



## Monthly Update and Reminders OCTOBER 2020

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## 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 **October** have been posted on the Golden Eagles website, [www.thegoldeneagles.org](http://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](mailto:smallgd@gmail.com), and/or David Rossetter, [drossetter@yahoo.com](mailto: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](http://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](mailto:smallgd@gmail.com), and David Rossetter's, [drossetter@yahoo.com](mailto: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](http://www.thegoldeneagles.org), in the membership section. Thanks ☐

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## TOP GUN PILOT FOR UNITED AIRLINES DIES AT AGE 70

[MATTHEW KLINT](#) OCTOBER 13, 2020 [11 COMMENTS](#)



Captain Mike Bowers, a long-time United Airlines pilot and favorite columnist in the airline's in-flight magazine has [lost his battle](#) to pancreatic cancer. He was 70 years old.

### **In Memoriam: United Captain Mike Bowers**

Bowers began his career in the United States Navy, graduating from the elite Fighter Weapons School (now known as the Strike Fighter Tactics Instructor program) as an F-14 Tomcat pilot. As a Top Gun pilot,

Bowers spent nine years on active duty and 17 years in the Naval reserves.

He made the transition to commercial and flew for People Express, which later merged with Continental Airlines, which later merged with United Airlines. Over his career, he flew the 727, 737, 757, 767 and 777. In fact, he finished his career as the Chief Pilot at Newark Liberty International Airport, a position that allowed him to mentor many pilots over the years.

You may recognize his face from United's in-flight magazine, Hemispheres. For many years, he wrote the popular "Ask The Pilot" column, which offered concise answers on aviation-related questions.

## Ask the Pilot WITH CAPTAIN MIKE BOWERS



**Q** Is it easier to fly a plane with a yoke or with a joystick?

**A** I suppose it is a matter of preference. I flew in the Navy with a stick and in commercial aircraft with a yoke and can handle both. The aircraft in our fleet (B-737, 747, 757, 767, 777 and 787) all have joysticks, and I find them to be quite natural. The aircraft in our fleet (B-737, 747, 757, 767, 777 and 787) all have joysticks, and I find them to be quite natural. You adapt to them and then everything seems normal after a while. I flew in the Navy with a stick and in commercial aircraft with a yoke and can handle both. You adapt to them and then everything seems normal after a while.

**Do you have a question for Captain B to him at [askthepilot@united.com](mailto:askthepilot@united.com).**

Over his career, he welcomed more than a million passengers onboard, but his favorite flights were United's annual "Fantasy Flights" which offer underprivileged children a chance to visit the North Pole. These were staffed by all-volunteer crews and Bowers relished this annual Christmas tradition. He also flew rescue mission to Haiti after the devastating 2010 earthquake, helping to deliver valuable cargo to those in great need.

In 2019, he was diagnosed with pancreatic cancer. Doctors gave him three months to live. He ended up living for 16 more months.

He is survived by his wife of 48 years, two children, and seven grandchildren.

### Tributes to Mike Bowers:

From Rich Leeman:

*I am so very sad to receive the news that Mike has taken his final flight West. I had the opportunity to fly several times with Mike when he was a FO and we were flying 737s and 727s for PEX. A very professional pilot, a true gentleman, well liked even then by everyone. He really did an excellent job during his tenure as EWR Chief Pilot. He will be missed. Keep the blue side up.*

*Rich Leeman, EWR Retired B777 Capt*

*From Jim Morehead:*

*A very sad event.*

*Jim Morehead*

*From Di Johnson:*

*I'd like "ask the captain" do the intros for the rest of us when we join him flying ultimately west. Great job, Mike! So glad to fly with you. Di*

*From Mark Sheprow:*

*It would be hard to exaggerate the level of respect and appreciation the pilots of EWR felt towards Mike Bowers from his time as the EWR CP. He was completely professional regarding his duties and responsibilities, but also was unfailingly courteous, patient, understanding, friendly and compassionate towards anyone he dealt with. The complete package of people skills and professional standards, perfect for that job. He came out of the Navy and then People Express, and although I didn't know him until he became the EWR CP, I suspect he had an entire aviation career at that level of personal commitment. You never heard a derogatory or antagonistic opinion about him, from anyone. A loss to his family, and to all of us who worked with him.*

*Mark Sheprow*

## **PASS TRAVEL NEWS**

### **Q & A**

*Q. My question is: I'm a "regular" retiree with 2 enrolled friends. I have always been the one to book 20% discount tickets for my enrolled friends. Has this changed? Are enrolled friends now able to book their own discount tickets?*

*A. They may now book their own MyUADiscount tickets, but have to first start a search via eRes. Once they have search results, there should be a "fare wheel" they can click on to be taken to the discount booking path on [united.com](http://united.com).*

UNITED.COM

[www.united.com](http://www.united.com)

*Q. I have a mileage plus # & password to sign into the site, however, I am having difficulty in knowing where to go to log into the system so I can list on my I phone. Thanks in advance with suggestions.*

A. First add your MP number to your EmployeeRes profile by going to Flying Together-Travel- top hits- EmployeeRes- my profile- manage profile. There is a space to input your mileage plus number.

