



Monthly Update and Reminders  
November 2019

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NEW INFORMATION AND RECURRING REMINDERS

We wish all our members and their families a Happy Thanksgiving, safe travels and bon appetit.



The member rosters have been updated and are now on our website in the Membership Section. Let us know if your information is incorrect or missing.

Since the reminder about 2020 dues being due by December 31 and those not paying by April 30th will be removed from our email and



postal mail lists has been mentioned so often lately, it has been decided to omit that reminder in this month's update.....



However we do want to thank all those who have paid their dues early. It really is a big help.

The current password for accessing certain features of our website remains yaw, but it will be changed with the next issue of the Golden Contrails magazine due out in December.



Thanks to the efforts of our President Captain Tom Doherty, the reunion/convention for 2020 is to be held at the Doubletree by Hilton Denver adjacent to the old Stapleton airport location **on May 14-17, 2020**. Activities such as tours and simulator flights are still being researched. As usual, all details will be shared with our members when the details are finalized closer to the convention date. This year the hospitality suite will have upgraded food and lots of free drinks! Can't beat a deal like that! Mark your calendars with the dates and plan on attending this gathering to share in lots of good food, drink and camaraderie.

*It appears we will have an interesting guest speaker for the banquet. Stay tuned for details.*

**A thought for the upcoming convention:** Do you have some old airline friends that you haven't seen in a long time and would like to visit with for old times sake? Of course you do. Consider that if they are Golden Eagles members, their contact information is on our website in the Membership/Member Roster section. You might want to send a note to these folks indicating that you would like to see them again and that a good way for that to happen is to attend the annual Golden Eagles convention/reunion. If your friend is not a member of the Golden Eagles, perhaps you have or can obtain their contact info so that you can suggest they join the Golden Eagles in order for them to attend the convention and renew your friendship.

## PASS TRAVEL NEWS

### How do I cancel a listing?

To change it using EmployeeRes, go to Travel Plans- select details and under the PNR number there are 2 small links. One is for receipt and one is to cancel.

*The question came up about adding your known traveler number to your travel profile. See below:*

**Log on to employeeRES and click on the My profile tab and click on Manage profile >**

<https://eres.app.auth.united.com/EmployeeRes/home>

Search flights

Flight watch

Travel p

## My profile

[Manage profile >](#)

MileagePlus #

[REDACTED]

Employee #

[REDACTED]

Known tra

Not on file

Click on the Known traveler no. line and the option to add the number appears.

## Employee identification information

### Travel identification numbers (optional)

Known traveler no.  ?

Redress no.  ?

Once you add the information click on the Save identification info bar.

Save identification info

If you still have an issue you may contact the ETC (Employee Travel Center) via a Help Hub request.

**A bulletin was just released describing Standby Process Automation that is to be implemented.**

From Tyler Jenkins, UAL Admin

All,

Today the company announced by service bulletin email that Standby Process Automation is on the way! A few changes that will impact pass travel:

*All ticket sales will be prohibited 60 minutes to departure time (including UA Discount).*

Flights will automatically restrict to the gate (currently it is a manual process).

The new process for international flights:

D:65-a notice will appear in Aero notifying the gate that automation will take control

D:60-ticket sales suspended (including UA Discount); flight is automatically restricted to the gate, passengers who have not checked in will have their seats released, upgrades, need seats, revenue standby and non-revenue standby will be processed.

Then agents will manually process all remaining standbys (if needed) as seats become available.

For domestic:

D:60- ticket sales suspended, upgrades are processed, clear need seats, seat revenue standbys

D:35- Notification to agent that automation will take control

D:30- flight is automatically restricted to the gate, passengers who have not checked in will have their seats released, upgrades, need seats, revenue standby and non-revenue standby will be processed.

For both types of flights:

D:15- agent will manually unseat passengers who have not boarded and continue to manually clear standbys as needed.

D:00- flight departs.

*You just check in as before. No change other than a limit that you can't buy a discount 20 less than 1 hour before departure. You won't see a difference other than maybe getting cleared earlier. The agents have automation helping them now.*

**AIRLINE NEWS**

**United has a plan to curb ticket costs — but you'll need to squeeze in**

Shawn M. Carter

[Fox Business](#) • October 17, 2019

Your next flight on United might be reasonably priced, but cramped.

The company, over the next six years, will start using bigger planes with more seats to make more money. The more tickets sold, the more revenue for the carrier. But the airline might also add seats to smaller planes, it said in its [third-quarter earnings call Wednesday](#).

