



**Monthly Update and Reminders
NOVEMBER 2020**

IN THIS ISSUE:

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

RECURRING REMINDERS AND NEW NOTICES

The current password for accessing the Golden Contrails magazine, the member rosters and the archived blast emails is **altimeter**

The revised member rosters for **November** have been posted on the Golden Eagles website, www.thegoldeneagles.org, under the Membership section and in the Roster Download sub-section. Check your contact information and advise us if there are any errors.

Note: New or renewed members names will be added to the rosters during the month following their joining or renewal.

As a result of the implementation of the new Golden Eagles business model, current dues paid members are no longer required to pay dues. If you are receiving this email notice, you are a current dues paid member.

NOTE:

Our President and Golden Contrails Editor, Gary Small, is planning a special edition of the Golden Contrails for the December issue since it will be the final hard copy of the magazine. Among other features to be announced later, plans are to include photos of all current members, Gone West members and copies of the contact data member rosters. Therefore, it is vital that those who have not as yet sent Gary a passport size photo, and who wish to have their photo included in the final hard copy magazine (This will be a collector's item!) should send him a photo at their earliest convenience.

Those who have not sent Gary a photo, please send a DIGITAL “head shot” photo of at LEAST 1 megapixel (or 1 megabyte in size). We want a photo of YOU (the member), not the airplane, motorcycle, speedboat or other “glamour” background (although we DO like all those things). Gary will crop out everything except basic ID style “head and shoulders”, so in this case “less is more”.

Thanks

Gary

November 1 is the cutoff date for getting your photo to Gary Small for inclusion in the final hard copy of the Golden Contrails magazine.

Email addresses for sending your photo are Gary Small, smallgd@gmail.com, and/or David Rossetter, drossetter@yahoo.com.

This final legacy issue (that will be a treasure all CAL pilots will want) will be mailed to ALL members (even if they previously did not get the hard copy of the magazine mailed to them).

"Also, remember, next month all your information will be going to the publishers for the final printed Golden Contrails magazine (everyone will get a printed copy of this legacy CAL

memorabilia).

NOTE: VERY IMPORTANT: You should go right NOW to our website (www.thegoldeneagles.org) and click on the ROSTERS DOWNLOAD link (password is "altimeter"), and then on that page click on: FULL DATA ROSTER (to check all your information that will get printed), AND also click on: ELIGIBLE MEMBER PHOTO ROSTER (to make sure your photo is exactly what you want to be published)!

You need to make sure all this is the way you want it....because it will all be printed next month! There will be no future printed Golden Contrails....starting next year they will be online only. If you want to change or submit a photo, (put in Gary Small`s, smallgd@gmail.com, and David Rossetter`s, drossetter@yahoo.com, email addresses) and it will get updated."

*If you need to update your contact information such as address, email address, phone numbers, etc., please use the **Roster Update Form** on our website.*

To those who have recently renewed their membership, we are pleased you have done so and welcome you back to the organization. Some of you however seem to have overlooked the required one time payment of the \$35 membership fee. Please check that you have paid that required fee so that you can maintain your membership for life with no further dues required. You can pay the fee with your credit card on our website , www.thegoldeneagles.org, in the membership section. Thanks□

PASS TRAVEL NEWS

Q & A

Q. I'm trying to find a phone number that will get me through to an actual person to help me with a rather complicated situation. Thanks for any help y'all can give me.

A. [Anita Ware](#)

The IT helpdesk at 1-800-255-5801 is the best option for someone who is having trouble accessing FT. It is usually a password issue.

**FREE**

TRAVEL TIPS FOR FOLKS OVER 50!

Today's seniors are healthier, more active, and more adventurous than ever before. That means they're also *traveling* more than ever before. To visit grandkids. To go hunting and fishing. Even to take that once-in-a-lifetime trip overseas.

But even if you're in tip-top shape, the physical changes that come with age present new challenges and obstacles — not to mention the hassles of modern travel, the extra security, the hidden fees, and so on. So here are some tips to make travel easier, more fun, and safer after 50:

1. DON'T TRUST OVER-THE-COUNTER DRUGS OVERSEAS. They're like a box of chocolates: You never know what you're going to get. So always carry these basic OTC drugs with you when you travel:

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Antacids | <input checked="" type="checkbox"/> Cough-and-Cold medicine | <input checked="" type="checkbox"/> Antihistamines |
| <input checked="" type="checkbox"/> Anti-diarrheal | <input checked="" type="checkbox"/> Hydrocortisone cream | <input checked="" type="checkbox"/> Insect Repellent |
| <input checked="" type="checkbox"/> Sunscreen | <input checked="" type="checkbox"/> Motion sickness medicine | |

2. IF YOU'RE GOING TO A SUNNY LOCALE ... be sure to ask your doctor if any of your prescription medicines cause increased sensitivity to the sun. Many do.