Once that is done, go to the United APP on your I-phone and sign in to your mileage plus account on your phone. This will link the APP to your EmployeeRes. The next time you select book on your APP, the option to list and to purchase MyUADiscount will appear. ·

### **Not getting PreCheck? There's likely an EASY fix**

*From Doug Edmunds in the pass department:*

I wanted to take a moment to explain how pre-check is stored to your profile, and how it makes it into your bookings in Shares. In the old eRES, you could add multiple IDs to your profile, and you HAD to add your KTN to each of those IDs. The reason for multiple IDs, I've been told, is because if you were traveling internationally, it would use the nationality of your passport to calculate appropriate international taxes.

Well, that's not the case with the new(ish) eRES. If you added IDs in old eRES without KTNs, then even though eRES shows a KTN on file for you, it's only looking at the very first ID in your profile. Therefore, if during the booking path you select a different ID than the first one in the list, and that ID you selected didn't have a KTN associated with it in old eRES, then your KTN is not going to be added to your booking, thus denying you PreCheck when you travel. But don't fret. There's an EASY fix for all of this.

To fix this KTN issue, just remove ALL but your first ID in your list of IDs in your profile. Once you only have one ID left on your profile, make sure the KTN is still showing up in eRES. If it's not, simple add it in the blank and save the changes. If it is, you're already good. Then, going forward ONLY use that one ID you have saved to your profile when booking travel. Honestly, NOTHING is done in Shares to indicate what type of ID you selected, so it really doesn't matter which one you select, as long as it has your KTN (or Redress) attached to it.

Was this bad design? Maybe. But when creating new eRES, the team was trying to make use of what was already there. However, in an effort to correct this issue, we will soon be doing a cleanup of the data that we have on file around KTNs. You'd be surprised how many people have things like a driver's license number or even, I kid you not, a street address, in their KTN field. We will be removing all data that doesn't match the pre-determined (by TSA and CBP) formatting of KTN numbers. In addition to the cleanup of the data, in the next few months, we will be removing all IDs from profiles and the booking path, to eliminate this issue and the confusion altogether. All you'll be presented with is any KTN or redress you may have on file, so that you can validate whether it's correct before your

booking is completed.

You can help with this data cleanup to ensure a correct one isn't accidentally removed by going into your profile, removing all ID's but one, and then making sure your KTN (or Redress) is correct on that remaining ID. That's it. problem solved if you're regularly not getting PreCheck.

## LAC NEWS

### *Reposted for maximum exposure to membership*

Since we have discontinued our annual reunions/conventions due to our introducing a new business model for the Golden Eagles, we will be focusing more on our Local Area Chapters (LACs) to provide a means for us to get together and maintain our friendships from our airline days. We encourage our members to support these LACs by attending the luncheons and breakfasts that they schedule periodically. We welcome any retired or working pilot to join us as a guest at these gatherings and we of course would like to see any attendees who are not Golden Eagles members be encouraged to consider joining the organization. So please invite your friends who may be interested in socializing with some of their old and new airline friends.

For those who would like to attend these functions but are not presently listed as a regular attendee, (member), you can contact any of the LAC leaders listed below for information and scheduled meetings.

#### ***Houston area:***

*Kingwood* - Bruce Sprague at brucesprague@mac.com

*Conroe* - **Pete Fusco** at petefusco1943@gmail.com

*The Woodlands* - **Tip Fuller** at tipfuller@hotmail.com

As an alternate contact for any of the above Houston groups you can contact - **Bruce Sprague** at brucesprague@mac.com

All three local LACs (Conroe, Kingwood and The Woodlands groups) meet every **quarter** for **lunch at 1130** at the Conroe **Wings N More** (16580 I-45 S, Conroe, TX 77384)

**The dates for these lunches are posted on our website under the LAC menu**

**Four members of the Kingwood LAC recently took a trip down to NASA near Clear Lake, TX. Photos shown below were provided by Bruce Sprague.**



**Bruce Sprague, Mike Snowden, Rick McDonald and Steve Cady**



*Steve Cady, Rick McDonald, Bruce Sprague and Mike Snowden*

*Austin, San Antonio area (Hill Country LCA) - Dave Newell at davebnewell@gmail.com*  
Normally meet the third Wednesday of the last month each quarter at 1130.

**SPECIAL NOTE:**

The Hill Country LAC annual barbecue dinner is scheduled for Wednesday, October 21, 2020 and **this year we are expanding the event to be a regional reunion for all Golden Eagles members and their spouses.** Please check the details in the section below this one titled **REGIONAL REUNION NEWS (NEW)**. We hope many of you will decide to join us for this fun time in the Texas Hill Country! *Watch for future updates on this event.*

**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.

**Note:** As mentioned in recent emails - we are back in business for Perfect

Landing breakfast meetings! Mark your calendars for Wednesday morning December 9th, 0900 for "socially distanced coffee" and 0930 for breakfast. My recent email may have been somewhat misleading - the breakfast **is not** limited to 10! Under current guidelines tables are limited to 10 (which is what we always did) Additional tables of 10 will be accommodated, but slightly further apart. And as for the coffee / BSing sessions we will just spread out somewhat. I'm hopeful this covid will be over with the election, but I'll be checking with Perfect Landing prior to the RSVPs going out in early Dec. In the meantime, remember the Perfect Landing in your dining outings - let's lend them all the support we can!

