



## Monthly Update and Reminders September 2019

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## RECURRING REMINDERS

The **new password** for accessing the Golden Contrails Magazine, the member rosters, the archived blast emails and the Officer Documents is **yaw**.

“If you do NOT pay your dues now (or by December 31) you WILL be DELINQUENT! Yes there is a grace period, but wouldn't you feel better about yourself if you DID IT ON TIME? We “volunteers” (meaning unpaid and doing this entirely for YOU on our OWN TIME) really would appreciate YOU helping US do our work for YOU with less aggravation.”

Go to the website [www.thegoldeneagles.org](http://www.thegoldeneagles.org), NOW!, then the STORE tab and get this done! PLEASE!

**Annual dues** are due on Dec 31st and are considered delinquent on Jan 1st. If not paid by May 1st, members will be considered not in good standing and will be removed from all Golden Eagles communications. It helps your worker bees do their job if you can pay early or even pay for several years in advance. Postage and Care donations are always appreciated (see the "Store". **A lot of extra work is required** to get a delinquent member back to active status, so don't let your dues go delinquent by not paying by May 1st! Dues status can be checked on our website, [www.thegoldeneagles.org](http://www.thegoldeneagles.org), in the Membership section and the Roster Download sub-section. *The current password is not required to access the website (also, no user ID required) or to go to the "store" on the website and pay dues, so if you inadvertently forgot to pay your dues before the cutoff date of April 30th and suddenly find that you are no longer receiving GE communications, you can still access the website without the password and bring your dues up to date.*

There are **four things** that require the password to access on the website. The Member Rosters, the Golden Contrails magazine, the Archived Blast Emails and the Officer Documents.

## CONVENTION NEWS



### CONVENTION NEWS

The reunion/convention for 2020 is still tentatively planned to be held at the **Stapleton Hilton Doubletree Hotel 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. This year the hospitality suite will have upgraded food and lots of free drinks! Can't beat a deal like that! Of course Don Gentry will be the lead bartender as in



years past....he makes a mean drink!

Mark your calendars with the dates and plan on attending this gathering to share in lots of

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good food, drink and camaraderie.

## **PASS TRAVEL NEWS**

### **Q & A**

#### *Enrolled friend self listing:*

I understand there is a link I can give to my enrolled friends, where they can list themselves, once I set it up. How do I do that?

Go to EmployeeRes- my profile- manage profile- travelers profiles- select traveler and create a username (no spaces)-password- and enter their email. United will send them the link.

#### *Held Seats:*

On the flight page, «Available / Capacity / Held / PS / SA». What are the «Held» seats? Do they all typically get used. If a «held» seat does not get used, can it go to an SA?

It depends on why the seat is being held. If it is held for crew rest it will not be given to an SA. If it's being held for a potential weight restriction or oversale as long as the flight doesn't end up being weight restricted or oversold then it would be released to SAs.

- If it is not for an over sale in one cabin, then it may be because the fleet of that plane type may be going through cabin modifications. In that case, all planes have not yet been converted to the new 3 cabin (business, premium economy and economy) that leaves less business seats. So to prevent the need to downgrade business passengers if the new plane is substituted, they hold seats on flights with the old model. This can be good for a standby, because if it is indeed the old model then the hold will be released.

*Is the DEPARTURE TAX included in the fare when purchasing a UA 20% Discount ticket from Paris to USA?*

Yes all taxes and fees are included.

Note from Golden Eagles Pass Travel Liaison Jim Morehead:

*I think most of you know this, but signing into flying together will take you to MYIDTRAVEL directly because it knows who you are. ID90T can be automatic depending on your*

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software. At one time, you had to establish a name/password to get there. Since 90% of the ZED travel is MYIDTRAVEL.com, it is easy and lists you automatically rather than multiple steps at ID90T travel.