3. CREATE A SIMPLE "MEDICAL INFORMATION FORM" TO CARRY IN YOUR WALLET OR WITH YOUR PASSPORT. Your form should include:

- Your name, address, and phone number
- Friends and relatives who should be contacted in an emergency
- Personal physician contact
- Dentist contact
- Current medications (both prescription and OTC)
- Known drug and food allergies
- Name and number of medical insurance company

MOST IMPORTANT: Don't forget to carry your **EA+** Identification Card! Most AAA Members keep it right next to their driver's license.

4. TIP: ASK FRIENDS WHO RECENTLY VISITED YOUR DESTINATION what they wished they had taken with them! Facebook works great for this.

5. DON'T FORGET! Even in the United States, Medicare (and most insurance plans) only pay to get you to the *nearest* hospital — no matter how inadequate that hospital might be. If you need to be evacuated to a more appropriate facility, *it's at your expense*. That's why so many AAA Members carry their **EA+** Card "just in case."

CONTINUED: TRAVEL TIPS FOR FOLKS OVER 50!

6. TAKE MORE PRESCRIPTION MEDICINE THAN YOU THINK YOU'LL NEED.

An extra week's worth is a good rule of thumb.

7. ASK YOUR DOCTOR FOR DUPLICATE PRESCRIPTIONS

in case your pills are lost or stolen. (Or, if you're an EA+ member, call us and we'll arrange to have the duplicate prescriptions rushed to you.)



8. PUT YOUR PILLS IN YOUR CARRY-ON, not your checked luggage. You're much less likely to lose them that way.

9. ADJUST YOUR SCHEDULE OF PRESCRIPTION MEDICINE TO ACCOUNT FOR TIME ZONES.

An easy way to do this is to carry an extra watch and keep it set to "home time."

10. IF YOU'RE SUSCEPTIBLE TO MOTION SICKNESS, the best location in a boat is amidships, the best location in an airplane is over the wing.

11. THE 7 TOP TRIGGERS OF TRAVELER'S DIARRHEA:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Custards, pastries, and other desserts | <input checked="" type="checkbox"/> Raw meat |
| <input checked="" type="checkbox"/> Raw vegetables, cold platters, and crudités | <input checked="" type="checkbox"/> Raw shellfish |
| <input checked="" type="checkbox"/> Raw eggs or unpasteurized cheeses | <input checked="" type="checkbox"/> Leafy green vegetables |
| <input checked="" type="checkbox"/> Tap water and ice cubes made of tap water | |

12. WORLD'S BEST MEDICINE FOR TRAVELER'S DIARRHEA: Imodium AD®

13. SUNSCREEN SECRET:

Shake the bottle well before applying. The active ingredient is suspended in a neutral lotion.

14. WORLD'S STRONGEST SUNSCREENS

are made with one of these two ingredients: zinc oxide or titanium dioxide.

15. BUG BITES AND BEE STINGS:

Applying meat tenderizer (like Accent®) is one of the best ways to reduce pain and swelling.

16. SUNSTROKE SECRET:

Eat bananas, tomatoes, and oranges which are rich in electrolytes to avoid dangerous dehydration.

17. NEVER WEAR NEW SHOES,

or especially hiking boots, on vacation. Take a few weeks to break them in first unless you want blisters.

18. IF YOU TAKE NITRO FOR YOUR HEART,

make sure the pills or patches are fresh. They lose their potency over time.

19. IF YOU TAKE INSULIN,

carry a prescription for your syringes. Many states and countries will not sell them to you over the counter. (If you can't get syringes where you are, contact EA+ for help.)



Source: *A Senior's Guide to Healthy Travel* by Donald L. Sullivan, Career Press.
(No endorsement implied.)

LAC NEWS

San Antonio/Austin - Dave Newell at davebnewell@gmail.com

The Hill Country LAC held it's annual barbecue dinner at Ray and Mary Booth's party barn in Spicewood, TX on October 20-21, and this year it was held as a regional reunion open to all Golden Eagles members and their spouses/guests. Everyone seemed to have a great time and all agreed that the event was a big success . See the recap of the gathering in the Regional Reunion section below.

Denver - Dennis McDonald at B777man@comcast.net 303 841-3505 Thanks to Dennis McDonald for assuming the scheduling duties for the DEN LAC gatherings.

Dennis: We meet the second WED, every other month at Perfect Landing restaurant for breakfast - Coffee and BS at 0900 and sit down for breakfast at 0930. Our Aug meeting is usually an afternoon beer muster.