Dennis

*Newark area* - **Mark Sheprow** at [marksheprow@optonline.net](mailto: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](http://www.thegoldeneagles.org), in the LAC section.

## **REGIONAL REUNION NEWS (NEW)**

### **Barbecue dinner and social gathering**

***Please excuse the redundancy of the following announcement, but we want to be sure everyone gets the message. The reunion will be held in one week from now on Oct 21, so you still have time to make plans to attend. No reservations or cost to members are involved, but we would like to know if you plan on attending. Hope to see you there. □□***

*This section is being **reposted, AGAIN, AGAIN** □, for maximum exposure to our members. While the Covid19 situation continues to be a factor in our society, it appears that the impact of the pandemic is diminishing. Our plans at this point are to continue with the scheduled regional reunion in October. The Booth's party barn is large and well vented and should pose no problems for those attending the event. Hopefully the effects of the virus on our society will be less of a factor by October 21 and*

*we can have a social gathering with minimal concern for the spread of any viral infection.*

## **From Golden Eagles Event Chairman Loyd Robeson**

Greetings Golden Eagles members,

Since we are replacing our annual conventions with occasional **regional reunions**, we are launching this program by inviting all Golden Eagles members to attend the Hill Country LAC annual barbecue at Captain Ray Booth's party barn, "Pilot's Pub", at Pilot's Landing on Lake Travis.

We realize that not everyone will attend this event, but we are inviting **all GE members** in hopes that those in the SW US area and even from nation-wide will make an effort to join in the fun.

It is hoped that this will enable all of our Golden Eagles members to congregate as we have done at our past conventions, but without the historical complexity and expense to the organization.

*Here are some tentative plans/suggestions/ideas for your consideration and planning:*

1. **WHEN:** Wednesday, October 21, 2020 at approximately 3:30 PM plus a few extra days as desired.

2. **WHERE:** Ray and Mary Booth's place in Spicewood, TX, near Marble Falls, TX in their large party barn, Pilot's Pub. **Address is 155 Contrails Way, Spicewood, TX 78669.**

A map will be provided.

3. **COST:** **Food and drink at the BBQ on Wednesday are provided at no cost by the Golden Eagles.**

4. **Here is a rough description of how attendees may spend their time at the event and this can of course be modified as desired as things evolve.**

Attendees arrive on **Tuesday**, October 20 **OR** **Wednesday**, October 21. Arrivals on **Tuesday** may meet for cocktails/dinner in Marble Falls or Ray Booth's Pilot's Pub for drinks and snacks with dinner in town - to be coordinated and announced.

**Wednesday** - cocktails 3:30-5:00, barbecue dinner 5:00-7:00. Out of towners may coordinate evening social gathering at local hotel or restaurant/bar if desired after barbecue dinner. To be announced.

**Thursday** - Individual day trips or other activities as desired or depart for home:

Fredericksburg, TX, Nimitz War of the Pacific Museum.

Luckenbach, TX, Saloon, Wayland & Willie memorabilia

State Capitol and Texas History Museum, Austin, TX.

LBJ Presidential Library, Austin, TX.  
LBJ State Park, Johnson City, TX.  
The River Walk and Alamo, San Antonio, TX  
Other attractions as desired.

**Friday** - Personal desires - depart for home or more sight seeing, visiting, etc. Evening social gathering at location of choice for drinks and dinner for out of towners continuing stay in area if desired, to be announced.

Dress, of course, is casual: Western style if desired. And always, always bring your swim suit, just in case....you never know when there might be a pool party! It should be nice pool weather in October in the Hill Country and many of the hotels in the area have pools and hot tubs.

We recommend those from out of town who will need hotel accommodations to go online at one of the discount travel sites, such as Travelocity, Expedia, Hotels.com, etc., and find a good price for a hotel in Marble Falls or adjoining localities. There are a number of hotels in the area with a variety of amenities and prices. They range from the Horseshoe Bay Resort on Lake LBJ at about \$195 per night to standard motels (Holiday Inn, Quality Inn, Best Western, La Quinta Inn and other local hotels and resorts in Marble Falls with prices from around \$75 to \$150 per night. There are other options such as private homes and condos that sleep several couples. All would likely offer some discounts for seniors and military vets and maybe an airline ID. There are many good restaurants in Marble Falls for social gatherings and meals. It is a beautiful area with lots of rich history and scenery. Once you have accessed one of the discount travel internet sites, just enter the city or town you wish to visit and the dates of the stay and the site will provide a list of available hotels and the prices. Contacting the individual hotel and negotiating a price might also be a good approach.