## **Here's the latest Pass Travel info from RAFA Pass Travel Chairman Kirk Moore.**

The graphics and links will work best if you click on this online link. <https://rafa-cwa.org/page-1836169>

### **RAFA Pass Travel UPDATE, September 4, 2019:**

#### **Retiree Association of Flight Attendants**

- 1) Traveling to New Zealand? Must get NZeTA!**
- 2) Prague & Dresden travel tips from RUAEA**
- 3) Mexico travel tips from RUPA**
- 4) Discover Pass Travel adventures by others**
- 5) Buying standby tickets on Other Airlines**
- 6) IMPORTANT! REAL-ID & Do NOT sell passes**
- 7) 737 MAX out of schedule until December 19th**
- 8) News from United Daily**
- 9) RAFA's website**
- 10) Message from Kirk**

Read this UPDATE on our website, the links may work better:

<https://www.rafa-cwa.org/page-1836169>

#### **1) Traveling to New Zealand? Must get NZeTA!**

For arrivals on or after October 1, 2019, all travelers from visa-waiver countries (including the USA) must have a **New Zealand electronic Travel Authorization (NZeTA)**. If you do not have one you will not be boarded on flights to or through New Zealand.

Obtain your NZeTA before your trip via the [New Zealand Immigration Website](#) (NZ\$12) or by using the NZeTA app (NZ\$9) from the [app store](#) or [Google Play](#). You must also pay a tourism tax (which doesn't

apply if you're just transiting the country) of NZ\$35. The NZeTA is valid for multiple visits up to 2 years and is non-refundable.

<https://ft.ual.com/news/2019/08/19/new-zealand>

## 2) Prague & Dresden travel tips from RUAEA

Many thanks to Torgy's Travel Tips and [RUAEA](#) for these recommendations on visiting Prague and Dresden:

Click to open/download Torgy's July and September Travel pdfs:

<https://rafa-cwa.org/resources/Documents/Pass%20Travel/zRUAEA%20201908TorgyTipsPrague.pdf>

<https://rafa-cwa.org/resources/Documents/Pass%20Travel/zRUAEA%20201909TorgyTipsDresden.pdf>

## 3) Mexico travel tips from RUPA

Many thanks to Pat Palazzolo and [RUPA](#) for these recommendations on visiting San Miguel de Allende and Mexico City:

Click to open/download the September RUPA Pass Travel Report pdf:

[https://rafa-cwa.org/resources/Documents/Pass%20Travel/2019\\_0901\\_RUPA\\_Pass\\_Travel.pdf](https://rafa-cwa.org/resources/Documents/Pass%20Travel/2019_0901_RUPA_Pass_Travel.pdf)

## 4) Discover Pass Travel adventures by others

United Airlines employees use Pass Travel all over the planet and then share their stories on Flying Together often with engaging photos.

Scroll through all their adventures here:

<https://ft.ual.com/travel/your-travel-stories>

## 5) Buying standby tickets on Other Airlines

Here is a DIRECT LINK to buy ZED (Zonal Employee Discount) standby tickets on most Other Airlines: [myIDTravel.ual.com](https://myIDTravel.ual.com). Simply log-in with your UAL password and you will be taken directly to myIDTravelPurchase.

**Hot tip:** When searching for flights on [myIDTravelPurchase](https://myIDTravelPurchase) the system will only show red faces for passenger loads when "All Airlines (from your GDS)" is selected in the drop-down box. To see a better estimate of your boarding chances, input the individual airline (i.e. Lufthansa) in the box. After filling in flight origin/destination & departure date, the search results will show green, yellow or red faces depending on pax loads.

Note: ZED tickets on some Other Airlines are purchased on the ID90Travel website. Access those

via FlyingTogether > Travel > TopHits > [“Other airline interline travel”](#), then select “How do I book with ID90Travel?”

RAFA has a step-by-step guide to Other Airline Travel here:

<https://rafa-cwa.org/page-1836104>

## 6) Important! REAL-ID & Do NOT sell passes

From the ETC (Employee Travel Center):

**REAL-ID.** Save the date. Check for the star.

Beginning **October 1, 2020**, every air traveler 18 years of age and older will need a REAL-ID compliant driver's license or another acceptable form of ID to fly within the United States.

REAL ID-compliant cards are generally marked with a star located in the upper portion of the driver's license. If you're not sure, contact your state driver's license agency on how to obtain a REAL ID compliant card.

Just remember, when it's time to renew your driver's license, make sure it's REAL-ID compliant. That goes for your pass riders 18 years of age and older too. The TSA has additional information and FAQs at <https://www.tsa.gov/real-id>.

### **Selling pass travel privileges: not OK**

We all know travel privileges are fun and exciting, and they're an important part of the rewards offered to us from United Airlines. As a gentle reminder, your pass travel privileges are intended for use only by you and your own close friends and family members. Sure, you can be reimbursed by your pass riders for any taxes, fees and imputed income for their travel, but charging above that amount is not allowed – and selling pass travel or trading for goods or services isn't either.