Other airlines like American and Delta have already been using this strategy.

"We have large hubs in big cities across the country, and because of that, we should be the airline with the highest gauge," United President Scott Kirby said. "But at this point, we're not. In fact, United is seven-to-eight years behind our large competitors in gauge growth with approximately 13 percent fewer seats per domestic departure compared to Delta."

Adding seats per departure decreases unit costs, travel-website [Skift explained](#). That's because "what the industry calls 'cost' is not a true measure of spending."

Instead, many airlines use the cost-per-available-seat-mile metric, which is roughly equivalent to how much they spend to fly one seat for one mile. "When an airline adds capacity on a flight," the site said, "by adding seats on an existing plane, or substituting a larger aircraft, this cost metric comes down, even if the carrier's total spending does not."

Also, carriers generally don't include fuel in that metric, so even if the price of oil spikes, for example, airlines can still compare costs from quarter to quarter or year over year.

United has already added seats to most of its fleet and expects to raise its seat count by seven. But experts say the plan to cut costs won't happen overnight. In the short-term, cost could rise. The airline said on the call that costs per available seat mile will tick up 3 percent in the fourth quarter. For 2019, overall, costs will settle about 1.2 percent higher.

What's more, United has been flying less as it grounded all Boeing 737 Max planes following [two deadly crashes](#) linked to the jet's mechanical issues. Still, the airline expects to grow, and its stock has been an indication of that: It's up 7 percent on the year.

The carrier's performance puts it "ahead of pace" to meet its per-share earnings goal by 2020, United Chief Executive Officer Oscar Munoz, [said in a press statement](#).

For the third quarter, the airline's jumped almost 23 percent to more than \$1.02 billion. Revenue per available seat mile was up almost 2 percent.

"We are very proud of the cost control we've delivered, and will continue to deliver through next year," Chief Financial Officer Gerry Laderman said on the call. "We expect the three-year compound annual growth rate for non-fuel unit costs to be just 0.3 percent, which would be a remarkable and industry-leading achievement."

## Boeing expresses regret over ex-pilot's 737 MAX messages, faults simulator

### The role of the simulator has emerged as a crucial issue since the 2016 messages surfaced on Friday

[Reuters](#) | SEATTLE/WASHINGTON Last Updated at October 21, 2019 15:52 IST



Representative Image

- [Boeing Co](#) said on Sunday it understood the outcry over leaked messages from a former test pilot over erratic software behavior on its 737 MAX jet two years before recent crashes, and added it was still investigating

## what they meant.

The world's largest plane maker, under growing pressure to explain what it knew about 737 MAX problems before it entered service, said it had not been able to speak directly to former employee Mark Forkner but echoed his lawyer's subsequent claims that the problems were linked to a faulty simulator.

The role of the simulator has emerged as a crucial issue since the 2016 messages surfaced on Friday, since investigators will want to know whether erratic movements reported by the pilot meant [Boeing](#) was aware of problems on the aircraft itself or only in the artificial cockpit.

The FAA on Friday ordered [Boeing](#) Chief Executive Dennis Muilenburg to give an "immediate" explanation for the delay in turning over the "concerning" document, which Boeing discovered some months ago.

In the messages from November 2016, then-chief technical pilot Forkner tells a colleague the so-called MCAS anti-stall system - the same one linked to deadly crashes in Indonesia and Ethiopia - was "running rampant" in a flight simulator session.

At another point he says: "I basically lied to the regulators (unknowingly)."

The messages, first reported by Reuters, prompted a new call in Congress for Boeing to shake up its management as it scrambles to rebuild trust and lift an eight-month safety ban of its fastest-selling plane.

"We understand entirely the scrutiny this matter is receiving, and are committed to working with investigative authorities and the U.S. Congress as they continue their investigations," Boeing said in its statement on Sunday.

Boeing said it informed the FAA about its decision to expand MCAS to low speeds. The FAA also observed MCAS operation in the low-speed configuration during certification flight testing, from August 2016 through January 2017, Boeing said.

The [instant](#) messages prompted harsh reactions from several Democratic lawmakers in Washington, with Representative Peter DeFazio saying, "This is no isolated incident."

"The outrageous instant message chain between two Boeing employees" suggests "Boeing withheld damning information from the FAA," DeFazio, who chairs the U.S. House Transportation Committee, said on Friday.

Muilenburg, who was stripped of his chairman title by the company's board nine days ago, is set to testify before the committee on Oct. 30.

