



Update and Reminders May 2022

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

Las Vegas Reunion 2022

The Golden Eagles nationwide reunion is now in the history books and all agree it was great fun and it was exciting to see old friends and make new ones. Thanks to our Event Chairman Loyd Robeson and his lovely wife Debbie for all their hard work

archive, was sent to the membership on May 24th. It can be accessed on our website, www.thegoldeneagles.org, in the MEMBERSHIP section under ARCHIVED BLAST EMAILS. Scroll down a ways to the MISCELLANEOUS heading and select the Las Vegas Reunion May 3-5 to download. This file is large so it will take some time to download if you have a slow internet connection. With a fast connection it should download in a minute or so. Be patient.....The recap is also posted under Reunions on the website.

Here is a link to the archived recap for your convenience:

https://www.thegoldeneagles.org/uploads/4/5/2/4/45245885/may_2022_recap_las_vegas_reunion_may_3_4_2022.pdf

The file should begin to download as soon as you click on the above link. ***You can view a larger version of any photo by clicking on the photo.***

See Loyd's comments regarding the reunion in the Regional Reunion News later in this report.



Event Chairman Loyd Robeson and his wife Debbie.

Golden Contrails magazine, the member rosters, the Golden Eagles documents and the archived blast emails on our website, www.thegoldeneagles.org, is **radar**

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 APRIL 2022 have been uploaded to the Golden Eagles website, www.thegoldeneagles.org, under the Roster Download heading of the Membership section. The May updated rosters should be posted soon.

GOLDEN CONTRAILS MAGAZINE

In case you missed the notice, the December issue of the Golden Contrails magazine is on the Golden Eagles website, www.thegoldeneagles.org in the Contrails section.

NOTE: *For those who may not have gotten around to going to the website and downloading the Golden Contrails magazine for April 2022, the link below the photo of the magazine cover below is a link to the magazine for your convenience. Just click on the link below the photo of the cover page and you will be taken to the magazine.....*



Golden Contrails

April



2022



https://www.thegoldeneagles.org/uploads/4/5/2/4/45245885/2022_4.pdf

Our President and Golden Contrails editor Gary Small would appreciate any feedback regarding the Golden Contrails magazine. Like it...don't like it.....suggestions.....let Gary know. He would like to hear from you so he can continue

Also, 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>

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?....let us know.

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. I'm retired. My daughter and her husband are enrolled friends. Can they travel unaccompanied in business first internationally on a vacation pass?

A. Yes, but they can fly anywhere in upper cabins at anytime with or without you. It is just their pass classification that is different if you are not with them.

Q. I'm retired. 1. Am I assuming correctly that our employee website does not include United Express flights? 2. Is my enrolled friend eligible to fly standby on United Express or can an enrolled friend buy a discount ticket on United Express? It's "Silver Airways."

A. Yes, can pass ride and purchase UADiscount tickets on express flights. If the flight is listed in Employee Res, it will have a UA flight number and therefore be bookable for pass travel by enrolled friends. Silver Airways is not United Express. They code share with United, and therefore, you cannot use eRES to book on them, you do not get myUAdiscount on them, and your enrolled friend cannot pass travel

LAC News

Hill Country LAC (San Antonio/Austin)

Dave Newell

The Hill Country LAC had its quarterly luncheon at the Pecan Street Brewing Restaurant in Johnson City, TX on Thursday, April 21, 2022 at 1130. A few of the wives attended for their "ladies lunch".

Attendees were: Dave Newell, Don Gentry, Ben McKenzie, Bob Shelton, Bernie Hallee, Allan Newsom, Carey McWilliams, Jerry Greenamyre, Dave Gildart, Charlie Brame, Al Zambrano, Hans Vogelpohl, Wayman Curry, Lee Meyners, Ray Booth.

Ladies who attended for their lunch were Kay Newell, Shel McWilliams, Mary Booth and Chris McKenzie.

Our next luncheon is scheduled for THURSDAY, JULY 21 in Johnson City at the Pecan Street Brewing at 1130. Don't worry, they have AC! 🍷 Guests and spice (spouses) are always welcome.

