



Monthly Update and Reminders MARCH 2021

IN THIS ISSUE:

1. Recurring Reminders and New Notices
2. Pass Travel News
3. LAC News
4. Airline News
5. New Members
6. The Lighter Side
7. Gone West

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, is **autopilot**.

The password *will be* changed to **heading** concurrent with the next digital issue of the Golden Contrails Magazine due out shortly. A notice will be sent to our members when the password change goes into effect.

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

TELL YOUR NON-GOLDEN EAGLES FRIENDS – Those eligible for membership can submit a new

member form from our website, www.thegoldeneagles.org, pay a one time membership fee of \$35 and they will become members for life with no further payment of dues required. 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 in the Membership section.

Revised Rosters on Website

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

PASS TRAVEL NEWS

Q & A:

Q. I know you need to Covid test prior to going to HNL. How about when you leave HNL to SFO. Is testing required? .

A. *NO. Only inbound to HNL*

Q. Does anyone know how long ATO can hold your checked bags for you on connections? Looking to travel to Nassau and most pathways have pretty long connections.

A. *12 hours is the max.*

Q. My mother recently passed away. I recall needing to remove her name from my pass riders. When my father passed we had a number to call. I am retired and wondering if this still holds true? I can't seem to find info on this or a way to remove her name.

A. *When you are ready, you can go to Flying Together- Travel- Pass Travel- manage pass riders. To the left of her name is a small "i". Click on it and there is a remove passrider option.*

Q. Are retiree's and their dependents required to pay the pet-in-cabin fee?

A. *If using a pass, just take the pet to the ticket counter for the pet tag. You will need your paperwork for current vaccinations. There is no charge for employee/retiree and their dependents. Enrolled friends are considered dependents, so they are not charged for pet-in-cabin either.*

Q. What is a good number to call for arranging for a refund for a ticket purchase?

A. *A good number is 800-UNITED1, or 800-864-8331, select options, then other options, then REFUNDS.*

(thanks to Golden Eagles member Al Zambrano for this information)

Q. Has anybody ever bought a discounted confirmed ticket and still listed non rev in hopes of getting a better seat via non rev? Is that even possible?

A. *Bob bought a ticket and listed non rev for the same flight.*

Bob got first class non rev but bought a coach seat.

Bob is now sitting at home with no job....Don't be a Bob!

Q. I'm a retiree and I didn't receive a W-2 form for 2020 for taxes for my pass riders` travel. Using Flying together guidelines still doesn't give me the info I need to print it.

A. *Go to FT, then employee services tab, then health and insurance tab, and finally, the tile that says Get your W-2 Wage and Tax Statement to see your W-2*

Q. Can someone tell me where we present the Negative Covid test for entry into Hawaii?

A. *You create a profile online and present it when you land to agents at the gate.*

Make an account and upload required documents. Make sure the test is from trusted partner. <https://travel.hawaii.gov/#/>

Q. This may be a stupid question, but how do you book a non-rev flight on the United App? When I search flights I always get how much they cost and am afraid of moving forward. Is there something else I need to do? I end up going to the web version of EmployeeRes.

A. *You need to first link your MileagePlus account to your employee profile in employeeRES. Once you've done that, when you log into the United app, you should see an option for "United personal travel (NRSA)" when you select the Book Flight option at the bottom of the screen.*

New update for the United app.

The newest version, 4.1.13 for Android, 4.1.12 for iPhones, of the United app is now available for download. For those of you who use the app to book pass travel, you MUST install this new version by Next Wednesday night (March 17th) in order to continue using the mobile app to book pass travel. If you do not, following next Wednesday night's employeeRES update, you will no longer be able to book travel using the app, until you update.

The reason for this change is to remove the pass traveler identification from both the eRES profile page and the booking path. Even though everyone has been selecting the type of ID you're traveling with over the years, due to some design features of the old eRES tool, nothing was done with the ID you selected, and it was not included in the Shares booking in any way. Additionally, there were many issues caused by people having multiple forms of ID on their or their pass riders' profiles, including not receiving PreCheck when traveling, even though you have a Known Traveler Number in your profile. Therefore, we made the decision to just remove IDs altogether. But not to worry, you will still have the ability to store or add a Known traveler number or redress number to your profile. More information on the new experience will be shared next week with the eRES update.