### 'UNDUE PRESSURE'

DeFazio's committee also obtained details of a 2016 Boeing survey that found nearly 40% of 523 employees handling safety certification work perceived "potential undue pressure" from managers, such as bullying or coercion.

Other top concerns include "schedule pressure" and "high workload," though 90% of the employees said they were comfortable raising concerns about "undue pressure" to management, according to a copy of the Boeing presentation of the [survey](#) results seen by Reuters on Sunday.

The presentation was obtained by the committee's investigators and not among a trove of documents handed over the committee by Boeing itself, a person briefed on the matter said.

Evidence of "undue pressure" was also pinpointed by a group of international regulators reviewing the 737 MAX certification.

A Boeing spokesman did not immediately respond to a request for comment on the survey results.

### SIMULATOR FLAWS

On Sunday, Boeing said it has not been able to speak to Forkner directly about his understanding of the [document](#).

"He has stated through his attorney that his comments reflected a reaction to a simulator program that was not functioning properly and that was still undergoing testing," Boeing said.

"The simulator [software](#) used during the Nov. 15 session was still undergoing testing and qualification and had not been finalized," Boeing added.

Reuters reported on Friday that the simulator had a number of software problems, citing a former Boeing test pilot who analyzed the transcript and who had direct knowledge of the flight simulator at the time.

Such calibration problems may have contributed in some way to Forkner's observations and conclusions about MCAS' behavior, the former pilot, and a second former Boeing engineering employee, Rick Ludtke, said.

Boeing's statement was released as its board of directors and top executives from its airplanes division and supply chain gathered in San Antonio, Texas for previously scheduled meetings on Sunday and Monday.

The board meetings come as pressure mounts on the Chicago-based company not only from the regulatory and criminal investigations stemming from the crashes but also from the financial burden caused by the jet's safety ban and continued high production.

Several industry sources said there was speculation inside the company of significant job cuts as it continues to experience a cash drain. The 737 production rate may also have to come down if regulators further delay the MAX's return to service, the [people](#) said.

## Final report: Lion Air MAX crash caused by combination of failures

Oct 25, 2019 [Chen Chuanren](#)



Lion Air Boeing 737 MAX 8

#### Lion Air

Indonesian investigators have concluded that a series of factors, primarily the design of the Boeing 737 MAX 8's flight-control system and inadequacies in [pilot training](#) and [maintenance practices](#), combined to cause the crash of [Lion Air flight 610](#) a year ago.

A report by the Indonesian National Transportation Safety Committee (KNKT) cited the [maneuvering characteristics augmentation system \(MCAS\)](#) flight-control law's reliance on a single [angle-of-attack \(AOA\)](#) sensor as a redundancy weakness.

They also said the "absence of guidance on MCAS or more detailed use of trim in the flight manuals and in-flight crew training, made it more difficult for flight crews to properly respond to uncommanded MCAS."

In the cockpit, the AOA disagree alert was not enabled because of a software-configuration error, and Boeing did not tell operators about the problem until after the Oct. 29, 2018, crash.

KNKT said when MCAS pushed the aircraft nose down, it required 103 pounds of force by the captain to counter the automated system. The first officer also failed to follow the Quick Reference Handbook instructions that could have deactivated MCAS.

#### ADVERTISING

The pilots were overwhelmed by repetitive MCAS activations, multiple alerts, air traffic control communications, and ineffective workload and crew resource management, compounded by the "difficulty of the situation and deficiencies in manual handling," KTKT said.

After the captain successfully countered the airplane's nose-down movements more than 20 times using manual electric trim inputs on the control column, he handed control to the first officer without properly briefing him. The first officer was seemingly under stress, did not sufficiently counter another MCAS activation and quickly lost control of the aircraft, investigators said.

The report also revealed that the first officer was not initially scheduled for the flight and was called in at 4 a.m. In addition, the captain had the flu, he told the first officer, according to the cockpit voice recorder.

The first officer's training record also revealed numerous deficiencies, including "difficulties to control aircraft during manual flight" on a 2016 instrument-based landing system (ILS) approach proficiency check, and during a 2017 exercise demonstrated a lack of understanding of the basic principles of high- or low-level stall recovery.

Following a series of problems during four earlier flights, Lion Air replaced the AOA sensor on Oct. 28 with a used serviceable part. But the sensor was "was most likely improperly calibrated" by supplier Xtra Aerospace, and the issue went undiscovered by a Lion Air maintenance crewmember, investigators said. Maintenance records did not show that the crewmember performed installation and calibration tests after his work, the report said, adding that 31 pages of the October logbook was missing.