Photos of the attendees are below:



Don Gentry, Wayman Curry, Ray Booth, Hans Vogelwohl, Al Zambrano, Charlie Brame, Dave Gildart, Dave Newell, Jerry Greenamyer, Carey McWilliams, Bob Shelton, Bernie Hallee, Lee Meyners, Ben McKenzie, Allan Newsom



Carey McWilliams, Bob Shelton, Bernie Hallee, Lee Meyners, Wayman Curry, Ray Booth
Hans Vogelwohl, Al Zambrano (just turned 85), Charlie Brame



Bernie Hallee, Lee Meyners, Ben McKenzie



Jerry Greenmyer, Allan Newsom, Carey McWilliams, Bob Shelton, Bernie Hallee



Ray Booth, Hans Vogelpohl, Al Zambrano, Charlie Brame, Dave Gildart

Dave



DEN LAC (Denver)

Dennis McDonald

Our next breakfast is 8 June. If you or someone you know is not on our list please let Dennis know.

Our dates for the rest of 2022 are 8 June, 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.

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).

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 THE "Major Event" of the year, where we will put in the full 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

your calendar:

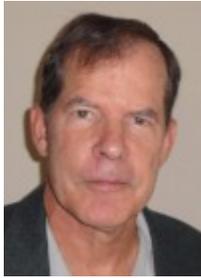
TIME: 11:30 am

WHEN:

Monday, Aug 1, 2022

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

Bill



Bruce



The Houston Area LACs had their quarterly lunch at the Spring Creek BBQ on May 2. There were 30 pilots in attendance. The photos and names are posted below.



Dale Gustafson and Dave Hill



Bill Bella and Rich Bulger



Tom Kosh and Kent Muhlberger



Steve Souders and Steve Poppe



Steve Cady and Bill Chambers



Mike Machemehl and Jim Northington



Mickey Wagner and Jim Tucker



Jim Davis and Dave Attaberry



Rick McDonald and Joe Finelli



Bill Chambers



Steve Allen and Paul White



Bob Poland and Tom Howard



Tip Fuller and Bruce Roloff



Hap Wilson and Steve Cady



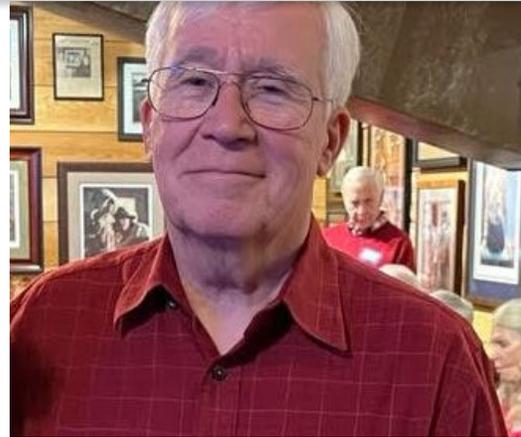
Dave Hill, Joe Finelli and Bill Bella



Bill Bella, Paul White, Rick McDonald, Steve Allen



Bill Bella, Rich Bulger, Kent Muhlberger, Mike Barksdale



Bruce Sprague

Newark LAC

Mark Sheprow

Mark has no report this time.....

Mark Sheprow

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Mark



Regional Reunion News

Event Chairman

Loyd 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

a reunion seems to be quite popular. We will likely to visit the concept for future reunions.

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

Loyd



Airline News

Airlines Substitute Buses for Planes as Pilot Shortage Persists

(Bloomberg) -- U.S. airlines are facing a pilot shortage that's complicating efforts to ramp up flights, forcing them to step up training programs, recruit foreign pilots and even replace planes with buses. The industry needs to hire an average of 14,500 new pilots each year until 2030, according to federal labor [statistics](#). But carriers say there's no way they can bring on that many due to long lag times for credentialing. Worse, experts say the staffing bottleneck is unlikely to end anytime soon. "The pilot shortage for the industry is real and most airlines are simply not going to be able to realize their capacity plans because there simply aren't enough pilots, at least not for the next five-plus years," Scott Kirby, chief executive officer of United Airlines Holdings Inc. said earlier this week on a conference call. That will likely force United to keep 150 regional planes parked despite increased domestic travel demand, he said.



The issue isn't new -- airlines already faced difficulty finding and retaining pilots before the pandemic -- but a purging of employees at the start of the downturn in 2020 has left the industry ill-prepared for a rebound. Thousands of pilots accepted buyouts or retired early when federal aid to avoid furloughs failed to cover all the airlines' labor costs, especially for veteran pilots earning six-figure salaries. Two years on, airlines are unable to find enough qualified crews to fully reinstate route maps. "This is going to be one of the biggest constraints for the industry going forward," Alaska Air Group Inc. Chief Executive Ben Minicucci said on an April 21 call. Airlines have scaled back plans for a rapid resumption of pre-pandemic flight schedules. United expects flying this quarter to be down 13% from 2019, while Delta Air Lines Inc. projects a 16% decline, American Airlines Group Inc. as much as 8% and Alaska Air, about 9%. JetBlue Airways Corp. is trimming 10% of its planned summer flights.