To help make sure that we can continue to enjoy pass travel, we need everyone to know and stick to the Pass Travel Guidelines:

[https://ft.ual.com/-/media/ual\\_intranet/documents/travel/pass\\_travel\\_guidelines.pdf?la=en](https://ft.ual.com/-/media/ual_intranet/documents/travel/pass_travel_guidelines.pdf?la=en)

So, read and understand these guidelines, explain them to your pass riders and always keep them in mind when using your travel privileges.

Also, it's very important to be careful and not to share your United ID and Flying Together password with anyone, as they could be used to add pass travelers to your profile and book travel without your knowledge.

If you have any questions about the policies, you can contact an Employee Travel team member through Help Hub (<https://helphub.ual.com>).

## 7) 737 MAX out of schedule until December 19th

United expects to cancel 70 flights per day in September and over 90 per day in October, November & December, affecting ~2,500 flights per month. This will impact domestic travel so make sure you have back-up Pass Travel plans in place.

<https://ft.ual.com/news/2019/08/30/max-schedule-update>

Meanwhile, United's fourteen 737 Max aircraft are being moved to Phoenix for storage.

<https://ft.ual.com/news/2019/08/27/united-to-move-max-aircraft-to-gyr>

## 8) NEWS from the United Daily (and others)

07/26: [Tracy Reese & Brooks Bros uniforms for F/As & pilots](#)

08/16: [New flights to Haneda, Japan in March 2020](#)

08/22: [New routes announced to Europe & more in 2020](#)

08/23: [Intl Schedule changes; no more ORD-HKG, GUM-HKG, EWR-EZE](#)

08/29: [Retirees/employees are welcome at SFO Family Day October 13th](#)

08/30: [New F/A satellite bases cut commutes in SAN, PHX & MCO](#)

09/03: [SFO runway closing for 20 days](#) Expect delays/cancellations

## 9) Have you seen our RAFA website?

Check out the Travel Benefits tab here: [www.rafa-cwa.org/page-1830854](http://www.rafa-cwa.org/page-1830854)

Read the Pass Travel Program Summary, helpful links, phone numbers & more.

For other Pass Travel Topics: [Previous Travel UPDATES](#)

## 10) Message from Kirk

It has been a pleasure and an honor to serve as RAFA's Travel Benefits Chairperson for the last 8 years. Keeping myself and fellow retirees informed about Pass Travel, collaborating with the kind & patient employees at the ETC, working with all RAFA council Presidents to get information to you, presenting travel seminars in SFO, LAX, SEA and representing [retiree organizations in Chicago](#) have all been very fulfilling, but now it's time for me to move on. This will be my LAST Pass Travel UPDATE.

Although many RAFA councils are closing, it's heartening to hear SFO members recently voted to continue; elections of new officers will take place in October. RAFA members from other councils can keep in touch by transferring their membership to SFO. That's one way to stay up with Pass Travel news.

I often forward valuable travel tips from other retirees, specifically Pat Palazzolo at [RUPA](#) and Kathie Torgison at [RUAEA](#). So I've gotta say **THANK YOU, Pat and Kathie!**

Retiring now doesn't make me feel too guilty since the latest Pass Travel information is available 24/7 on Flying Together/Travel. The Employee Travel Center has done a great job with the website and both the new employeeRES and the United app are terrific for listing/booking. I highly recommend retirees get comfy with using Flying Together for Pass Travel; if you need help, ask a question at <https://helphub.ual.com> or take a look at the Links page on our website: <https://rafa-cwa.org/page-1831807>.

Happy trails!

*Kirk Moore, RAFA Travel Benefits Committee*

*September 4, 2019*

## LAC NEWS

### Kingwood LAC

Bruce Sprague shared this happy news from their weekly breakfast meeting.

Last week at our Tuesday breakfast we saw our pilot buddy **Mike Snowden**, and then later that day,

what does he do? **He has a massive heart attack!**



Well, here he is.....one week later (after a hospital stay).....and we gave him a present!

Good for you Mike, and stay well!