DEN Chapter of Breakfasters

As I write this, things are changing rapidly in Covid world - while a vaccine seems imminent, the prospects of further lockdowns also looms. As of today, we ARE planning our DEC breakfast at Perfect Landing for 0900 (9 AM for you Air Force types) on Wed Dec 9th. I will be checking with the Perfect Landing a few days prior and check up on latest restrictions an a sign up email will be sent out.

Now this part is equally important - my email program does NOT allow me to store large groups on it. And my phone has many area codes and prefixes blocked due to the overwhelming number of bogus callers. Contact with me is best by email, but if you do call and get hung up on - call

right back! I will be mass emailing info to both GE members and non GE members through the Golden Eagle website. And you will RSVP to ME (B777man@comcast.net) if you are planning on attending. More info will be forthcoming in the sign up email.

I am most hopeful that this whole process will get back to normal as the vaccine becomes available.

Dennis

Newark area - Mark Sheprow at marksheprow@optonline.net

We will be providing updates on scheduled meetings of the LACs as things return to normal regarding the Coronavirus situation. More details regarding the LACs and their current schedules are contained in our Golden Eagles website, www.thegoldeneagles.org, in the LAC section.

Houston area - Bruce Sprague at brucesprague@mac.com

Below is the schedule for 2021 for the Kingwood, Conroe, Woodlands and more pilots (*you can also see this on the Golden Eagles website*):

The venue for the upcoming gatherings is being determined...stay tuned

Monday, Feb 1, 2021

Monday, May 3, 2021

Monday, August 2, 2021

Monday, November 1, 2021

REGIONAL REUNION NEWS

Barbecue Dinner and reunion recap for October 20, 21

The annual Hill Country LAC barbecue dinner was again held at Ray and Mary Booth's lovely residence on Lake Travis, called Pilot's Landing, in their great party barn, appropriately named Pilot's Pub.. This year the event was also held as a regional reunion with all Golden Eagles members invited and was subsidized by the Golden Eagles organization. We had about 50 attendees, with Ron DeCurtins winning the prize for coming the furthest distance from Coeur d'Alene, Idaho and John and Lynne Berkstresser were runner ups coming from Atlanta, GA. We had several members from other parts of Texas including from the Houston area and member Bob Macaluso flew his twin Bonanza in to Spicewood Airport next door to Ray's property.

While we were pleased with the turnout for the reunion, we were disappointed that more could not make it, but due to personal health issues and concerns about the ongoing virus situation, a number of our members were not able or chose not to attend. We are looking forward to another reunion at a suitable location (possibly Las Vegas, Denver, Houston or other city) next Spring or Summer; stay tuned for the details. As was done with this reunion, we plan on having the next one include spouses and guests, schedule activities for two days with prearranged hotel accommodations and meals and much of the expense of the reunion subsidized by the Golden Eagles organization. Those staying overnight at our recent reunion were able to find suitable accommodations in Marble Falls next to good restaurants.

Here are some photos from the reunion held at Ray and Mary Booth's October 20-21:



Bernie Hallee, Ron deCurtins, Bruce Harris, Patti and Kent Muhlberger



Ron DeCurtins and Bruce Harris



Jerry and Penny Rivard, Bob Macaluso



Penny Rivard, Bob Macaluso, Ray Booth, Les and Susie Partridge, Mary Booth, John Downey, Scott Nutter



Sydney Robinson (friend of Scott Nutter)



Tina Hughes, Susie Partridge, John and Lynne Berkstresser, Sharon Brauner



Don Gentry and Pam Meyners



Susie Partridge, Kay Newell, Bob Macaluso



Bob Macaluso and his Twin Bonanza prior to departure from Spicewood Windemere Airport



Captain Booth resting in his Party Barn before the party.....





RAY and MARY BOOTH

Loyd Robeson
Golden Eagles Event Chairman
loydgeagle@gmail.com



Dave Newell
Golden Eagles EVP/Email Coordinator
davebnewell@gmail.com



Here is a list of those who attended the reunion.

Ray and Mary Booth
Dave and Kay Newell

Don Gentry
Wayman Curry
Buck and Karan Wroten
Lee and Pam Meyners
Dave and Sandy Judson
Les and Ida Cook
David and Tina Hughes
Ben and Chris McKenzie
Roger and Carol Bartel
Bernie and Sandy Hallee
Paige and Kay Seats
Bob Macaluso (fly in)
Bruce Harris
Kent and Patti Muhlberger
Allen and Bobbye Sawatzky
Lonnie and Sharon Brauner
Jerry and Penny Rivard
John and Beverly Downey
Jim and Carmen Minor
Ron DeCurtins
John and Lynne Berkstresser
Scott Nutter and Sydney Robinson
John and Carolyn Stipetich
Les and Susie Partridge

AIRLINE NEWS

United Airlines agreed to sell purchase rights from **Boeing** for two new GEnx-powered 787-9s and 10 new 737 MAX 8s to **CDB Aviation Lease Finance**, which will lease them back to United in 2020/2021.