Most phones will install the update automatically. To check for the update on an Android phone click on

the three horizontal lines at the top left of the home page on the application. Scroll to the bottom of the page and the current App version will be listed. Should be a similar process for iPhones.

From the Employee Travel Center (ETC):

Just a public service announcement. Please be sure when you are reporting an issue with booking or managing travel, you need to include how you are trying to book or manage travel. Simply saying, "I can't book a trip." does not really give anyone enough information to go by to help you troubleshoot your issue. Some key things to consider when reporting a problem to the ETC via Help Hub or email are:

- What tool are you using to book or manage? United app, employeeRES (on a computer or on your phone?), myIDTravel, Id90Travel, or [United.com](https://www.united.com) (when booking myUAdiscount tickets and not using the app)?
- If you are using the app, are you using the Apple version, or the Android version?
- What are you doing when trying to book or manage travel? What cities are you booking, and dates? Are other airlines involved? Be as specific as possible, while still protecting your privacy (don't give names or ID number on Facebook, but it's OK in Help Hub).
- Do you receive an error message? If so, what EXACTLY does it say, and what did you do to make it appear?
- If you don't get an error response, what do you get or see?
- Can you include a screenshot of your error or the result you are getting?
- What is your employee status? Are you active, on COLA, furloughed, retired, United Express, etc.? Different employee statuses can cause different outcomes.
- Do not call the United IT Help Desk to report the issue. They will simply open an incident, which then gets forwarded to the ETC. It's much faster to submit a Help Hub case directly to the ETC, or use the chat feature on the travel pages in Flying Together, or to email ETC@united.com. We will research and get back to you with additional questions, resolution, or additional information. We will open an incident with the Help Desk if needed, which usually, it's not. Contacting the Help Desk just adds another layer of people touching the issue who cannot help you with it and slows down the process.

By following the above suggestions, you make it a lot easier for everyone to help you figure out a resolution to your issue, rather than simply generating a lot of guesses and even conspiracies based on lack of information.

LAC NEWS

HCLAC

Dave Newell

The Hill Country LAC will have its "quarterly" luncheon at the Pecan Street Brewers in Johnson City, TX on THURSDAY, April 22 at 1130. Governor Abbott has removed the statewide mask mandate and the restrictions on business openings and customer service, so the socializing should be easier. The address is 106 E. Pecan Street in Johnson City. The restaurant is now closing on Wednesdays, so we had to move our regular scheduled luncheon to Thursday. As usual, guests are welcome.

Dave



DENLAC

Dennis McDonald

Fellow morning breakfasters, it appears that the end is finally near. And normalcy is on the horizon. (But I said that a few months back and then the second wave hit!) Most of us "geezer" (70+) have already gotten our first shot, and here in Colorado the "near geezers" (65+) are now eligible, so by April we should be all vaccinated up and ready to muster up for coffee and a fine breakfast. The restaurant restrictions are also loosening up as the color code is yellow and moving toward blue.

So mark your calendars for Wed morning April 14th for our next get together. The March issue will have the final details.

AND.....HERE ARE THE FINAL DETAILS:

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 14 April, 9 June, 11 August, 13 October and 8 December.

Covid restrictions are fast being reduced and as of today (worst case scenario) we will be in tables of 10 and will need mask to enter (until we sit down to eat) - I'm hoping this too will be history by the time of the first get together. A week prior, I will provide another update and call for RSVP's.

Now here's the difficult part. I do NOT have the capability of sending out the emails and having the master contact list. Dave Newell is providing the services of the Golden Eagles to send out the call for RSVP's on his computer, but I will need to receive the RSVP count - so you can NOT just reply to sender with the RSVP count. A week prior please email me

with the count of attendees at B777man@comcast.net (no negative RSVPs are required). For the next few months it is imperative to have a good count for the Perfect Landing. I know this is a little bit of a hassle, but at least we are out of "lockdown"!