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**Hill Country LAC**

The Hill Country LAC (San Antonio/Austin areas) plans to have it`s quarterly luncheon at Ray and Mary Booth`s party barn



Party barn decorated for BBQ luncheon  
barn, Pilot's Pub

Lee Meyners in front of party

on Lake Travis in Spicewood, TX on October 16. This is a re-run of the gathering held there last October and will be a catered BBQ meal from a local restaurant. It will commence around 1 pm and last until we get tired of the good food, friendship and having fun! This was a great success last year and we are looking forward to a repeat this year, so anyone

in the area that would like to join the festivities please contact Dave Newell at [davebnewell@gmail.com](mailto:davebnewell@gmail.com) for the details. As last year, spouses are invited to attend

## AIRLINE NEWS

# Pilots Say MAX MCAS Software Updates Prove Effective In Simulator Demo

Apr 11, 2019 [Fred George](#) | Aviation Week & Space Technology

[Boeing](#) has demonstrated the old and new versions of the MAX's Maneuvering Characteristics Augmentation System (MCAS) to pilots and regulators in its 737 MAX engineering cab simulator in Seattle. The MCAS is a new flight-control-computer (FCC) function added to the MAX to enable it to meet longitudinal stability requirements for certification.

However, the system is only needed to enhance stability with slats and flaps retracted at very light weights and full aft center of gravity (CG). The aircraft exhibits sufficient natural longitudinal stability in all other parts of the flight envelope without the MCAS to meet the rules. Boeing emphasizes that the MCAS is not an anti-stall or stall-prevention system, as it often has been portrayed in news reports.

*MCAS has three new layers of protection*

*Compares inputs of both AOA sensors*

*Pilots always retain pitch control authority over MCAS input to stabilizer*

*MCAS no longer repeats after 5 sec. if electronic trim inputs are made*

The new software load [P12.1] has triple-redundant filters that prevent one or both angle-of-attack (AOA) systems from sending erroneous data to the FCCs that could falsely trigger the MCAS. It also has design protections that prevent runaway horizontal stabilizer trim from ever overpowering the elevators. Boeing showed pilots that they can always retain positive pitch control with the elevators, even if they don't use the left and right manual trim wheels on the sides of the center console to trim out control pressures after turning off the trim cut-out switches.

Most important, the MCAS now uses both left and right AOA sensors for redundancy, instead of relying on just one. The FCC P12.1's triple AOA validity checks include an average value reasonability filter, a catastrophic failure low-to-high transition filter and a left versus right AOA deviation filter. If any of these abnormal conditions are detected, the MCAS is inhibited.

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[The only change pilots will notice with the upgraded MCAS will be angle-of-attack-disagree symbology availability on the primary flight displays.](#) Credit: BOEING

Three secondary protections are built into the new software load. First, the MCAS cannot trim the stabilizer so that it overpowers elevator pitch control authority. The MCAS nose-down stab trim is limited so that the elevator always can provide at least 1.2g of nose-up pitch authority to enable the flight crew to recover from a nose-low attitude. Second, if the pilots make electric pitch trim inputs to counter the MCAS, it won't reset after 5 sec. and repeat subsequent nose-down stab trim commands. And third, if the MCAS nose-down stab trim input exceeds limits programmed into the new FCC software, it triggers a maintenance message in the onboard diagnostics system.

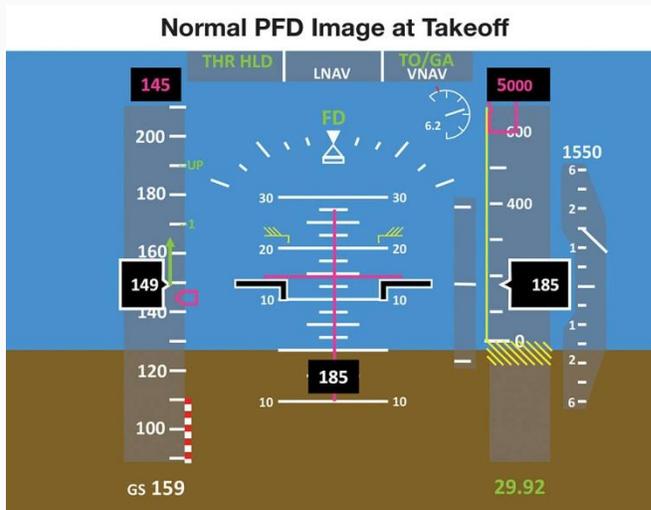
According to a pilot who was shown the changes in a simulator session, the demonstration begins with the original MCAS software load. During a normal takeoff, at rotation, the left AOA indication moves to its maximum reading—as seen from the flight data recorder in the [Ethiopian Airlines](#) accident. Pilots currently do not experience this during initial or recurrent simulator training. The stickshaker fires continuously, using loud sound and control wheel vibration to focus the pilot's attention on the critically high AOA indication. The erroneous AOA reading also creates large-scale indicated airspeed (IAS) and altitude errors on the primary flight display (PFD) which can be both distracting and disorienting.