FAA's 737 MAX proposal includes special simulator training



The FAA's proposed new minimum training for Boeing 737 MAX pilots includes five scenarios in full-flight simulators preceded by reviews of related checklists and materials.

The draft Flight Standardization Board (FSB) document, which covers all 737s, adds "special training" that focuses on the MAX family's revamped flight control computer software, including the maneuvering characteristics augmentation system (MCAS) flight control law. All pilots transitioning to the MAX or flying it following its grounding will have to undergo the training, including a demonstration of the MCAS, which provides automatic nose-down horizontal stabilizer commands during certain flight profiles.

Inadvertent MCAS activations played key roles in two fatal MAX accidents that left the fleet grounded and prompted regulators to order software and training changes.

The proposed updated training includes a review of the revamped MCAS as well as demonstrations of it at work. Related failure scenarios also must be practiced in the simulator—a recommendation that Boeing long resisted but ultimately made in January 2020, following revelations that the company discouraged at least one customer, Lion Air, that felt its pilots needed the additional training.

The proposed simulator work includes manual trimming during a runaway stabilizer event, manual trimming during an approach and go-around, erroneous angle-of-attack data on takeoff that triggers an unreliable airspeed warning, and activation of a new STAB OUT OF TRIM alert.

New Routes for United SAN FRANCISCO-BENGALURU

Five new routes are joining United's long-haul schedule—three to destinations in Africa and two in India—as part of what the US carrier described as a "bold step" in the evolution of its global network.

Starting this December, the Star Alliance member will fly daily between Chicago (ORD) and Delhi (DEL), and from spring 2021 it will become the only airline to operate between San Francisco (SFO) and Bengaluru (BLR), and between Newark (EWR) and Johannesburg (JNB). Services from Washington Dulles (IAD) to Accra (ACC) in Ghana and Lagos (LOS) in Nigeria will also begin in late spring of 2021.

United has served India nonstop for 15 years, operating primarily from EWR to DEL and Mumbai (BOM). Flights between SFO and DEL were introduced in December 2019, initially just for the winter season but

later extended to year-round.

At 13,987 km (8,691 mi.), SFO-BLR will become the longest route in United's network—158 km farther than Houston (IAH) to Sydney (SYD). It will connect two international technology hubs and is set to be BLR's second direct link to the US, with American Airlines also due to begin flights from Seattle (SEA) next year.

Data provided by Sabre show that Bengaluru is San Francisco's second-largest market in India, with 71,967 passengers in 2019, behind Delhi with 142,273. Emirates Airline is currently the airport-pair leader between SFO and BLR, with a 27% passenger share. However, with a flight time of about 17.5 hours, United's nonstop service will significantly reduce travel time between the destinations.

United Maintains Robust Order Book With No Major Retirements

- by [Jay Singh](#)
- October 18, 2020
- 3 minute read

United Airlines has taken a different stance compared to its network competitors. The airline has not announced significant fleet retirements and has continued to maintain a robust order book. With over 800 aircraft in its fleet, United Airlines, once smaller than Delta, now beats the airline by over 40 jets.



United Airlines has 11 Boeing 787s on order and has not announced any major fleet retirements. Photo: Getty Images

United Airlines' order book

[United Airlines](#) has over 270 aircraft on order split across the following:

- 50 Airbus A321XLRs
- [45 Airbus A350s](#)
- 171 Boeing 737 MAXs
- 11 Boeing 787s

United Airlines has 19 contractual deliveries in the fourth quarter of 2020, comprising three Boeing 787s and 16 737 MAX aircraft. While the MAX aircraft remain grounded, once the grounding is lifted, if it does happen this year as many expect it to, Boeing could deliver some jets to the aircraft.



United Airlines is awaiting

delivery of Boeing 737 MAXs. Photo: Getty Images

The airline also has 15 firm Embraer E175 orders with 11 due in the last three months of 2020. These aircraft are not for United itself; rather, the jets will go out to a regional carrier United has a contract with.

However, that is not all United has on order. The carrier also has agreements to purchase 20 used Airbus A319s with delivery dates through 2022, and 11 used Boeing 737-700s with delivery dates currently expected through 2021.

No major fleet retirements

According to data from [Planespotters.net](#), United Airlines has 805 aircraft in its fleet, of which around 325 are currently stored. The oldest of these aircraft are the Boeing 757, 767s, and 777-200s.