**As you can see the concept is to allow attendees maximum flexibility in determining their own schedule of activities at their own pace aside from the barbecue dinner.** The event should be viewed as a day or two or three stay in the Hill Country to tour the area, enjoy the sights and attractions and to visit with friends plus enjoy a great barbecue dinner and social gathering. The idea is for members to coordinate with their friends before or after arrival to plan activities they would like to share, such as social hours, meals and sightseeing trips. It is assumed that those who fly in will obtain rental cars which are available at the Austin airport, about an hour from the Booth's and Marble Falls. Hopefully even some of the local folks will consider getting a hotel for the event to join in and make the party last longer...□□ There is an airport right next to Ray's place suitable for those who may choose to fly in. It is the Spicewood Airport, it's designation is 88R and here is a link to it's website: <http://www.spicewoodpilots.org/>.

So, grab your partner and come on to Ray's Pilot's Pub in October for some fantastic barbecue and all the fixin's. There will be lots of cold beverages of your choice and some good old Country & Western sounds to liven things up. And remember, **Everything at the**

**barbecue dinner is on the house!** ☐☐

Y'all come, ya`hear! Ray and Mary want you to enjoy the Pilot`s Pub party barn and their beautiful home, and the Hill Country is beautiful in October. Hope to see you there.



## RAY and MARY BOOTH

Loyd Robeson  
Golden Eagles Event Chairman  
loydgeagle@gmail.com



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



## Note:

*Since the barbecue dinner will be catered we will need to have a fairly accurate count of the number of guests planning to attend. It would be greatly appreciated if you would drop an email to Dave Newell at (click on the following link for your convenience*

*[davebnewell@gmail.com](mailto:davebnewell@gmail.com) and advise if you plan on attending and the number in your party. We will publish a list of those attending as the date of the event approaches so that attendees can contact other attendees for coordinating travel plans, hotels, social activities and other plans as desired.*

Here is the latest list of those who have said they will attend so far. We do expect others to respond affirmatively as the date of the event approaches and personal schedules can be firmed up.



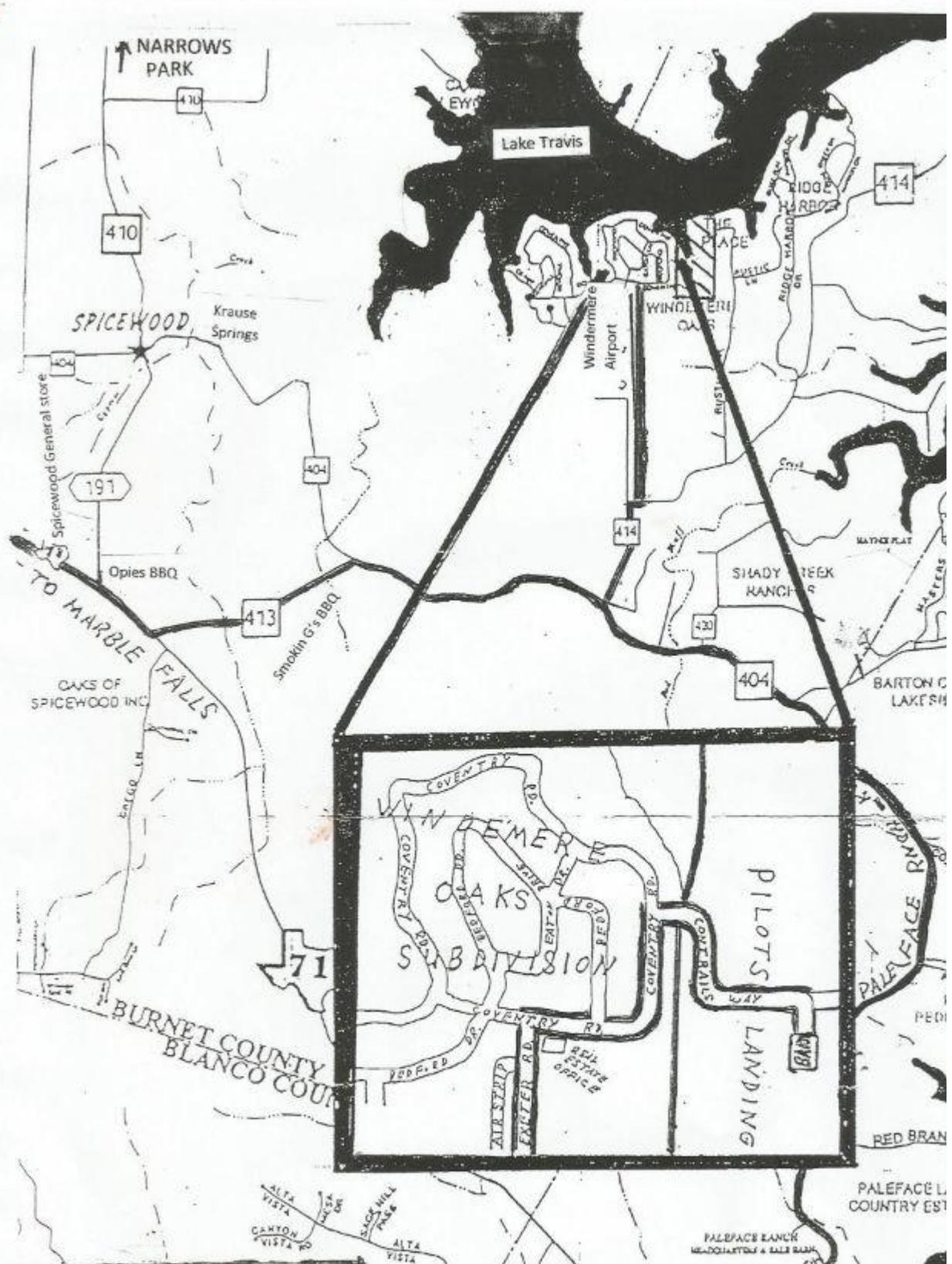
Ray and Mary Booth  
Dave and Kay Newell  
Don Gentry  
Wayman Curry  
Buck and Karan Wroten  
Lee and Pam Meyners  
Dave and Sandy Judson  
Les and Ida Cook  
David and Tina Hughes  
Ben and Chris McKenzie  
Roger and Carol Bartel  
Loyd and Debbie Robeson  
Gary Small  
Bernie and Sandy Hallee  
Paige and Kay Seats  
Bob Macaluso (fly in)  
Ray and Denise Quigley  
Bruce Harris  
Kent and Patti Muhlberger  
James Killen + 1  
Allen and Bobbye Sawatzky  
Lonnie and Sharon Brauner  
Jerry and Penny Rivard