FAA said Oct. 25 it had revoked the repair station [certificate](#) of Florida-based Xtra Aerospace. The agency said the company "failed to comply with requirements to repair only aircraft parts on its list of parts acceptable to the FAA that it was capable of repairing. The company also failed to comply with procedures in its repair station manual for implementing a capability list in accordance with the Federal Aviation Regulations."

A flight of the Lion Air aircraft the day before the crash had a similar occurrence of uncommanded MCAS activation pushing the aircraft nose-down and the stick-shaker activated. The issue was resolved by a third pilot in the cockpit who identified the problem as a runaway stabilizer and recommended toggling the stabilizer trim cutout switches, which de-powered the stabilizer trim motor. The crew continued the flight and only reported airspeed and altitude warnings, however, not the stick-shaker and how the issue was resolved.

"The ... flight crew decision to continue with stick shaker active is not common in comparison to previous events of erroneous stick shaker. When combined with the runaway stabilizer situation recognized by the flight crew, the decision to [continue](#) was highly unusual," the report says.

KNKT said the earlier faults should have been classified as serious incidents, and the aircraft should have been grounded until they were resolved.

It added that during the 737 MAX design and certification phase, incorrect assumptions were made about pilots' responses to malfunctions, and an incomplete review was made of associated multiple flight deck effects, although the process is consistent with current industry guidelines.

Among KNKT's recommendations to Boeing are to review a fail-safe redesign of the MCAS system. The manufacturer should also consider the effects of all possible flight deck alerts and indications on pilot recognition and responses, provide sufficient training and manual information on MCAS, and include a larger tolerance in designs to allow operation by a diverse

population of pilots.

In response to the report, Boeing is addressing the KNKT's safety recommendations and its engineers have been working with the US FAA and other regulators to make [software updates](#) and other changes.

Boeing said MCAS will now compare information from both AOA sensors before activating and will only be activated if both sensors [agree](#). In addition, MCAS "will only activate once in response to erroneous AOA, and will always be subject to a maximum limit that can be overridden with the control column."

FAA said it "[welcomes] the recommendations from this report and will carefully consider these and all other recommendations as we continue our review of the proposed changes to the Boeing 737 MAX."

Chen Chuanren, [chuanren@purplelightvisuals.com](mailto:chuanren@purplelightvisuals.com)

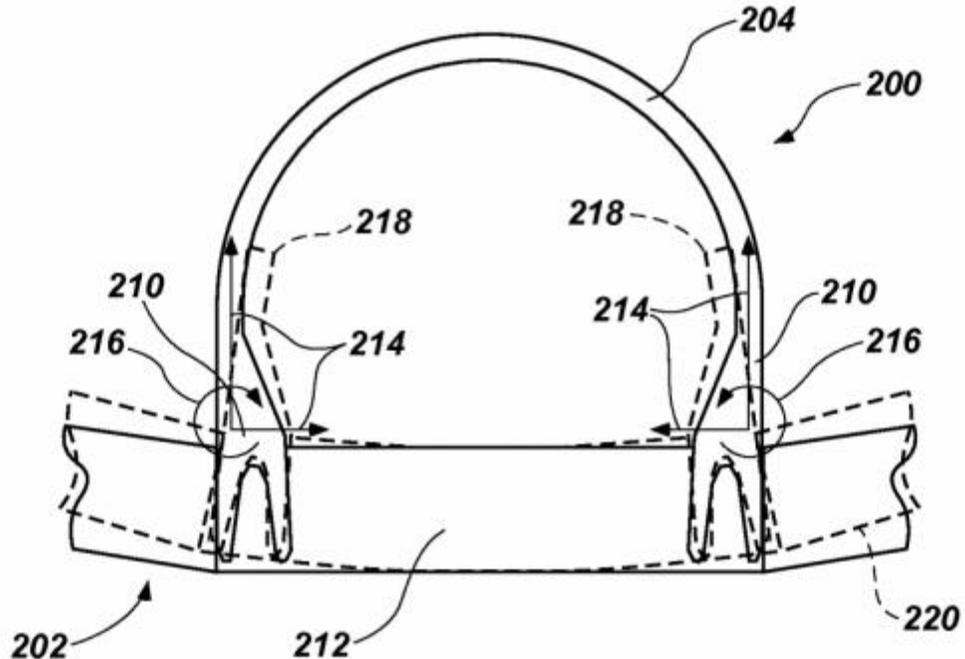
## What Are Pickle Fork Cracks And Should You Worry About Them?