I will do one plug here for Dave - if you are not a Golden Eagle 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/>

I'll be back in early April with an update - it's been over a year now, I'm I'm anxious to see how much older, fatter, wrinkled and balder you folks have gotten!

Dennis



Kingwood LAC

Bill Chambers and Bruce Sprague

The Kingwood Golden Eagles slowed down when the pandemic hit, but we have been meeting now for many months, *every Tuesday morning* at La Madeleines, in Town Center of Kingwood, Texas. Just about everyone has had their Covid shots. Usually by 8 am there are fifteen or 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! Also, once a quarter, we meet with the Conroe and The Woodlands pilots. More information and LAC member photos on the Golden Eagles website (www.thegoldeneagles.org).

Bill

Bruce



AIRLINE NEWS

Failure of NDI procedures at Pratt & Whitney

The following link provides a detailed review of two failures of fan blades (FBO - Fan Blade Off) on Pratt and Whitney 4077 engines and subsequent engine failures on two Boeing 777 aircraft. One was experienced by a Japan Airlines flight in 2018 and the other was the recent United event near Denver International Airport in February of 2021. The lengthy article explains in detail the failure of NDI (non-destructive inspection) procedures with the Pratt & Whitney engines. Interesting information for those who may wish to read through it.

<http://aerossurance.com/safety-management/ndi-failures-b777-pw4077-fbo/>

FAA Releases PW4000 Airworthiness Directive Following 777 Engine Failure

- by [Linnea Ahlgren](#)
- February 24, 2021

The Federal Aviation Administration (FAA) of the United States announced Tuesday that it had issued an emergency airworthiness directive regarding certain Pratt & Whitney PW4000 engines. The directive requires Thermal Acoustic Imagery of fan blades to detect any hidden cracks before the planes equipped with them are allowed to take off again.



The FAA directive requires thermoacoustic inspection of certain Pratt & Whitney engines. Photo: [InSapphoWeTrust via Flickr](#)

Titanium blades to be inspected

Following this weekend's spectacular engine failure resulting in someone's Colorado-garden becoming a modern art installation (thankfully without injury to life or limb), the FAA has issued an emergency airworthiness directive (AD) related to certain Pratt & Whitney engines.

The directive requires operators with airplanes equipped with these engines to inspect them before further flight. The FAA said it had reviewed all the data from Saturday's incident, where a United Boeing 777-200 suffered an engine failure shortly after take-off from Denver.

[The PW4000](#) number two engine's fan-blade failure mere minutes after United's flight took off for Honolulu resulted in a damaged engine, an in-flight engine fire, and damage to the airplane.

Combined with other safety factors, the agency has determined that carriers have to conduct a thermal acoustic image (TAI) inspection of the large titanium blades at the front of the engine.

Most operators have already grounded the plane

EDITORIAL: It's No Longer Fear Of Flying; It's Fear Of Arriving

[Karen Walker](#) February 09, 2021

It used to be that when someone said they were afraid to fly, what they really meant was they were afraid of crashing.

COVID-19 has changed almost everything in most people's lives. It's even changed what it means to be afraid to fly. And it's done that in two parts.

First came the "afraid to fly because I might catch the virus while traveling in a small tube" syndrome. Now comes the "afraid to fly because heaven knows what will happen when I arrive."

The aviation industry campaigned hard last year to counter the first fear, that it might be easier to be infected while flying. Data and videos and Powerpoints were rolled out demonstrating the extremely low levels of documented virus transmission and why that is the case: hospital-grade cabin HEPA filters, mask wearing, seat backs, stepped up sanitization and other industry-wide processes that likely make an airliner

cleaner and safer than the average grocery store.

But the second fear, already far more prevalent in 2021, is much harder for the industry to counter.

As more countries react to second and third virus waves and the new virus variants with increasingly draconian travel restrictions, fewer people will fly. Not because they are scared of flying, but because they do not want the hassle or cost of what it takes to be allowed to go somewhere.