SEE ALSO

[Boeing Is Advancing On MCAS Changes, New Training](#)

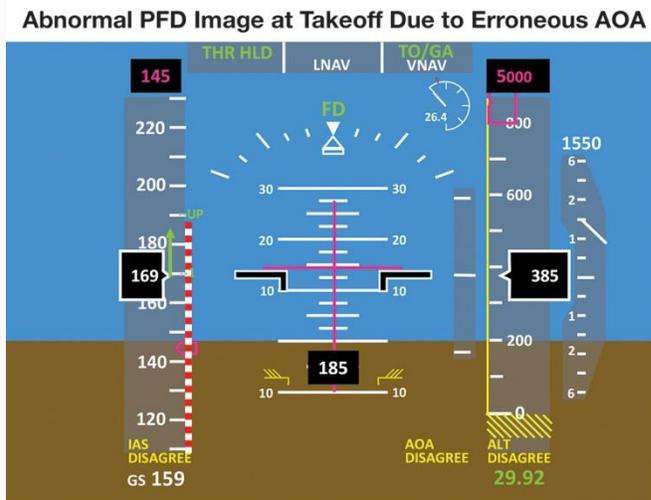
[737 MAX Crisis Raises Questions About NMA Timing And Definition](#)

AOA is used by the aircraft's air data computers to correct pitot and static pressure variations induced by changes in nose attitude in relation to the relative wind. Large errors in AOA can cause 20-40-kt. errors in IAS and 200-400-ft. errors in indicated altitude. This is accompanied by the illumination of annunciators on both PFDs that warn of disparities in the IAS and altitude between the left and right displays. As part of the MCAS redesign, Boeing also is upgrading the MAX with AOA dial indicator displays and AOA disagree warning annunciators on the PFDs.



[The red and white stall-warning tape on the primary flight display's \(PFD\) airspeed indicator is well below the aircraft's indicated airspeed. Credit: Fred George/AW&ST](#)

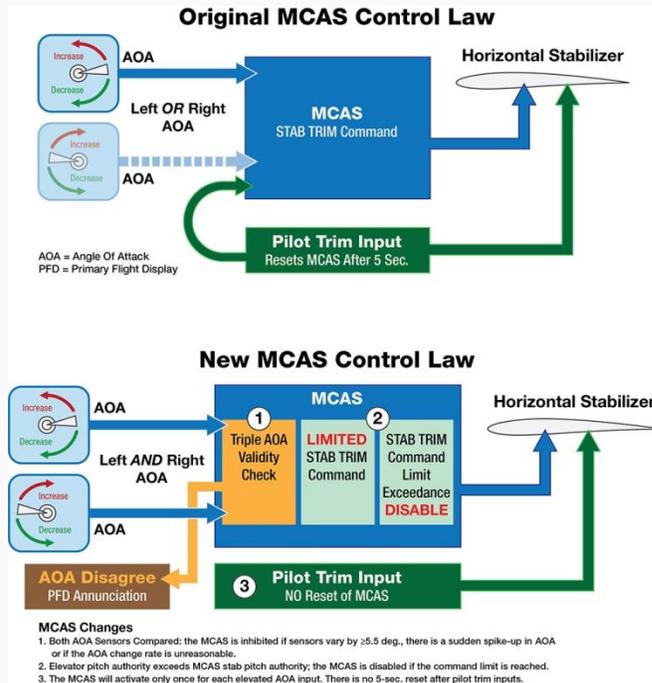
After the high-AOA indication, pilots then follow the checklist for “airspeed unreliable,” which assures that auto-pilot, auto-throttles and flight directors are turned off. They then pull back power to 80% fan speed, set 10-deg. nose-up pitch attitude and climb to 1,000 ft. above ground level. At that point, they lower the nose, start accelerating and begin retracting slats and flaps at 210 kt. indicated airspeed. When the slats and flaps are fully retracted—the MCAS kicks in.