Just over a month ago [we reported on a cracking issue](#) that was discovered on some components found on the Boeing 737 Next Generation (NG) aircraft. The Federal Aviation Administration had issued an order for airlines to inspect their affected jets after the Boeing alerted it to the issue. The component where these cracks occur have the name "pickle forks". So what are pickle forks on an aircraft and why should you care?

Air Transat will eventually transition to become an all-Airbus fleet. It currently still operates the Boeing 737. Photo: [Lord of the Wings via Wikimedia Commons](#)

### What is a pickle fork (in aircraft terms)?

Named after the utensil used to pierce and handle pickles, pickle forks are the component that attach the plane's body to its wing structure. These components help to "manage the stress, torque and aerodynamic forces that bend the connection between the wings and the body of the jet".



**FIG. 2  
(PRIOR ART)**

The "pickle forks" as shown in Boeing Patent US9399508B2. Photo: Boeing

According to [KOMO News](#), pickle forks are "designed to last more than 90,000 landings and takeoffs without cracking...and there could be dire results if the system fails". A former Boeing engineer who asked to remain anonymous tells KOMO that the issue is especially concerning as it was found relatively early in the plane's service:

"It's unusual to have a crack in the pickle fork. It's not designed to crack that way at all. Period."

### Featured Video:

BREAKING: Cracks found in critical part (called a pickle fork) that keeps wing attached to 737-NG (not MAX) fuselage. One found earlier in month, now more on other planes. Found early in plane's lifespan. Boe & FAA scrambling to find extent of problem. [@KOMONewsradio #KOMONews pic.twitter.com/iRT4luL5FW](#)

— Charlie Harger (@KOMOCharlie) [September 27, 2019](#)

### Why should you worry about them?

We should emphasize that Boeing and affected airlines are working hard to inspect all affected aircraft and would not fly their 737 NGs if there was a risk to passenger safety.

However, you should at least be aware of the issue if you have travel plans with an airline that has a fleet comprised of these aircraft. This is because replacement of a component like this isn't necessarily a quick and easy job. In fact, addressing the issue requires grounding for an unspecified amount of time. As such, you may find yourself on a different aircraft or have your schedule changed around.



Qantas has found hairline cracks in the pickle forks of three Boeing 737-800s. Photo: Qantas News Room.

Most recently, [Qantas](#) says it has removed the three affected aircraft for repairs while [Korean Airlines and other Korean carriers](#) have had a total of nine jets grounded because of the issue. At the beginning of last month, [Southwest Airlines revealed](#) two of its aircraft have been identified to have pickle fork cracks.

The carrier, as well as European budget airline Ryanair, could be affected a little more seriously. This is because both airlines operate an all-737 fleet. Southwest's operations have already been stifled due to the grounding of its 737 MAX.

### **The full, official statement from Boeing**

Responding to a request for comment, a Boeing spokesperson responded with this official statement:

*Safety and quality are Boeing's top priorities. Boeing notified the FAA of this issue and has been actively engaged with our 737NG customers globally in a plan to support the required inspections.*

*Boeing has provided all 737NG customers detailed instructions for conducting the inspections and reporting the results. The company has held multiple customer engagements to ensure all technical questions are being addressed. Boeing is actively working with customers that have airplanes in their fleets with inspection findings to develop a repair plan, and to provide parts and [technical support](#) as necessary.*

*Boeing regrets the impact this issue is having on our 737NG customers worldwide and we are working around the clock to provide the support needed to return all airplanes to service as soon as possible. This issue does not affect any 737 MAX airplanes or the P-8.*

*Just over 1,000 airplanes have reached the inspection threshold, with less than 5 percent having findings that will need repair. However, we are not providing a list of customers impacted.*



Boeing assembles its 737s in Renton, Washington. Photo: Boeing

## United Flight Attendants Balk at Flying Max Without Global Safety Nod

By

[Mary Schlangenstein](#)

November 5, 2019, 2:17 PM CST

- Labor group cites 'break in public trust' after plane crashes
- Other unions reserve judgment on potential regulatory split

The union for flight attendants at [United Airlines Holdings Inc.](#) says it wants a global consensus on the safety of [Boeing Co.](#)'s 737 Max before its members work again on the grounded plane.

Boeing, which has updated flight-control [software](#) linked to two deadly crashes, is working to get the plane cleared to fly by the U.S. Federal Aviation Administration by year-end. But the head of the European Union Aviation [Safety](#) Agency is targeting [January](#) for a decision.