The UK is about to insist on multiple COVID tests before flight, again on arrival and again after arrival; many passengers will also have to stay in government-approved hotels for mandatory quarantines at substantial cost. A family of four, should it still deem this travel necessary, could easily end up paying nearly \$10,000 for the tests and hotel stays (ironically, they might do better to skip the quarantine and pay the maximum fine; it could work out cheaper).

The UK is not alone, of course. The skid toward highly unpalatable travel restrictions is almost global and almost certainly a move by governments to stop people traveling while not actually closing borders.

But the effect is the same. And if mandatory testing is brought into the US for all domestic flights, as seems to be under consideration, then Americans will stop flying not because of the flight but because of the cost and hassle of the tests.

Boeing has called on the White House not to expand international testing mandates to domestic travel. That's a good call and it can be justified in science and data.



[Karen Walker](#)

Boeing, hit with \$6.6 million FAA fine, faces much bigger 787 repair bill

SEATTLE/WASHINGTON (Reuters) - Boeing Co will pay \$6.6 million to U.S. regulators as part of a settlement over quality and safety-oversight lapses going back years, a setback that comes as Boeing wrestles with repairs to flawed 787 Dreamliner jets that could dwarf the cost of the federal penalty

Boeing is beginning painstaking repairs and forensic inspections to fix structural integrity flaws embedded deep inside at least 88 parked 787s built over the last year or so, a third industry source said.

Boeing told the FAA in August 2020 about the latest flaw, involving structural wrinkling in the interior fuselage skin where carbon-composite barrels that form the plane's lightweight body are melded together. Boeing has an ambitious internal plan to deliver 100 of the jets this year, one person said. Analysts say deliveries are not expected to recover to 2019 levels until at least 2024.

'OPEN-HEART SURGERY'

But before any jet is delivered, it must go through invasive inspections and costly repairs. First, technicians must pull out the passenger seats, open up the floor paneling and use specialty tools to measure whether defects invisible to the naked eye are present, according to three people with direct knowledge of the process. In the bowels of the jet, technicians have to remove multiple specialty fasteners on both sides of the inner fuselage skin, then install newly produced “shims” that fill out gaps and remove the structural dimpling. Workers then replace all the fasteners, re-paint, and re-install the interior, they said. “It’s like open-heart surgery,” one of the people said. “They’ll be retrofitting the fleet for potentially several years.”

United orders another 25 Boeing 737 MAX jets to prepare for recovery

By [Tracy Rucinski](#)

(Reuters) - United Airlines Holdings Inc has ordered 25 new Boeing 737 MAX aircraft to receive in 2023 and moved up the delivery of others as it prepares to replace aging jets and meet post-pandemic demand growth, the company said on Monday.

U.S. airlines have parked and retired aircraft as the coronavirus pandemic sapped travel but are beginning to position their business for a recovery as more vaccines are distributed across the country and globally.

“With a number of our aircraft nearing the end of their lifecycle and the growth opportunities that we know will exist in the COVID-19 recovery period, this agreement will help us to grow as demand returns,” Chief Commercial Officer Andrew Nocella said in a memo. The move is a vote of confidence in Boeing after two fatal 737 MAX crashes triggered a 20-month safety ban that U.S. regulators lifted last November. Shares in Boeing and United rose over 6%. In addition to the new Boeing order, United said it has moved up delivery of 40 previously ordered MAX aircraft to 2022 and 5 to 2023, meaning it will have 94 new aircraft in its fleet over those two years. Altogether, it has 188 orders for the more fuel-efficient, single-aisle MAX.

The deal comes as United continues to push for a third round of government payroll relief for airlines. It sent about 9,200 furlough notices to employees last week that will take place in April without an extension of a current support package, a spokeswoman said. After voluntary leaves and early retirements over the past year, United said its headcount totaled 74,400 at the end of 2020, down 22% from 2019.

United has 52 Boeing 777-200 wide-body aircraft which were grounded last week after an engine failure, prompting some potential scheduling headaches.