John and Beverly Downey

44 have committed to attend. Two hotels that have been booked by members in Marble Falls are the Hampton Inn and the Best Western.

***A NOTE ON THE VIRUS:***

We all are aware of the issues surrounding the current Covid19 virus situation. We wish to advise any of our members who choose to attend the reunion that we will respect anyone`s individual wishes as far as social distancing and facial coverings at the event. There are no plans to request attendees to wear masks, but that decision will of course be up to each individual. The party barn is very well ventilated and there is adequate outdoor seating for those who are more comfortable remaining out of doors during the event. We are hopeful, and confident, that the effects of the virus will have lessened greatly by the time we have the reunion and should not be an issue.



Ray & Mary Booth  
515 Contrails Way  
Spicewood, Texas, 78669

## AIRLINE NEWS

# Concerns Expressed Over 737 MAX Redundancy, Manual Trim

[Sean Broderick](#) September 21, 2020



Credit: Boeing

WASHINGTON—Calls for an additional angle-of-attack indicator and concerns over the flight crew's ability to manually trim the aircraft in an emergency are among the issues highlighted in the initial set of comments on the FAA's proposed requirements to approve the Boeing 737 MAX's service return.

Boeing's proposed fixes including software modifications that use data from both MAX angle-of-attack (AOA) vanes to activate the maneuvering characteristics augmentation system (MCAS) flight-control law implicated in two MAX fatal accidents had led to the grounding. If they disagree by more than a defined range, the MCAS, which provides nose-down horizontal stabilizer commands, will not activate.

"This is clearly an improvement on the original design" that used one sensor's feed and meant MCAS could push the MAX's nose down based on one feed of faulty AOA data, the British Airline Pilots' Association (BALPA) wrote in comments to the FAA. "[But] it would be preferable for the system to utilize three AoA sensors (as per the Airbus A320 family of aircraft) in which case 'voting' can be implemented to discard an erroneous AoA value. There are other systems onboard the aircraft requiring AOA input, so how will they deal with two sensors that disagree?"

Guy Woolman, a former Southwest Airlines pilot with 12,000 hours of 737 experience but none in the MAX, seconded BALPA's call.

"There should be at least a third AOA and airspeed input," he wrote in comments to the FAA. "I had several 'IAS DISAGREE' messages while flying [737 Next Generation variants]. There is certainly a lot of startle as the crew is forced to search for reliable airspeed ... Couple this with other seemingly dissimilar non-normal conditions and it is easy to see why

things could get challenging in a hurry. Why not have a standby AOA gauge?"

EASA is considering mandating introduction of a third AOA sensor, but it is not expected to be a prerequisite to allowing the MAX back into service.

In both MAX accidents, Lion Air Flight 610 in October 2018 and Ethiopian Airlines Flight 302 (ET302) in March 2019, faulty AOA data triggered the MCAS, which commanded unneeded nose-down horizontal stabilizer movements. Neither crew reacted as Boeing thought pilots would, which included using cutout switches to disable the stabilizer motor and, if needed, manually turn a vertically-mounted trim wheel in the cockpit. Instead, they were confused by a cascading series of alerts and warnings, including a SPEED TRIM FAIL, and lost control of the airplane. The MCAS functionality was added to the 737's speed trim system's logic, and Boeing elected not to highlight it in pilot manuals or add a new alert light on the flight deck.

