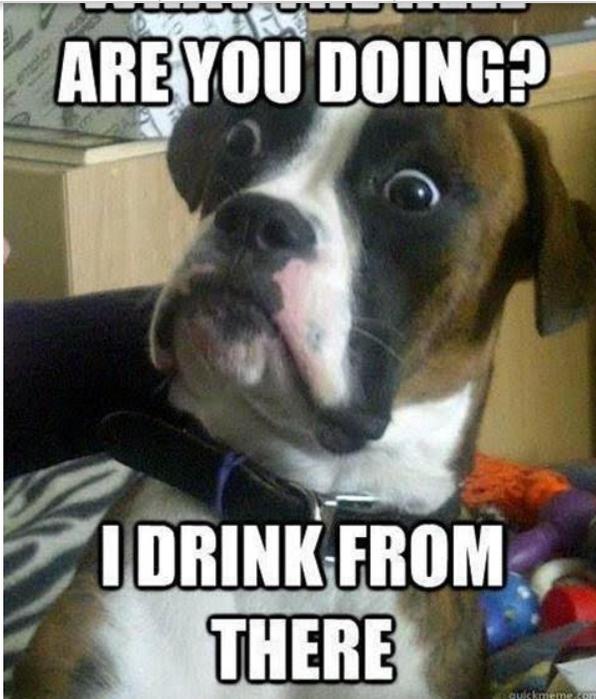
"Mr. Barnes, that is very unusual. How old are you?"

"Ninety-eight," he replied. The congregation stood up and clapped their hands.

"Oh, Mr. Barnes, would you please come down in front and tell us all how a person can live ninety-eight years and not have an enemy in the world?"

The old golfer tottered down the aisle, stopped in front of the pulpit, turned around, faced the congregation, and said simply, "I outlived all them a...holes." Then he calmly returned to his seat.





When I lost the fingers on my right hand in a freak accident, I asked the doctor if I would still be able to write with it. He said, "Probably, but I wouldn't count on it 😂"

EXERCISE FOR PEOPLE OVER 60

Begin by standing on a comfortable surface, where you have plenty of room at each side.

With a 5-lb potato bag in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute, and then relax.

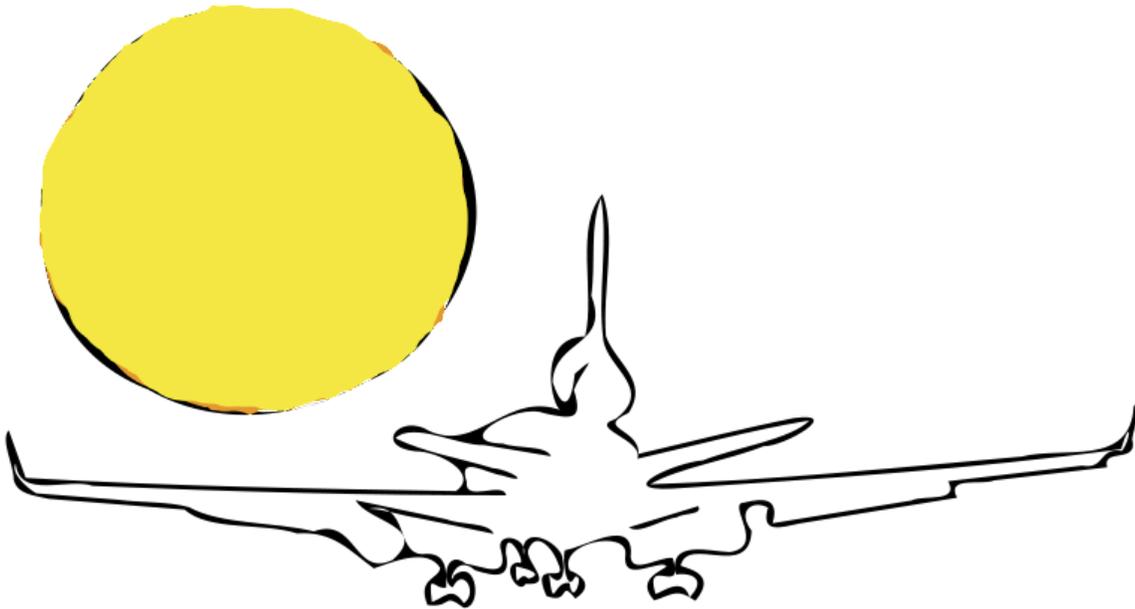
Each day you'll find that you can hold this position for just a bit longer.

After a couple of weeks, move up to 10-lb potato bags. Then try 50-lb potato bags and eventually try to get to where you can lift a 100-lb potato bag in each hand and hold your arms straight for more than a full minute. (I'm at this level).

After you feel confident at that level, put a potato in each bag.

So I was in the shoe store the other day trying on a pair when I said to the salesman, "It's too tight." He told me to try it with the tongue out and I said, "Ith thtill thoo thight."

A young woman was pulled over for speeding. An Oregon State Trooper walked to her car window, flipping open his ticket book. She said, "I bet you are going to sell me a ticket to the State Trooper's Ball." He replied, "Oregon State Troopers don't have balls." There was a moment of silence. He then closed his book, tipped his hat, got back in his patrol car and left.



GONE WEST



* Denotes Golden Eagles member

Names in red denote gone west announced since last update

2021

Eugene Dahlquist* Oct 7, 2020 (Previous member, notice just received)

Larry Camden* Jan 21, 2021

Pete Hernandez* Mar 15, 2021

Barry Levitz Mar 25, 2021

Thomas (Ted) Daniel Apr 8, 2021

Charlie Oligschlaeger Apr 17, 2021

Gus Wenzel Aug 24, 2019 (notice received 27Apr)

Robert "Bob" Kinsey* June 2021

Jack Johnson* June 3, 2021

John Garrett July 7, 2021

Larry Battersby* June 27, 2021

Ken Lakes *	Aug, 2021
Harry Clemence	Aug 4, 2021 <i>Notice just received</i>
Jay Purcell	Aug, 2021
Paige Seats *	Sept 17, 2021
Al Minning *	Sept, 2021
Greg Dodson	Oct 7, 2021
Jay Barnes *	Oct 2021
Richard "Dick" Kardell	Nov 24, 2021
Ron Cosgrove *	Nov 28, 2021
Walt Jennings *	Dec 7, 2021

2022

Bob Roney *	Jan 6, 2022
Tom Root	Feb 3, 2022
David Klaue	Feb, 2022
Jack Sherer	Feb 9, 2022
Ed "Bud" Cox	Feb 16, 2022
Harry Cameron *	Mar 7, 2022
Larry Nelson *	Apr, 2022
William Saefke	April 2022

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



Dave Newell
EVP/Golden Eagles Email Liaison

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Past Issues

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