[The updated PFD display indicates angle-of-attack sensing errors as illustrated by the "AOA disagree" icon at lower right along with the red and white stall-warning tape extended well above indicated airspeed. Credit: Fred George/AW&ST](#)

“It’s a good thing we knew what to expect. Otherwise tunnel vision from the ‘airspeed unreliable’ event could have blinded us to the subsequent MCAS nose-down trim input. When I noticed the trim wheels racing, I grabbed the left wheel. It was easy to stop the trim with hand pressure, but I knew in advance

what was happening,” says the pilot flying. “We followed the checklist for runaway stabilizer, checking again for auto-pilot off and auto-throttle off. We turned off both trim cut-out switches and cranked the ‘frisbees’ [manual trim wheels on both sides of the center console] to relieve control pressures. We used manual trim for the remainder of the flight to landing touchdown and rollout. That was quite an eye-opener, as I had never been exposed to that during sim training,” he notes.



Credit: Guy Norris/AW&ST

It is critical to follow the checklist memory items: Pull back thrust to 75% after retracting slats and flaps and set attitude at 4 deg., nose up. If speed builds up beyond 220-250 kt., controllability becomes increasingly difficult, he adds.

Pilots for three U.S. air carriers tell Aviation Week that during their sim training they had never been exposed to extreme and continuous AOA indication errors, they've not experienced AOA induced airspeed and altitude deviations on PFDs and have not had to deal with continuous stall-warning stickshaker distractions. They also note that they have never been required to fly the aircraft from the point at which a runaway stab trim incident occurred all the way to landing using only the manual trim wheels. “We’re just checking boxes for the FAA,” says one Seattle-based pilot.

A full aerodynamic stall with the MCAS inoperative is another exercise pilots experience in the MAX engineering cab simulator. “We reduced thrust at 5,000 ft. and slowed the aircraft at about 1 kt. per sec. We were at a midrange cg [center of gravity] with gear, slats and flaps up. We trimmed until we reached 30% above stall speed and then just continued to ease back on the control wheel,” one of the pilots says. “Pitch feel was natural, progressively increasing as airspeed decayed. Somewhere between the audible low airspeed warning and stickshaker, I felt the slightest lightening on control pressure in my fingertips.

Quite candidly, if I had not been watching for it, I don't think I would have noticed any difference between the MAX and the Next Gen [NG] models. I kept pulling back through stickshaker, then buffet, then elevator feel shift [a function that doubles the artificial control feel forces near stall] and finally until the yoke was buried in my lap. The nose just flopped down gently at the stall, and I initiated recovery as I would in most other airplanes I've flown," he adds.

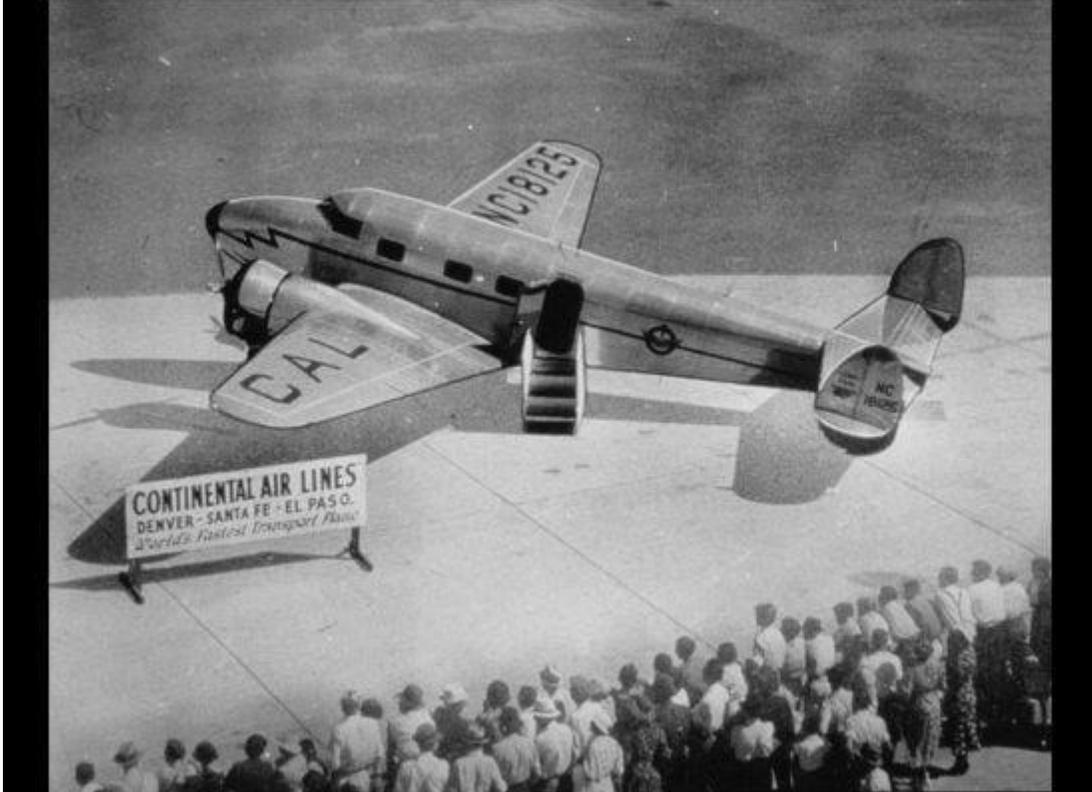
During design of the MAX, Boeing added two more leading-edge vortilons [generating vortices over the top of the wing at high AOA] in 2018, for a total of six per side and also lengthened and raised the inboard leading-edge stall strips to assure stall behavior would be as docile as that of the NG.