"The caution and warning system in the 737 is as archaic as the airframe design. I flew jets made far earlier than the first 737 with a better system," said Woolman, a former B-52 pilot and Rockwell B-1 bomber flight instructor. "Properly analyzing aircraft failures can be like hunting for Easter eggs, especially if struggling with basic aircraft control."

BALPA also raised concern about Boeing's proposed manual-trim techniques. Investigators believe the ET302 pilots attempted to use manual trim, per Boeing's instructions, to direct their 737-8's nose up after the MCAS was disabled. But aerodynamic forces acting on the stabilizer made it too difficult to maneuver with the manually-linked wheel.

In its updated MAX training, Boeing emphasizes that both pilots may have to crank the wheel, a spool-shaped device mounted with round sides vertical between them to generate enough force to move the stabilizer. A draft training aid distributed in June illustrates the concept, with each pilot using one hand to turn the wheel, and the other to fly the aircraft.

"Requiring both crew members to turn the trim wheel simultaneously in a non-normal scenario is extremely undesirable and goes against all philosophies of having one pilot fly and one run the" quick reference handbook, or QRH, BALPA said. "No flight control system should require both pilots to operate it at any stage, let alone in an emergency."

BALPA added that the newer 737's smaller trim wheel compared to the 737 Classics, which created room on the flight deck for new displays, renders the manual-trim scenario even more challenging. Moving a 737 Classic horizontal stabilizer one degree, or unit, required about 10 turns of the trim wheel. On newer 737s, including the MAX, moving the stabilizer the same amount requires about 15 turns of the smaller-diameter wheel. Full nose down equates to a stabilizer at 4.2 deg nose down, meaning pilots would need to rotate a MAX's trim wheel about 60 times to bring the stabilizer to neutral.

The public-comment period on the FAA's proposals runs through Sept. 21. As of late in the afternoon on deadline day, more than 200 comments had been received, including many from members of the public that do not favor the MAX's re-approval.

Comments will be considered by the FAA and, if appropriate, incorporated into a final directive outlining what changes the MAXs must undergo before they can fly again, and

what training pilots will receive. The FAA plans to mandate a flight control computer software upgrade, some writing modifications, and new training. Specifics of the training programs are being reviewed and finalized in a separate process.

## Day of Reckoning

IN SECTION: ANALYSIS

**Without a payroll protection extension, US airline furloughs will come thick and fast.**

**BY BEN GOLDSTEIN**

As the 2020 summer drew to a close, the US unemployment rate hovered at just over 8% and some 13.6 million people were involuntarily out of work. US carriers, by contrast, had managed to avoid involuntary furloughs or layoffs thanks to the federal government's \$25 billion payroll support program (PSP), which funded airline labor costs in exchange for job protections through Sept. 30.

By the second week of September, and with the US still posting the world's highest number of COVID-19 cases and deaths, demand for air travel was still at only around 30% of 2019's level. The industry consensus is that domestic traffic will struggle to advance beyond 50% until a COVID-19 vaccine becomes widely available, particularly given the moribund state of corporate and business travel, which, like international travel, are down more than 90% year-on-year. Labor unions spent the weeks leading into September sounding the alarm about the coming deadline and urging Congress and the administration to extend the PSP until March 1, 2021. Despite bipartisan appeal, however, talks of a renewal have been held up by gridlock in negotiations toward another round of general economic stimulus. The upshot is that Oct. 1 looked increasingly like what JetBlue Airways CEO Robin Hayes described as a "day of reckoning," with US carriers trimming back their schedules and capacity for the fall and winter seasons. They also began preparations for taking out US city destinations they could no longer afford to serve without the PSP guarantee and for trimming staff.

Altogether, US passenger carriers plan to collectively furlough around 40,000 employees on Oct. 1 or soon after, with American Airlines and United Airlines accounting for more than 80% of the total cuts. Those planned reductions come in addition to tens of thousands of workers who already volunteered to leave their jobs, either temporarily or permanently. In some cases, individual workgroups successfully negotiated short-term job protections with their management teams in exchange for concessions like pay rate or schedule reductions, as was the case for pilots at Alaska Airlines, JetBlue Airways and Spirit Airlines. Still, the voluntary measures won't be enough to avoid the need to downsize across the industry, unless additional aid is secured.

"We are doing everything we can to keep our companies afloat," Airlines for America (A4A) president and CEO Nicholas Calio told reporters. "People talk about the situation being dire. It is dire. Right now, we're fighting for survival. Make no bones about it." A provision of the US CARES Act, the financial aid program of which the PSP was part, required airlines to maintain service to all destinations in their pre-pandemic networks, with a few exceptions. If the PSP lapses, carriers will be free to trim unprofitable flying as they see fit across their networks, which will benefit their bottom lines while potentially jeopardizing connectivity for small communities. A4A does not expect US domestic air travel to recover to 2019 levels until 2024, in line with the global forecast from IATA. That means the US airline industry will inevitably need to trim its ranks to adjust to the new demand picture for the next several years.