A United Airlines Boeing 737 Max 9.

Photographer: Justin Sullivan/Getty Images

"We're not good with that," said Sara Nelson, international president of the Association of Flight Attendants-CWA. "If we're not confident it's safe, we're not going to work it and the planes don't fly. We've been clear with the FAA, the airlines and with Boeing that we need to see that -- we need to see EASA, Canada, Australia, on board. We need all these assurances because there was a break in public trust here."

Nelson's stance presages a potential hurdle in restoring confidence if global regulators don't move in tandem to lift a grounding that began more than seven months ago. Flight attendants' unions at [Southwest Airlines Co.](#) and [American Airlines Group Inc.](#) haven't taken as hard a line, saying they will wait to make a decision on how to proceed if the FAA approves the Max's return to flight before other countries.

Even after the grounding is lifted, it could take airlines as long as two months to begin flying the jetliner again. So it's possible that by the time commercial flights resume in the U.S. following FAA approval, more countries would have certified the Max. That would potentially ease the concerns about a regulatory split.

### Initial Lag

The FAA lagged behind safety agencies in other countries in grounding the Max after the second crash, which occurred March 10 in Ethiopia. In Congressional hearings last week, lawmakers questioned the close [ties](#) between the U.S. regulator and Boeing during the original certification process of the Max.

Nelson said she expected the FAA to re-certify the plane after gaining support from other regulators.

"If we have that, I believe we will have enough to assure the public that it's safe to fly," she said. Her union represents 50,000 flight attendants at United, Alaska Air Group Inc. and 18 other carriers.

Transport Workers Union Local 556 at Southwest and the [Association of Professional Flight Attendants](#) at American both said they would evaluate the objections of other regulators and the reasons behind them before deciding whether to staff the Max if the FAA is alone in giving approval.

"We'll have to weigh that consideration very carefully," said Chad Kleibscheidel, first vice president of Local 556. "But at some point we do have to rely on or have faith in the system. Whether that includes the European and Chinese counterparts, we'll have to cross that when we get there."

### Taking Cues

The three unions have met with Boeing and, in some cases, the FAA or other government officials, to discuss the Max accidents and the aircraft's return. They've also worked within their airlines and with pilots' unions on internal planning.

"The passengers look to us for a lot," said Lori Bassani, president of the APFA. "Anytime when there's even turbulence, they turn around and look at us. Passengers will take their cues from the flight attendants."

## EASA to certify Boeing 737 MAX in January 2020



[Cologne, Germany](#) - According to the European regulator, the 737 MAX is likely to return to service in Europe in the first quarter of 2020.

Although the 737 MAX is expected to get approval in Europe in January 2020, preparations by the national regulators of the EU members and airline operators may push back the relaunch of regular flights another two months, EASA executive director Patrick Ky noted.

EASA director also said the close coordination was required with the EU member countries to make sure everyone is ready to operate the aircraft at the same time.

Boeing has already announced that it was aiming to return the 737 MAX to service by the end of 2019.

The grounding of the aircraft after the second fatal crash in Ethiopia on March 10 this year, hit the existing 737 MAX operators and the airlines who ordered the aircraft to expand their fleets and route networks.

Michael O'Leary, CEO of the Irish low-cost operator Ryanair said yesterday that the 737 MAX delivery delays hampered the airline's growth plans for 2020. Ryanair doesn't expect to receive its first 737 MAX before April 2020. The first 737 MAX delivery for Ryanair was due in January, 2020 before grounding.

### **EASA denies dragging out review of Boeing 737 MAX**

The Irish budget carrier is one of the largest 737 MAX customers in the world with 135 aircraft on order.

EASA and the US regulator FAA conduct their own reviews, including simulator and flight tests, for the re-certification of the plane's anti-stall prevention system known as MCAS ((Maneuvering Characteristics Augmentation System).

***There has been a lot of work done on the design of the [software](#), but we think there is still some work to be done,***

Ky said.

Patrick Ky has rejected claims from Ryanair's CEO Michael O'Leary that EASA is retarding the return of 737 MAX. The EASA director said the Agency is simply fulfilling its obligations.

It still remains unclear that regulators will require additional simulator training for MAX pilots, which would cause more delay and cost for the airlines.

***That decision can be taken only after EASA's own simulator and flight tests,***

Ky also said.

EASA hopes to complete a detailed MCAS software review by the end of this month, and launch flight tests next month if everything goes as expected.