50 new routes starting in March 2020

Airline	Code	Dept City	Code	Arrival City	Code	Freq	Start	Equip
Aerolineas Argentinas	AR	Buenos Aires	AEP	Lima	LIM	4X-weekly	23-Mar-21	737-700
Air Dolomiti	EN	Munich	MUC	Aarhus	AAR	3X-weekly	29-Mar-21	E195
Air Dolomiti	EN	Munich	MUC	Cuneo	CUF	5X-weekly	29-Mar-21	E195
Air Dolomiti	EN	Munich	MUC	Forli	FRL	5X-weekly	29-Mar-21	E195
Air India	AI	Chennai	MAA	London Heathrow	LHR	1X-weekly	27-Mar-21	787-8
Airlink	4Z	Cape Town	CPT	Harare	HRE	3X-weekly	03-Mar-21	E190

Airlink	4Z Cape Town	CPT Walvis Bay	WVB 3X-weekly	02-Mar-21 ERJ135
Air Serbia	JU Belgrade	BEG Geneva	GVA 2X-weekly	01-Mar-21 A320
Alaska Airlines	AS Los Angeles	LAX Austin-Bergstrom	AUS Daily	28-Mar-21 E175
Alaska Airlines	AS Missoula	MSO San Diego	SAN Daily	28-Mar-21 E175
Allegiant Air	G4 Las Vegas McCarran	LAS Asheville/Hendersonville	AVL 2X-weekly	04-Mar-21 A320
Allegiant Air	G4 Las Vegas McCarran	LAS Flint	FNT 2X-weekly	04-Mar-21 A319
American Airlines	AA Dallas/Fort Worth	DFW Eugene	EUG Daily	04-Mar-21 E175
American Airlines	AA Dallas/Fort Worth	DFW Fayetteville	FAY Daily	04-Mar-21 CRJ900
Austrian Airlines	OS Vienna	VIE Hannover	HAJ Up to 2X-daily	25-Mar-21 E195
Blue Air	0B Cluj-Napoca	CLJ Amsterdam	AMS 2X-weekly	24-Mar-21 737-800
Blue Air	0B Cluj-Napoca	CLJ Barcelona	BCN 2X-weekly	20-Mar-21 737-800
Blue Air	0B Cluj-Napoca	CLJ Paris Charles de Gaulle	CDG 2X-weekly	29-Mar-21 737-800
Blue Air	0B Cluj-Napoca	CLJ London Heathrow	LHR 4X-weekly	26-Mar-21 737-800
British Airways	BA London Gatwick	LGW Accra	ACC Daily	28-Mar-21 777
British Airways	BA London Heathrow	LHR Bermuda	BDA 5X-weekly	20-Mar-21 777
China Southern	CZ Beijing Daxing	PKX Fuzhou	FOC Daily	28-Mar-21 A321
China Southern	CZ Beijing Daxing	PKX Korla	KRL Daily	28-Mar-21 737-800
Citilink	QG Jakarta	CGK Guangzhou	CAN 1X-weekly	25-Mar-21 A330
Citilink	QG Jakarta	CGK Chengdu	CTU 1X-weekly	25-Mar-21 A330
Etihad Airways	EY Abu Dhabi	AUH Tel Aviv	TLV Daily	28-Mar-21 A321
flydubai	FZ Dubai	DXB Cluj-Napoca	CLJ 2X-weekly	20-Mar-21 737-800
Frontier Airlines	F9 Ontario	ONT San Francisco	SFO 2X-weekly	07-Mar-21 A320
Frontier Airlines	F9 Ontario	ONT Sacramento	SMF 2X-weekly	08-Mar-21 A320
Hawaiian Airlines	HA Honolulu	HNL Orlando	MCO 2X-weekly	21-Mar-21 A330-200
Hawaiian Airlines	HA Honolulu	HNL Ontario	ONT 5X-weekly	26-Mar-21 A321
JetBlue	B6 Cancun	CUN Austin-Bergstrom	AUS Up to 3X-weekly	21-Mar-21 A320
JetBlue	B6 Cancun	CUN Nashville	BNA Up to 3X-weekly	23-Mar-21 A320
JetBlue	B6 Cancun	CUN Las Vegas McCarran	LAS Up to 3X-weekly	06-Mar-21 A320
JetBlue	B6 Cancun	CUN Sacramento	SMF Up to 3X-weekly	23-Mar-21 A320
Loganair	LM London Heathrow	LHR Teesside	MME 2X-daily	08-Mar-21 ERJ145
Nord Wind	N4 Moscow Sheremetyevo	SVO Hamburg	HAM 1X-weekly	01-Mar-21 737-800
Nord Wind	N4 Moscow Sheremetyevo	SVO Krakow	KRK 1X-weekly	02-Mar-21 737-800
Pegas Fly	EO St Petersburg	LED Berlin Brandenburg	BER 1X-weekly	04-Mar-21 E190
Pegas Fly	EO St Petersburg	LED Duesseldorf	DUS 1X-weekly	06-Mar-21 E190
Qantas Airways	QF Melbourne	MEL Merimbula	MIM 4X-weekly	01-Mar-21 DHC8-300
Qantas Airways	QF Melbourne	MEL Newcastle Williamtown	NTL 2X-daily	25-Mar-21 717-200
SCAT	DV Nur-Sultan	NQZ Ras al Khaimah	RKT 1X-weekly	05-Mar-21 737
Singapore Airlines	SQ Singapore Changi	SIN Chongqing	CKG 1X-weekly	08-Mar-21 737-800
Singapore Airlines	SQ Singapore Changi	SIN Phnom Penh	PNH Daily	27-Mar-21 737-800
Uzbekistan Airways	HY Urgench	UGC Istanbul Airport	IST 1X-weekly	28-Mar-21 A320
Uzbekistan Airways	HY Urgench	UGC London Heathrow	LHR 2X-weekly	20-Mar-21 A320
Vistara	UK Mumbai	BOM Male	MLE 3X-weekly	03-Mar-21 A320
Voepass	2Z Sao Paulo Guarulhos	GRU Joinville	JOI 6X-weekly	08-Mar-21 ATR 72
Voepass	2Z Sao Paulo Guarulhos	GRU President Prudente	PPB 6X-weekly	08-Mar-21 ATR 72