Early on, American Airlines announced plans to retire all of its Boeing 757s and 767s. Delta Air Lines announced plans to withdraw all of its Boeing 777s by the end of this month [and the remaining 767-300ERs by 2025](#).



United Airlines has plans to fly its 767s on a new route from Maui to Newark. Photo: Vincenzo Pace | [JFKJets.com](#)

United Airlines, meanwhile, has been investing in its 767s by retrofitting them with the carrier's new Polaris business class. While the 787 retrofits have continued, the 767s remain paused. It is unclear if

United is planning to retire these aircraft. Select 767s are outfitted in an incredibly premium configuration, which might not be an ideal configuration in the current environment.

The 757s and 767s would be ideal candidates for retirement; however, United Airlines has not yet determined the final plans for these aircraft. While they would be candidates for retirement, United appears to be waiting to see what happens with the world before retiring any of these jets. While United could replace the 757s with the A321XLRs, there is no clear replacement for the 767s right now, and United is planning on using them for a new route.

What is United's strategy?

United Airlines has scaled back its network where it must, but the airline has also sought out new opportunities to launch flights. The carrier is growing its short- and medium-haul Latin American network and its [long-haul operations to India, Africa, and Hawaii](#).



United Airlines has plans to take on 11 used 737s. Photo: Getty Images

Right now, launching new routes is not necessarily a bad idea. United Airlines has to find revenue where it can, and a parked jet does not make money. So, rather than operating what the airline flew beforehand, it makes sense to [try out new routes](#) that could work well in the current environment.

As for its fleet, well, United's team has been more optimistic and hopeful that, after a vaccine, [United will be on its way to a strong recovery](#), and for that, it will need an expansive fleet.

For now, at least, United has held off from retiring a staggering number of aircraft with plans instead to augment its fleet.

United Adds Eight New Caribbean And Central American Routes

- by [Jay Singh](#)
- October 17, 2020
- 3 minute read

United Airlines is adding eight new routes and increasing flights to 19 destinations across the Caribbean and Central America this winter. The airline is specifically going after leisure travelers looking for a sunny getaway with new nonstop flights.



United Airlines is adding new Central American routes and increasing frequencies for winter leisure travel. Photo: Getty Images

Eight new routes

United Airlines is adding eight new nonstop routes starting from December:

1. Los Angeles (LAX) to San Jose, Costa Rica (SJO) [Saturday-only service starting on December 19th, daily from January 5th]
2. LAX to San Pedro Sula, Honduras (SAP) [three-times weekly service from December 17th]
3. Denver (DEN) to Belize City, Belize (BZE)
4. DEN to SJO
5. Washington-Dulles (IAD) to Santo Domingo, Dominican Republic (SDQ)
6. Cleveland (CLE) and Cancun (CUN)

From January, United is adding two new nonstop routes to Liberia, Costa Rica (LIR) to LAX and San Francisco (SFO). Service from SFO is Saturday-only and will start on January 9th. From Los Angeles, flights will run three times a week from January 8th.



Cleveland to Cancun will target origin and destination travelers.

Photo: Getty Images

Patrick Quayle, United's Vice President of International Network and Alliances, stated the following in a press release:

"These eight new routes highlight the continued expansion of our network and build upon our strong presence in Latin America. Our new and increased service offers travelers more opportunities to find warm-weather getaways and visit friends and family over the winter season."

This news comes as the airline is adding [increased services to 40 new beach routes](#) this year, looking to resume [transcontinental flights from New York-JFK](#) as soon as next year, and adding [seven new long-haul routes to India, Hawaii, and Africa](#).

Increasing services to new Mexican destinations

In addition to the Cleveland and Cancun nonstop flights, United is increasing services across the board to

Mexico. From Houston, it is restarting services to Mazatlán (MZT) from December 19th. The remainder of the increases are on existing services.

Advertisement:

From Chicago (ORD), United is increasing services to Cozumel (CZM), San Jose del Cabo (SJD), and Puerto Vallarta (PVR). Out of [Denver International Airport \(DEN\)](#), United is increasing frequencies to CUN, CZM, SJD, and PVR.



United Airlines is growing out of Los Angeles, where it sees an opening. Photo: Getty Images

From Houston (IAH), United is adding new flights to Acapulco (ACA), CUN, CZM, SJD, PVR, and Zihuatanejo (ZIH).

From Los Angeles, increased services are coming to CUN, SJD, and PVR. The same routes will also see increased services out of Newark (EWR).

In addition, from both San Francisco and Washington-Dulles, United is increasing flights to Cancun.