Regional Carrier Crunch

The problem is most acute at regional airlines, where pilot ranks have been depleted by hiring at larger carriers. A beggar-thy-neighbor strategy has left smaller aircraft idle and cut flights dedicated to shorter routes. "We don't have the regional aircraft flying the summer right now [that] we would like," American's chief executive officer, Robert Isom, told CNBC Thursday. "This is a fantastic opportunity for people that want to come in and fly planes. They can make a lot of money."

Regional airlines play a critical role in ferrying passengers from smaller markets to hub airports where they board flights operated by larger partners. These workhorses of the industry have capacity purchase agreements binding them to one or more primary airlines such as American or Delta, which control scheduling, pricing and ticketing. "This is the pivotal point," Faye Malarkey Black, chief executive of the Regional Airline Association, said in an interview. "We have not seen this level of

Flying Bus

In lieu of puddle-jumper flights, some airlines are linking up with charter bus services. United and American have contracted with Landline Co., a Fort Collins, Colorado-based startup, to ferry passengers and their bags by motorcoach on some shorter routes, allowing them to sell destinations where they don't fly. Others are casting a wide net to find staff. Discount carrier Breeze Airways and SkyWest Inc. are both [recruiting foreign pilots](#) from Australia.

The industry is hiking pay to attract and retain pilots. But the rapid escalation in labor costs could undermine the business models of deep-discount airlines by limiting their ability to grow and eroding their core cost advantages. That's a risk to Spirit Airlines Inc. and Frontier Group Holdings Inc. Those two carriers "require an abundance of pilots willing to work for less than what large airlines pay," said Jamie Baker, a JPMorgan analyst. "The sustainability of that model should logically be questioned in the current environment."

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United Airlines Cancels Johannesburg Flights Over Fuel Shortage

[BY JAKE HARDIMAN](#)

The carrier flies to Africa's second-busiest airport from its Newark hub.

United Airlines' Newark-Johannesburg route is presently facing disruption due to a fuel shortage at the South African airport. The carrier, which has been serving this aerial corridor for just under a year, has already been forced to make several cancelations on the route. These cuts have impacted flights in both directions.

The route in a nutshell

To understand the nature of the issue facing [United](#), it is important to establish its presence on the route. It began flying between Newark Liberty International (EWR) and Johannesburg OR Tambo International (JNB) last June. This marked a return to South Africa for the carrier, which had suspended its Newark-Cape Town route.

United doesn't plan to [return to Cape Town](#) until June, when it will reconnect the city with Newark on a thrice-weekly basis. However, its Newark-Johannesburg route is already alive and kicking. Indeed, tracking data from [FlightRadar24.com](#) shows that it is scheduled to serve the corridor with a daily flight in each direction.

TRANSATLANTIC CARRIER WITH LATEST EXPANSION

[MATTHEW KLINT](#)



United Airlines is in the process of launching or resuming 30 transatlantic flights in the coming weeks, which not only means it will offer more transatlantic destinations than every U.S. carrier combined, but will make it the largest airline across the Atlantic for the first time in company history.

United Airlines Transatlantic Expansion – Summer Schedule Offers 30 Additional Flights

Forecasting strong demand throughout the summer months, United Airlines has [ramped up](#) its transatlantic schedules, including a number of new routes, extra frequencies, and resumption of old routes. Between mid-April and June, that number will total 30 flights, accounting for 25% increase over the 2019 pre-pandemic schedule.