The following link is to an interesting video about the history and description of the various models of the Boeing 737.

<https://www.youtube.com/watch?v= HZ37pSNZ70&feature=youtu.be>

US Airlines To Get Another \$14 Billion In Government Aid

- by [Jay Singh](#)
- March 7, 2021:

The United States Senate passed a stimulus package on March 6th that will include another \$14 billion for airlines under the Payroll Support Program (PSP). The support package will preclude airlines from laying off or furloughing additional workers through the fall and keep people employed. Though the full package has a few more steps to go, it is quite likely that the airlines will have another \$14 billion headed their way. Dubbed the “American Rescue Plan Act of 2021,” the US Senate passed a pandemic relief package that includes \$14 billion for airlines. The bill, once enacted, would give airlines the third round of government support with conditions similar to the previous two rounds of government support. The airlines will get the money, and then the airlines will not be able to furlough, layoff, or reduce salaries for employees through September 30th, 2021. Airlines will also need to refrain from repurchasing their shares or paying dividends through September 30th, 2022. This applies to carriers who take money through the extended PSP. There are also limits to executive compensation.

The first round of airline relief came in March of last year when airlines received \$25 billion in direct grants under the PSP and could access parts of the \$25 billion allocated under loans and loan guarantees. The first round of support precluded airlines from performing involuntary layoffs through September 30th, 2020.:

The [second round came in December, with another \\$15 billion in relief for airlines](#). Those conditions for receiving funds were just about a carbon copy of the restrictions from the first round, though those furlough restrictions continued through March 31st, 2021. Airlines, however, warned that the temporary relief would pass, and [furloughs would need to happen after the March 31st date passed](#). [Some of the second round of support is still going out to airlines](#). Southwest Airlines, only on Friday, received its second installment of the second round of support. Other airlines are soon to follow in announcements of disbursements.

Now, US carriers seem to be gearing up to get the third round of support, nearly a year after receiving the first round of support. There are still a few steps to go, but once President Biden signs it, which he is very likely to do, the money will soon head over to airlines. This comes after one airline that had lobbied the hardest for additional support, American Airlines, CEO made comments late last year indicating that he believed the [second round would be the last one needed for the industry](#).