Congress has a tendency to put off passing major spending packages until the last possible minute, and Sara Nelson, international president of the Association of Flight Attendants-CWA and a leading labor figure, said it was not a case of lack of congressional support for a PSP extension, merely a matter of finding a legislative route. Nonetheless, airlines require time and certainty to plan their flying schedules and networks in advance, meaning staffing and service changes made in August and September will be increasingly difficult to undo.

For the tens of thousands of airline workers who already accepted voluntary furloughs and early-out arrangements across the industry, it is already a moot point. For hundreds of thousands workers at non-US airlines who had no PSP safety net, the collective sigh will be, "welcome to our world."

## GE9X Engine For Boeing 777X Earns FAA Certification



[Guy Norris](#) September 28, 2020

One of the first GE9X production engines.

Credit: GE Aviation

GE Aviation's GE9X, the largest aircraft engine yet developed, has received FAA certification, marking a major step toward entry-into-service on the Boeing 777-9, the first of the 777X family, in 2022.

Aside from the 134-in. dia. fan, which comprises 16 composite blades, the GE9X is distinguished by an overall pressure ratio of 60:1, which is the highest for any commercial engine, as well as the incorporation of more than 300 additively manufactured parts. The engine also utilizes five components made from ceramic matrix composites including the first-stage shroud and first and second-stage nozzles on the high-pressure turbine, and the inner and outer linings of the combustor.

## United Pilots Approve Deal To Delay Furloughs If Payroll Support Expires

[Sean Broderick](#) September 28, 2020



Credit: United

Airlines / Twitter

Pilots at United Airlines ratified a deal that would avoid planned furloughs in the next several months, pushing off any possible involuntary actions until mid-2021 if the U.S. Congress does not provide additional support for the country's airline industry. The pilots, represented by the Air Line Pilots Association (ALPA), ratified a deal agreed to earlier in September that will keep 13,000 pilots employed, less those who take advantage of a new round of early separation options available to pilots aged 50 and older with at least 10 years' experience. In exchange for higher pilot wages, United avoids costly re-training scenarios that furloughs trigger as pilots re-bid for remaining jobs and are often forced to change equipment types. The carrier also maintains flexibility to add flying as demand returns without having to add pilots. "Our members understood that in order to protect pilot jobs, we needed to approve this agreement," United ALPA Master Executive Council chairman Todd Insler said. "We're spreading the existing flying among our pilot group while locking in permanent contractual gains."

The deal prevents any furloughs until at least June 2021. Before the agreement, United planned to furlough 2,800 pilots through year-end and up to another 1,100 in 2021 as it cuts flying to match lower demand caused by the novel coronavirus pandemic. United, like other U.S. airlines and the unions that represent many of their workers, continues to push U.S. lawmakers to extend the CARES Act Payroll Support Program (PSP) and give airlines money to pay their employees in exchange for not laying off anyone for a period of time. The terms of the current PSP terms expire Oct. 1, removing the restriction that prevents PSP recipients from involuntarily cutting jobs. If the program is extended in the coming days, implementation of the United-ALPA deal, which effectively cuts the pilots' pay in exchange for less flying and no furloughs, will be delayed. If the PSP is not extended, United now expects to cut fewer than 12,000 additional jobs after Oct. 1. This figure is down from 36,000 projected early in the pandemic, with the reduction coming from voluntary measures, including 7,000 early retirements, reduced work schedules,

and specific deals including the ALPA agreement.

The airline is still negotiating with several labor groups, and talks could lead to more voluntary outs that would further reduce the 12,000 figure.

## How Much Time Will The New Boeing 737 MAX Pilot Training Take?

[Sean Broderick](#) October 12, 2020



FAA Administrator Steve Dickson completed new proposed 737 MAX ground and simulator training before piloting a demonstration flight on Sept. 30.

Credit: Mike Siegel-Pool/Getty Images

### How much time will the new Boeing 737 MAX pilot training take?

*Aviation Week Air Transport & Safety Editor Sean Broderick responds:*

The short answer: About 5 hr., including 2 hr. in the simulator.

The details: New minimum training requirements for 737 MAX pilots have not been finalized. But it is a safe bet that what FAA Administrator Steve Dickson went through to prepare for his Sept. 30 demo flight—and what is outlined in a [draft Flight Standardization Board \(FSB\) report](#) out for public comment through Nov. 2—is pretty close to what will be approved.

The training will be split into two parts. The “ground” training—think computer-based distance learning that can be done on a tablet—will take 90-120 min. It will be broken into

modules that cover key issues, including the MAX's Maneuvering Characteristics Augmentation System (MCAS) flight-control law, other flight-control computer (FCC) updates and several non-normal procedures. There is a heavy emphasis on reviewing seven non-normal checklists that have changed.

Next up is mandatory simulator sessions. Actual device time is expected to take about 2 hr. But an added briefing and a 3-hr. block for the simulator portion are a safe bet.