**The return of the 737 MAX will be one of the biggest logistical challenges of the Airline Industry**

On the other hand, analysts point out another risk. According to a UK-based consultancy firm Cirium, any rapid rebound in 737 MAX deliveries could make it hard to absorb the aircraft for the market.

Although Boeing reduced the production rate of the aircraft after global grounding, it has continued to assemble 737 MAX jets and now plans to deliver 70 units per month to clear its backlog.

According to Morris, the return of the 737 MAX will be one of the industry's biggest-ever logistical challenges.

***Next year is the challenge. When the dam breaks and the MAX starts to flow, there are going to be a lot of aircraft. There could potentially be as many as 1,000 surplus aircraft next year.***

said Rob Morris, global head of Cirium consulting.

**Thanks to Captain Bob Warner for providing the following links to an excellent video of the history of Continental Airlines, from inception to the recent past.**

To friends and airline "buffs" - this is long - 45 minutes, but a great history of CAL.

If you can't run the forwarded link, here it is in the long format: :

<https://www.youtube.com/watch?v=STrRZL1m27o&feature=youtu.be&fbclid=IwAR3URX1Dks7W9alHX9AgLKhmmMtO1ilzbT93ISGplolK2AsXCQZimwUF3CE>

Somebody put together this wonderful video and posted it on Facebook.

[NOW and THEN - YouTube](#)

Bob Warner

**LAC NEWS**

*You're invited and expected!*

*2019 Annual  
Pilot Retirement  
and Holiday Party*

**December 6, 2019**

**5 – 11 pm!**

**Visit [www.Newarkholidayparty.com](http://www.Newarkholidayparty.com)  
For ALL the party details including how to get  
in for free! (*pilots like free!*)**



**Party g  
Semin  
Flight  
www.f**

Hello GE's,

Attached please find a slew of files about the 2019 Newark Retiree and Holiday Party. Some Golden Eagle Local Area Chapters hold periodic get-togethers. But the membership of the Newark LAC is so spread out, and the number within easy distance of EWR pretty small, so we haven't held any local social events. However, this party is a real fun event, so we've been using it as a Golden Eagle party!

Some background. Since 2016, the ALPA LEC 5 (EWR) and the EWR Chief Pilots Office have co-sponsored a Holiday Season Party for all current and retired pilots. It specifically honors new hires (called "Half-wingers" at UAL) assigned to EWR, and pilots retired from EWR in the last year. The party apparently was a regular event at the UAL NYC pilot base, but ceased occurring 20 years or so ago. ALPA LEC 5 and the EWR CPO have started it up again. This year it's scheduled for Friday, Dec 6. The files will give you all the details, but I'll highlight some info.

Date Friday Dec. 6, 2019. 5-11 pm.

At the Renaissance Newark Airport Hotel. The party is preceded by a 9am -noon, regular meeting of the ALPA LEC 5, also at the hotel. (Well, having attended a few, I'll note it may not exactly be like the other monthly LEC meetings.) And from noon to 3 pm, there's a financial info presentation by a company that wants your retirement financial business. Then the party at 5 pm. Each event is independent, so just attending the party is fine !

Everything is on the website: [www.newarkholidayparty.com](http://www.newarkholidayparty.com). Including making reservations and paying for it.

There's also a Facebook page: Newark Flt. Ops and Council 5 Holiday Party.

The price is \$50 pp. This is amazingly cheap, and there's a reason for that. Social hour, buffet dinner, live background and then dancing music, all included. ALPA and the EWR CPO are committed to it, and partially subsidizing it. And there's a Financial Planning Seminar by a company run by a current pilot, also Legacy-CAL, who provides some subsidy. In fact, if you attend his info session, (noon-3 pm the same day, same hotel), he'll pay your party fee!

If you happen to have retired in the last year, you get two free tickets. (Also, if you are a half-winger, but then you're not on my email list.)

I've gone to all 3 parties held so far, and enjoyed them all immensely. You get to see some folks you worked with, meet some current pilots, and just hear some current news and gossip about the company. As I mentioned above, it provides a convenient, ready-made party for the Golden Eagles EWR LAC to piggy back on and get together. Give it thought!