Will this be the last round of support?

After just about every relief bill passage, airline industry support groups started to rally around the need for another extension. [Ahead of the second one, US airline CEOs lobbied Congress and the White House for an extension](#). This third one, however, has the chance to be the last round of support.

The reason is that heading into the summer, there is a lot of hope that, as vaccinations continue and more shots get in people’s arms, people will start booking airline tickets again and be willing to travel some more.

Already, many airlines are hoping to become profitable in the spring or beyond. Most are hopeful the summer will help them get over their losses and into more friendly revenue territory. If that does happen,

then the airline industry will likely see the last of the government aid. But, as is clear with the ongoing crisis, anything can happen.

US airlines see routes, traffic returning this spring

The US industry is optimistic air traffic is headed for a rebound.



Recent commentary from US airline executives portends a route rebound this spring, as COVID-19 case counts, deaths and vaccinations continue to trend in a positive direction.

Boeing Major Order For Dozens Of 737 MAX (no Airbus A220) to Southwest Airlines

Boeing Co is close to a deal to sell dozens of its 737 MAX 7 jets to Southwest Airlines Co, in potentially the company's largest 737 MAX order since the aircraft's safety ban was lifted, people familiar with the matter said on Wednesday.

The proposed deal, which one of the sources said could potentially involve 130 firm orders plus roughly 170 options, follows intense **competition between the smallest member of Boeing's MAX family and the A220 from Airbus SE.**

Just in:

Major Carriers say they will cancel planned furloughs due to the recent stimulus bill passed by congress which provides additional relief payments to airlines under the Payroll Support Program (PSP).

Boeing 737 MAX Fleet's Return To Service Gains Momentum

[Sean Broderick](#) March 12, 2021

Airlines are steadily adding Boeing 737 MAX-family aircraft to their flight schedules as regulators lift their bans on the model, paving the way for operators to shift focus from reassuring hesitant customers to reaping the benefits of more efficient assets.

As of March 2, 12 carriers were operating 87 737-8s and -9s in revenue service, Boeing figures show. The fleet had logged more than 7,500 revenue flights and 17,500 flight hours.

- 737 MAX grounding ended in December after 21 months
- Boeing 737 MAX operations are ramping up in several global regions
- The active fleet surpassed 100 by mid-March
- China's timeline remains unclear

United and American seem to be leading the pack with operating the 737 MAX in their fleets. Alaska and Southwest are also very active in this regard.

NEW MEMBERS

James Buhl
Arnold Scotto

Welcome aboard.....

AND.....THE LIGHTER SIDE



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

**People are asking who
you'd call if someone
broke into your house.
I gotta go with
Coroner.**

**A couple of cows were
smoking a joint and
playing cards...
The steaks were pretty
high**



**Being a little older, I am very
fortunate to have someone call
and check on me everyday. He is
from India and is very concerned
about my car warranty.**



Important 2nd Vaccine Info:

This happened yesterday and is important information for our age group. A friend had his 2nd dose of the vaccine at the vaccination center after which he began to have blurred vision on the way home. When he got home, he called the vaccination center for advice and to ask if he should go see a doctor, or be hospitalized. He was told NOT to go to a doctor or a hospital, but just return to the vaccination center immediately and pick up his glasses.

The Pope met with his Cardinals to discuss a proposal from Benjamin Netanyahu, the leader of Israel. "Your Holiness," said one of his Cardinals, "Mr. Netanyahu wants to challenge you to a game of golf to show the friendship and ecumenical spirit shared by the Jewish and Catholic faiths". The Pope thought this was a good idea, but he had never held a golf club in his hand.

"Don't we have a Cardinal to represent me? " he asked.

"None that plays very well, "A Cardinal replied. "But, " he added, "there is a man named Jack Nicklaus, an

American golfer who is a devout Catholic. We can offer to make him a Cardinal, and then ask him to play Mr. Netanyahu as your personal representative. In addition to showing our spirit of cooperation, we'll also win the match." Everyone agreed it was a good idea, and the call was made.