More Caribbean and Central American flights

From December 17th, United will start their aforementioned route to Santo Domingo. It will offer ten nonstop destinations in the Caribbean, including Punta Cana, Grand Cayman, Nassau, Montego Bay, Aruba, Turks and Caicos, and San Juan. There is also service to St. Thomas and St. Maarten out of Washington-Dulles. The firm also flies to San Jose, Costa Rica, and Cancun, Mexico, from IAD. San Salvador (SAL) flights will run two times per day.

Out of Denver, in addition to United's Belize and Costa Rica flights, Denver will continue to see service to Liberia, Costa Rica, and Nassau, Bahamas.



Denver and Washington-Dulles are getting new Caribbean flights.

Photo: Getty Images

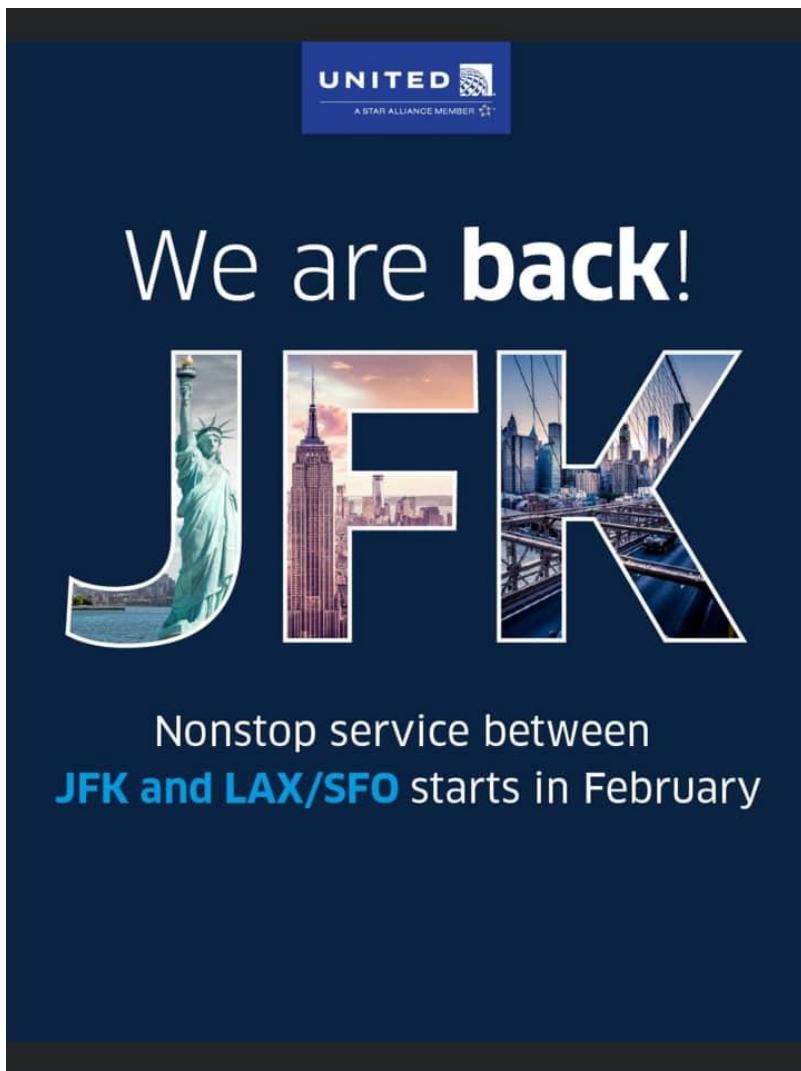
Out of Los Angeles, United is increasing its flights to Guatemala City (GUA) to ten times per week. To SAL, the carrier's flights increase to eleven weekly flights.

United's growth

Houston, Chicago, and Denver are United's top-performing hubs. These airports traditionally get a higher share of domestic passengers going from the East Coast, Midwest, and Southeast to the Mountain West and West Coast and vice versa.

The coastal hubs in Newark, San Francisco, Los Angeles, and Washington-Dulles have their respective advantages, but those hubs do best connecting passengers on long-haul international flights. Dulles, however, is also a great gateway to the Caribbean. With most of United's passengers originating from domestic cities across America, these are pretty good hubs to try these new routes out of.

Right now, with plenty of idle aircraft and a desperate need for passengers – most of whom are traveling for leisure – [United Airlines](#) is trying to capture as large a share of those travelers as possible, which will translate to as large of a share of revenue as possible. It is also a time when the operator can take some risks without passing up the potential for extra revenue elsewhere, given the significantly repressed demand for travel.



Boeing 737 MAX Certification Reportedly Just Days Away

- by [Joanna Bailey](#)
- November 10, 2020

The Boeing 737 MAX, which hasn't flown commercially since March 2019, could be certified by the Federal Aviation Administration in the next couple of weeks. Sources have told media that the process is in its final stages, citing November 18th as the possible date for the ungrounding. It would be a huge milestone for Boeing and would mark the beginning of the end of this crisis.