New services includes:

- Amman, Jordan (AMM)
- Bergen, Norway (BGO)
- Azores, Portugal (PDL)
- Palma de Mallorca, Spain (PMI)
- Tenerife (Canary Islands), Spain (TFN)

> **Read More:** [United Airlines Plans 10 New Transatlantic Routes In 2022](#)

London Calling

transatlantic point-to-point flight (it does not touch a hub). United also serves London from its seven hubs and will increase that with

- Second daily flights between Denver and London beginning May 7
- Third daily flight between San Francisco and London Heathrow beginning May 28
- Adding seventh daily flight between Newark and London Heathrow beginning May 28

Other New Flights To Europe

Other new routes include:

- Denver ⇄ Munich – daily (began April 23)
- Chicago ⇄ Zurich – daily (began April 23)
- Newark ⇄ Nice – daily (begins April 29)
- Chicago ⇄ Milan Malpensa – daily (begins May 6)
- Newark ⇄ Dublin – will go double daily (began April 23)
- Newark ⇄ Frankfurt – will go double daily (began may 26)
- Newark ⇄ Rome – will go double 5x weekly (begins May 27)

Two routes (Washington – Berlin and Newark – Prague) did not make the final cut and will not operate as planned.

Additional Africa Frequencies

Finally, United will resume service between Newark and Cape Town on June 5th, which will become a year-round route. Furthermore, United will increase service to Accra, Ghana to daily service starting on May 8th.

CONCLUSION

United Airlines sees a strong return of transatlantic demand and is responding by offering more flights this summer than at any point in company history. Once the new routes and additional frequencies are launched, United will become world's largest transatlantic carrier in terms of destinations.

A never ending nightmare for Boeing, losses soar as it faces issues with all its new passenger jets

Apr 28

certification deadline of end of year 2022. They also reported a much bigger loss than was expected in their Q1 2022 earnings call, \$1.2 billion compared to \$561 million Q1 2021.

737 MAX



Boeing 737 MAX 10

It all started with the 737 MAX debacle; in 2018 a brand-new Lion Air Boeing 737 MAX crashed shortly after takeoff into the Java Sea killing all 189 passengers and crew onboard. Later, in 2019 another 737 MAX crashed, this time in Ethiopia, again the airplane crashed shortly after takeoff killing all 157 passengers and crew onboard. These two accidents are very similar, and while when the first plane crashed it was blamed on pilot error, when the second plane crashed with a very similar flight path focus shifted toward the aircraft's design and all aircraft of the type were grounded. It was found that when Boeing modified the aircraft with bigger engines to make it more fuel efficient its flight characteristics changed. Boeing implemented a system called Maneuvering Characteristics Augmentation System (MCAS) that was supposed to pitch the aircraft down whenever certain conditions were met and in the phases of flight were these new aerodynamic characteristics caused the aircraft to behave differently but it failed and pitched the aircraft down in level flight. The aircraft remained grounded for 2 years while Boeing developed a fix only being allowed to fly again in late 2020.

The issue now is certifying one of the types variants, the MAX 10. The aircraft faces an uncertain future with U.S. congressman Peter DeFazio making moves to block an extension to the December 2022 deadline for the aircraft's certification.

behind schedule and have asked the FAA for a further extension to the grace period.

DeFazio who currently leads the U.S. House of Representatives Transportation and Infrastructure Committee has said that he would oppose Congress extending the waiver it had granted the 737 MAX 10 program.

In a statement DeFazio said: ***"The aircraft certification bill gave the FAA a two-year grace period to certify aircraft without the advanced flight crew alerting system, but that grace period should not be extended."***

The FAA warned Boeing in March that time was running out to get the MAX 10 certified before the deadline and asked them for a "mature certification schedule". If the deadline is missed the program could face costly disruptions and delays as Boeing would have to redesign the aircraft to add a new alerting system.

777X



Boeing 777-9

Boeing has announced that the type's entry into service will be delayed even further to 2025, it was initially planned for 2020.

The 777X is Boeing's new flagship and will come in two variants, the 777-8 and 777-9, the aircraft is an update larger and longer ranged version of the original 777-200 launched in the 1990s.

The aircraft has been delayed significantly over the years due to a variety of reasons such as production issues, engine issues, and certification issues. The type was initially planned to complete its first test flight in mid-2019 but that ended up getting

engines were having durability issues causing a delay in their certification. Another issue with the aircraft was a door that blew off during stress testing.

Adding to all these issues, Boeing is now facing a much more stringent certification process for the 777X due to the 737 MAX debacle.

Many customers such as Emirates are not pleased with these delays, carriers have been relying on Boeing's timeline for their fleet planning and aircraft retirements. Emirates has repeatedly expressed their frustration with the program, they are the types biggest customer with 115 aircraft on order. Emirates CEO Sir Tim Clark has repeatedly threatened to cancel the airline's order if the entry into service date were to be pushed out again.