Of course, Nicklaus was honored to be made a Cardinal, and agreed to play.

The day after the match, Cardinal Nicklaus reported to the Vatican to inform the Pope of the result.

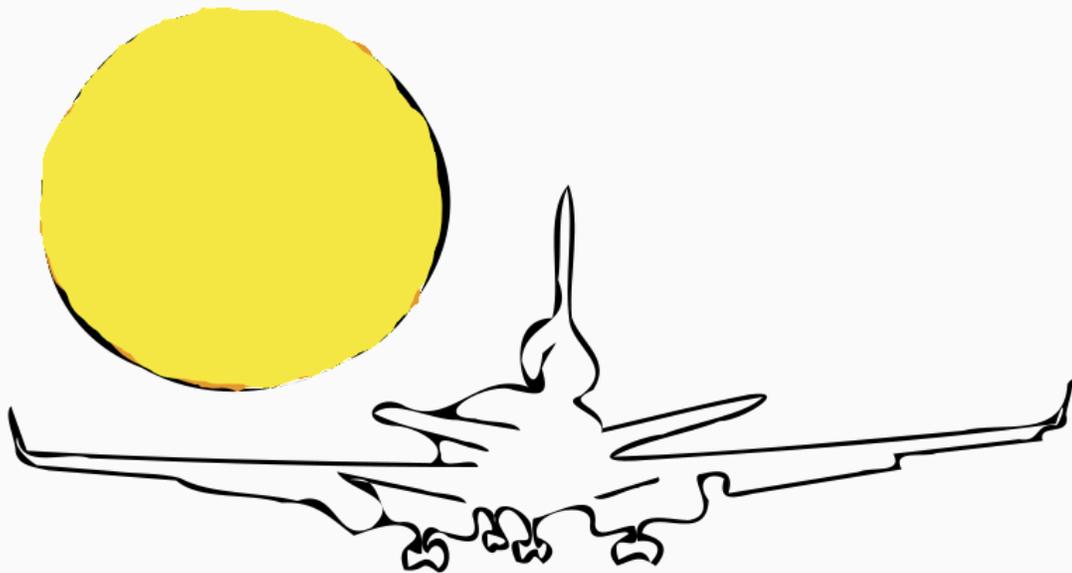
"I have some good news and some bad news, your Holiness, " said the golfer.

"Tell me the good news first, Cardinal Nicklaus," said the Pope.

"Well, your Holiness, I don't like to brag. Even though I've played some pretty terrific rounds of golf in my life, this was the best I have ever played, by far. I must have been inspired from above. My drives were long and true, my irons were accurate and purposeful, and my putting was perfect I played like I was 30 years old again. With all due respect, my play was truly miraculous."

"And what's the bad news? " the Pope asked.

Nicklaus sighed. "I lost to Rabbi Tiger Woods." 🙄



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, 2020
Ray Shubert	Mar 8, 2020
Roger Stephens	Mar 10, 2020
Thomas Lund	Mar 11, 2020
Howard "Tick" Loitwood	Mar 14, 2020
Dave MacCormick	Mar 30, 2020
John Nelson *	Apr 1, 2020
Billy Ray Mills	Apr 30, 2020
Claude Perret *	May 14, 2020
Alex Alexander	May 20, 2020
Bill Darrow*	May 29, 2020
Barry Schultz	June, 2020
Allen Timms	June 8, 2020
Paul Britton	June 18, 2020
Mike Perry*	July 3, 2020
Emily Howell-Warner	July 4, 2020
Richard Mahoney	July 14, 2020
C M "Red" Stubben *	July 29, 2020
Wes Coss	Aug 10, 2020
James "Jim" Bryant *	Aug 15, 2020
Bill Baddorf *	Sept 01, 2020
Jim Buick*	Sept 05, 2020
Lawrence Kelly Irving	Sept 15, 2020
Mike Bowers	Oct 8, 2020
Loren Furlong	Dec 6, 2020
Bill Gilbert	Dec 9, 2020
Tom Carr *	Dec 28, 2020

2021

Larry Camden * Jan 21, 2021

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



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