The 737 MAX could be ready to fly in less than two weeks.

Photo: Getty Images

The MAX could fly by November 18th

The Federal Aviation Administration (FAA) could be just days away from certifying the beleaguered 737 MAX aircraft to fly once more. According to reporting from [Reuters](#), the administration is in the final stages of reviewing changes and is preparing to announce it is ready to go.

Sources told the publication that the precise date for the grounding to be lifted could be as soon as November 18th. FAA administrator told Reuters,

"This process will be finished in the coming days, once the agency is satisfied that Boeing has addressed. The FAA continues to engage with aviation authorities around the world as they prepare to validate our certification decision."

"As I have said many times before, the agency will take the time that it needs to thoroughly review the remaining work. Even though we are near the finish line, I will lift the grounding order only after our safety experts are satisfied that the aircraft meets certification standards."



A Q4 ungrounding would be a positive end to a difficult year for Boeing. Photo: Boeing

Boeing has been saying for some time that it hoped for a positive outcome for the aircraft type within the fourth quarter of 2020. An ungrounding in the next couple of weeks would be a huge milestone for the US planemaker, allowing it to begin to recover from the damaged reputation and financial strife caused by this crisis.

What's next for the MAX?

Once the FAA gives the 737 MAX the green light, it is only the beginning of a long road to getting the type back into service. Airlines must then undertake a swathe of software updates for their existing fleets, while pilots will need to undertake the FAA-approved training to fly the MAX.

This process is expected to take several weeks, at least 30 days before we'll see any 737 MAX entering active service. However, some airlines predict a much longer lead-in before the MAX will begin working as part of their scheduled fleet.



Southwest doesn't foresee the MAX on its schedules until Q2, 2021. Photo: Southwest Airlines

Southwest Airlines, which had the largest number of 737 MAX in its fleet at the time of the grounding, has said it expects several months of work in order to comply with all FAA requirements. As such, it is not anticipating entering the MAX into its schedules until the second quarter of 2020.

Other airlines are more positive. For example, American Airlines has mooted beginning to add the MAX to schedules as early as [December](#) and will undertake [customer tours of the aircraft](#) beforehand in a bid to restore passenger confidence. Air Canada's CEO, Calin Rovinescu, has said that he expects the MAX to be back in the fleet from the first quarter of 2021, although the airline has also [removed some orders](#) from the books.

Are there a lot of known cases of passengers getting COVID-19 on flights or in airports? If not, where is all the angst about getting infected on flights coming from?

There are very few cases of transmission, either to passengers or crews, to the point that such transmission could be considered rare. This has even been the case on some long-haul, international repatriation flights where passengers either developed symptoms while onboard or were found to be positive for COVID-19 after they left the aircraft. In all cases, through contact tracing, it is known that no one else on those flights contracted the virus.

While not entirely understood, the reason for this generally accepted by medical experts monitoring flights—including IATA's own medical advisor—is the multiple layers of systems and processes that occur onboard aircraft. This begins with modern airliners' hospital-grade HEPA filters that clean and refresh cabin air every 3 min. and filter out some 95% or more of viruses, including the novel coronavirus.

Also, people are typically all facing forward, so seatbacks act as a natural barrier. Add mandatory mask wearing, regular and extreme disinfecting, limited and sealed food and beverage services, as well as other precautions, and an airliner is far safer than a restaurant, grocery store, hair salon and maybe most homes.

Why doesn't the public understand this? That's a question for the airlines and those organizations that represent them, including Airlines for America, IATA and ICAO. The industry has done a superb job—at significant cost and time—in putting safety first and quickly getting all these extra health measures in place. But, they have done a lousy job at communicating those efforts and the low transmission data to the very people who need to hear it: lawmakers, heads of medical organizations (like the U.S. Centers for Disease Control and Prevention), the media and the general public.

Responding to Thanksgiving Travel Demand, United Adds Over 1,400 Domestic Flights to Schedule

United seeing more customers booking Thanksgiving travel closer to departure this year

November 09, 2020

CHICAGO, Nov. 9, 2020 /PRNewswire/ -- United Airlines expects the week of November 23 will be its busiest since March as customers travel to visit friends and family for the Thanksgiving holiday. This year, United is anticipating approximately 50% of United customers flying for Thanksgiving are booking travel less than 30 days prior to departure compared to last year when around 40% of Thanksgiving travelers booked less than 30 days before departure. To help customers reconnect with loved ones this holiday season, United is adding more than 1,400 domestic flights during the week of Thanksgiving and is

monitoring bookings in real-time to swap in larger aircraft when needed to accommodate last-minute demand.