In a statement the company said: ***“To minimize inventory and the number of airplanes requiring change incorporation, the 777-9 production rate ramp is being adjusted, including a temporary pause through 2023. This will result in approximately \$1.5 billion of abnormal costs beginning in the second quarter of this year and continuing until 777-9 production resumes.”***

787



The 787s issues date all the way back to 2013, just two years after the type entered service it was grounded for three months. The issue pertained to the aircraft's APU batteries, the design was modified, and the issue was resolved.

The current concerns for the program are Boeing's quality control and production processes for the type, this has resulted in the FAA stepping in to get involved. One of the issues are the aircraft's titanium plates and some composite parts, the plane

the company having to do repairs to these airframes, it is also expected that these airframes will age faster and will require more inspections.

UNITED AIRLINES SUSPENDS LONGHAUL ROUTES DUE TO 777 AIRCRAFT SHORTAGE

[MATTHEW KLINT](#)

Facing an aircraft shortage as it awaits the return of its fleet of Boeing 777-200 jets with Pratt & Whitney engines, United Airlines has trimmed its June schedule, suspending a number of routes.

United Airlines Suspends Summer Longhaul Routes, Blaming 777 Aircraft Delay

52 777-200 jets remain grounded and that is forcing United to make last-minute changes to its summer schedules. The aircraft were grounded as a precautionary measure in February 2021 after a [fan blade incident](#) onboard a Denver – Honolulu flight. These planes were scheduled to be re-introduced into the schedule in May 2022, but have again be delayed. A source tells *Live and Let's Fly* that the planes are structurally ready to fly, but are experiencing oil servicing equipment issues.

United Introduces Amman

The Jordanian capital of Amman is now part of United Airlines' network, its second Middle East destination. The Star Alliance carrier operates from Washington 3x weekly, finally connecting the two cities – the largest unserved US market from Amman.

While the B787-10 operated the initial roundtrip, the 5,965-mile (9,599km) link is primarily by smaller B787-8s.

United reaches new contract deal with pilots' union, the first of the major airlines in pandemic

[United Airlines](#) and its pilots' labor union have reached an agreement on new

and [training backlog](#).

The Air Line Pilots Association and United didn't disclose the terms of the deal on Friday, but they will likely include higher pay and other improvements.



New Members

Tony Courser
Gil Gilchrist
Carter Boswell

Welcome aboard.....👍

AND.....THE LIGHTER SIDE



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

**The older you get
the more you
appreciate
cancelled plans,
early nights,
thunderstorms
and alcohol that
is on sale.**

**IF MONEY CAN'T BUY
HAPPINESS, EXPLAIN
BOATS AND BEER.**

wheelchair, almost in tears.

"What's the matter?" asks Olaf.

"Oh," sobs the old lady. "I want to have a look at the frozen puddings but, as you can see, there are three steps down into the chiller cabinets."

"No problem," says Olaf, lifting her onto his back.

"I'll take you."

Olaf strolls through the chiller cabinets with the old lady on his back. She selects several puddings and puts them in the basket he is carrying for her. At the other end the old lady's husband is waiting with her wheelchair.

"I'd really like to thank you," says the old lady as Olaf sets her back down in the chair, "but I don't even know who you are!"

Olaf just waves and walks off.

"I was really worried about you," comments the old lady's husband. "What have you been doing?"

"I've been through the desserts on a Norse with no name."



IF YOU'RE GONNA BE DUMB,
YOU BETTER BE TOUGH



FROM AN ELECTRICAL
ENGINEER . . .

Men think that THEY have the
power, but they are not aware
that the power comes from the
socket, not from the plug !!



I want to lose weight
but I don't want to
get caught up in one
of those "eat right
and exercise" scams.

Before
THE LOVE NOTEBOOK
**marrying
someone, you
should first
make them
use a computer
with slow
Internet, just
to see who they
really are.**

**My Kid: I feel like you're always
making up rules and stuff.**

Me: Like what?

**My Kid: Like if I don't clean my
room a portal will open and take
me to another dimension.**

**Me: Well that's what happened
to your older brother.**

My Kid: What older brother?

Me: Exactly.



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
<i>Gus Wenzel</i>	<i>Aug 24, 2019 (notice received 27Apr)</i>
Robert "Bob" Kinsey*	June 2021
Jack Johnson*	June 3, 2021
John Garrett	July 7, 2021
Larry Battersby*	June 27, 2021
Joe Rodehorst	July 21, 2021
Ron Bloecher	July 26, 2021
Ken Lakes*	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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