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## **NEW MEMBERS**

Thomas Greene  
Stephen Rossetter  
Ronald Cosgrove  
Paul Markovits

TOTAL FOR 2019 23 NEW MEMBERS

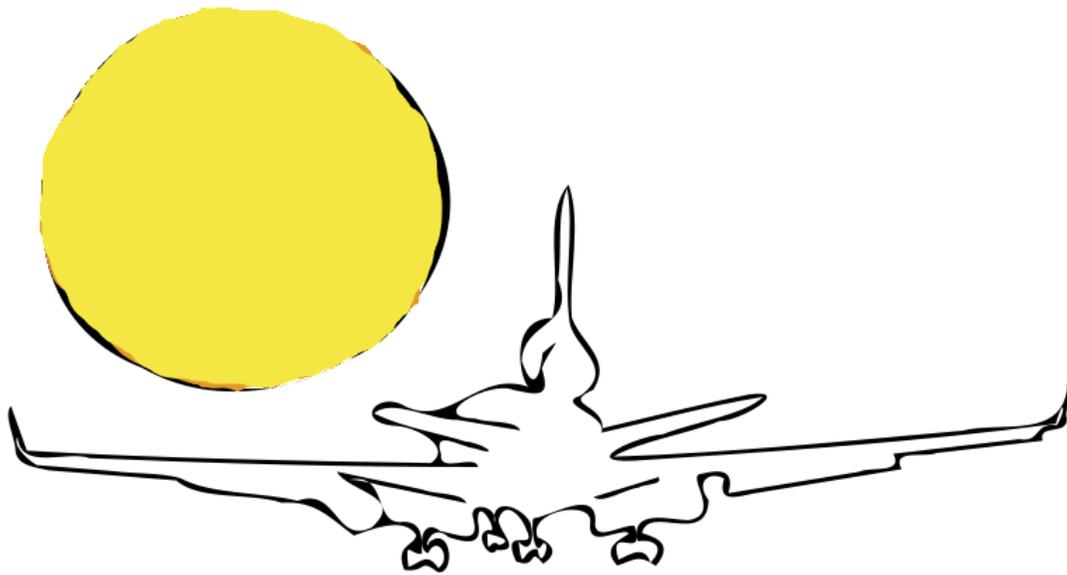
.....AND...THE LIGHTER SIDE





An elderly Florida lady did her shopping and, upon returning to her car, found four males in the act of leaving with her vehicle. She dropped her shopping bags and drew her handgun, proceeding to scream at the top of her lungs, "I have a gun, and I know how to use it! Get out of the car!". The four men didn't wait for a second threat. They got out and ran like mad. The lady, somewhat shaken, then proceeded to load her shopping bags into the back of the car and got into the driver's seat. She was so shaken that she could not get her key into the ignition. She tried and tried, and then she realized why. It was for the same reason she had wondered why there was a football, a Frisbee and two 12-packs of beer in the front seat. A few minutes later, she found her own car parked four or five spaces farther down. She loaded her bags into the car and drove to the police station to report her mistake. The sergeant to whom she told the story couldn't stop laughing. He pointed to the other end of the counter, where four pale men were reporting a car jacking by a mad, elderly woman described as white, less than five feet tall, glasses, curly white hair, and carrying a large handgun. No charges were filed.

The moral of the story? *If you're going to have a senior moment... make it memorable.*



**GONE WEST**



GONE WEST - 2019

\* Denotes Golden Eagles member

NAMES IN RED DENOTE ADDED SINCE LAST UPDATE

Bob Pigors

Jan 3, 2019

Harry Watson \*

Jan 10, 2019

Almond Carroll

Jan 22, 2019

Thomas Steele

Jan 27, 2019

John Huber

Feb 27, 2019

Robert DeGrishe

Mar 5, 2019

Robert Hutten

April 6, 2019

Carl McGee

April 8, 2019

Charlie Walker\*

April 14, 2019

Joe Portlock

May 1, 2019

Dan Brady

May 9, 2019

Warren Beckman

June 29, 2019

Ray Bukovsky

June, 2019

Joseph Mesimer

June 3, 2019

Hal Sheads\*

June 3, 2019

Ralph Bellerue \*

June 12, 2019

Bob Pries

July 11, 2019

Glenn "Spike" Squires	July 13, 2019
G. M. "Casey" Cameron *	July 18, 2019
Larry Mechem *	July 26, 2019
Robert Foley	July 29, 2019
Richard Bombard	July 31, 2019
Roy Snead	Aug 15, 2019
Tony Eggers	Aug 21, 2019
Phillip Kemp	Aug 22, 2019
Gus Wenzel	Aug 24, 2019
Don Griffin *	Aug 24, 2019



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

Dave Newell  
EVP/Golden Eagles Email Liaison  
EVP\_EmailCoordinator@thegoldeneagles.org



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