The draft FSB report spells out the minimum that must be done in the simulator. Airlines can add more scenarios, of course, but these—straight from the draft—are the five scenarios the FAA is proposing:

- Demonstration of MCAS activation for each pilot;
- A runaway stabilizer condition that requires the pilots to use manual stabilizer trim;
- Use of manual stabilizer trim during approach, go-around and level-off phases of flight;
- A cross-FCC trim monitor activation demonstration accomplished by either pilot acting as pilot flying (PF);
- Erroneous high-angle-of-attack alert on takeoff that leads to an unreliable airspeed condition accomplished by either pilot acting as PF.

Note that items 2 and 3 can be done on either a 737NG or a 737 MAX simulator, as the scenarios apply to each type and are not affected by Boeing's changes to the MAX.

The full draft FSB report, plus instructions on how to comment, is available until Nov. 2: [faa.gov/aircraft/draft\\_docs/fsb/](https://www.faa.gov/aircraft/draft_docs/fsb/)

Simulator availability will be the pacesetter for airlines. Southwest Airlines expects to take at least two months to train its 9,800 pilots. American Airlines—who does not want to have every one of its pilots qualified on the MAX, unlike all-737 operator Southwest—scheduled about three months to train 4,200 pilots.

Pilots also need to work the sessions into their schedules, of course, which should be an easier task now that COVID-19 has lightened schedules considerably.

## **NEW MEMBERS**

Mario Sojo  
Dave Little  
Hap Wilson  
Chris Hickman  
Pete Bartelli  
Frank Burch  
Joe Dentz  
Gerald Carley

Michael Stach  
Phil Landry  
Bill Ebert  
Michael Fortune  
Len Reinsmith  
Gary Peterson  
Bob Campbell  
Tobias Pechanec  
Bob Greer  
Will Jackson  
Bob Kinsey  
Andy Whittlesey  
Frank Mills  
Paul Carroll  
Tom Kratt  
Tom Kosh  
William Beno  
Thomas Goyette  
Pat Garrison  
Frank Freeman  
Mike Machemehl

Welcome..... ☐

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



**I relabeled all of the jars in  
my wife's spice rack. I'm not  
in trouble yet....but the  
thyme is cumin.**

Two young boys walked into a pharmacy one day, picked out a box of tampons and proceeded to the checkout counter.

The pharmacist at the counter asked the older boy, 'Son, how old are you?'

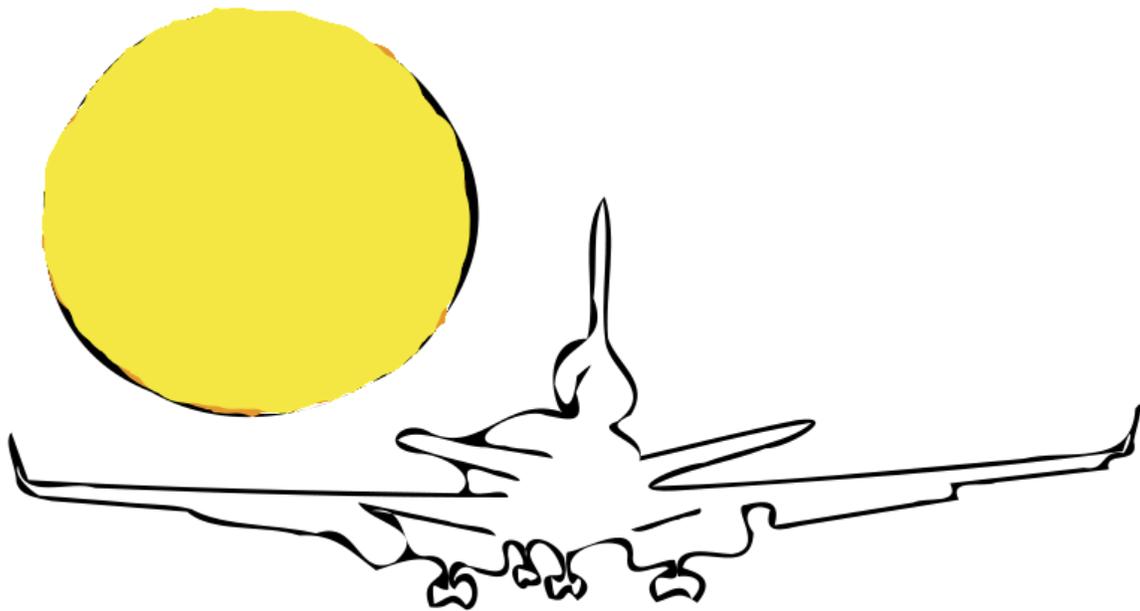
'Eight', the boy replied.

The man continued, 'Do you know what these are used for?'

The boy replied, 'Not exactly, but they aren't for me. They're for him. He's my brother. He's four.'

"Oh, really?" the pharmacist replied with a grin.

"Yes." the boy said. "We saw on TV that if you use these, you would be able to swim, play tennis and ride a bike. Right now, he can't do none of those."



**GONE WEST**



**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
<b>Lawrence Kelly Irving</b>	<b>Sept 15, 2020</b>
<b>Mike Bowers</b>	<b>Oct 8, 2020</b>



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

Dave Newell  
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