"We know that for many customers, this holiday season may be their first time back on a plane since the start of the pandemic, and we're committed to helping provide flexibility and a safer, clean, travel experience," said Ankit Gupta, United's vice president of Network Planning and Scheduling. "While this holiday travel season looks quite different than recent years, we're continuing to follow the same playbook we have all year long – watching the data and adding more flights, adjusting schedules and leveraging larger aircraft to give customers more ways to reunite with family or reach their destinations."

In December, the airline expects to see a similar travel pattern with customers booking holiday vacations closer to departure opting for warmer weather and ski destinations in the United States, the Caribbean and Mexico. Popular destinations include cities in Florida, Hawaii, Colorado, Montana, Costa Rica, Mexico, Puerto Rico and the Dominican Republic. United expects to fly 48% of its overall schedule in December compared to 2019, adding more than 140 daily flights and increasing capacity on more than 350 routes.

NEW MEMBERS

Charles Doughty

Michael Bronner

Mickey Wagner

Steven Johnson

William Schneider

Welcome..... ☐

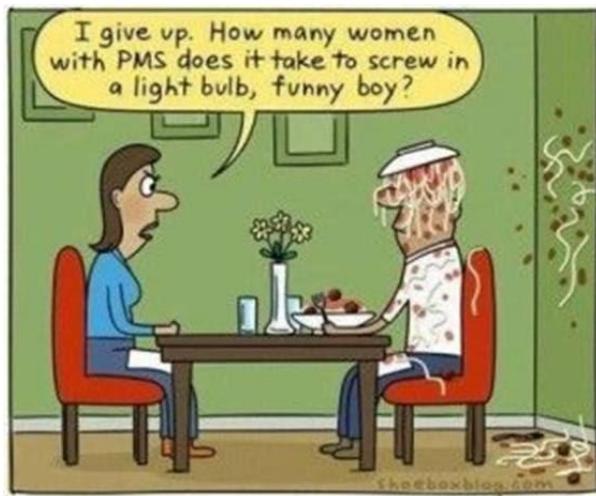
.....and, the lighter side.....



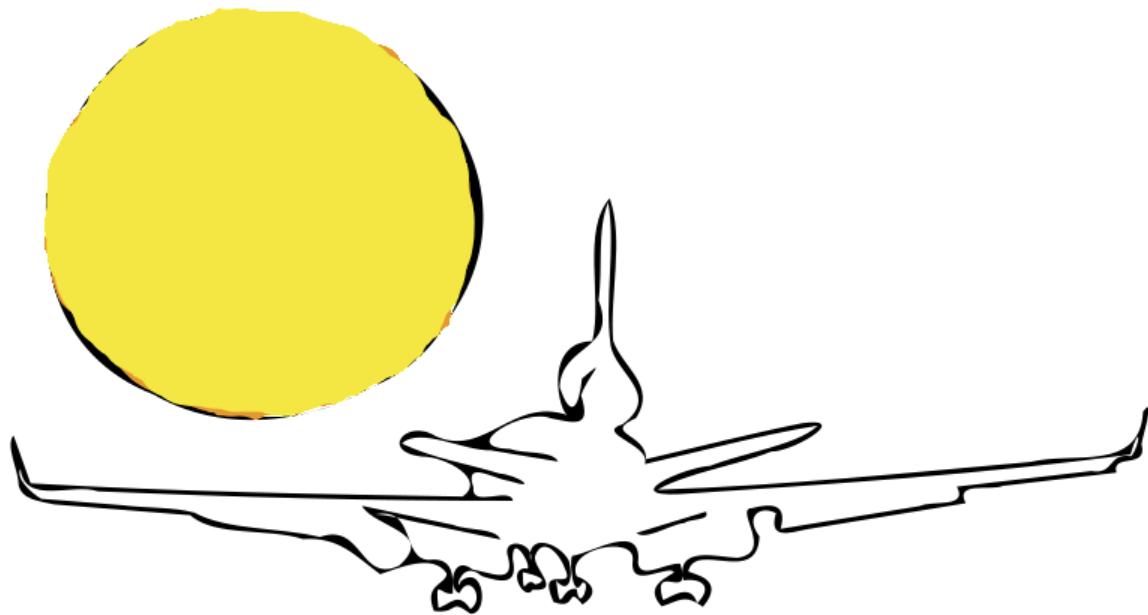
**The problem
with stealing
quotes off the
Internet is you
never know
if they are
genuine.**

~ Abraham Lincoln

 Bizarremagic's Funny Quotes



I have kleptomania, but when it gets bad, I take something for it.





GONE WEST

* Denotes Golden Eagles member

Names in red denote gone west announced since last update

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



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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