Repeating many of the same maneuvers in the engineering cab simulator with the new software load would have been academic at best, as the triple-redundant AOA validity checks all but assure that the MCAS will not be triggered by erroneous AOA inputs in the future. But, FCC P12.1 changes do not protect against erroneous AOA causing stickshaker or large-scale distortions in indicated airspeed and altitude values. Those malfunctions still can cause distraction and disorientation, especially when flying at night and/or in instrument conditions.

The new MCAS protections built into the P12.1 software load preserve its essential role in enhancing the MAX's longitudinal stability, while virtually guaranteeing that it won't be triggered by erroneous AOA. And when it does activate, its nose-down stabilizer trim command authority will be limited to assure the pilots always can control aircraft pitch with the elevators.

However, the FCC software upgrades are not the only critical changes needed to boost safety margins for operators. Pilots who underwent the demonstration also say the sessions underscored the need for additional simulator training for dealing with compound emergencies involving AOA and runaway trim failures.

The "good old days".....no MCAS problems here!



Circa around 1937

## United May Offer Personal TVs On 737 MAX Aircraft

AUGUST 15, 2019 BY BEN (LUCKY) 26UNITED

We know that of the "big three" US carriers, Delta is by far the best when it comes to the entertainment they offer inflight. They have personal televisions throughout virtually their entire mainline fleet, and that trend continues even on newly delivered aircraft.

*Brand new [Delta A220](#), with TVs at every seat*

This is in start contrast to American and United, which are largely eliminating personal televisions from planes. These can be costly to install and add weight to the plane, which in turn increase fuel burn. These airlines are betting on passengers being just as happy bringing their own entertainment devices onto planes. I think they're wrong.

American is the worst when it comes to personal televisions. For quite a while, all of their newly delivered narrow body planes don't feature personal televisions. Of the big three US carriers, they have the smallest percentage of mainline narrow body aircraft with TVs.

*[American 737 MAX](#), without any personal televisions*

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However, United isn't much better, and all their newly delivered narrow body planes don't feature personal televisions either. In particular, this includes their 737 MAX aircraft, of which they have over 120 on order.

It goes without saying that United's 737 MAX deliveries have paused for a while, given that the plane is grounded globally at the moment.

Well, it seems that this grounding may have caused United to reconsider their strategy when it comes to these planes. [PaxEx](#) reports that **an internal United document suggests that at least some upcoming Boeing 737 MAX 8 and 737 MAX 10 deliveries will feature personal televisions at every seat.** This would be a departure from their current system of only offering streaming content on these planes.

What remains to be seen is if all 737 MAX deliveries going forward would feature these personal televisions, or only a subset of United's 737 MAX fleet:

- It could be that United is having a change of heart, and wants to compete more aggressively with Delta when it comes to their onboard product; after all, in some ways the airline is trying to become more premium
- It could be that United is creating a subfleet of narrow body aircraft; perhaps these will be used for premium markets, or perhaps they'll be used for longer international routes

For now we'll have to mark this as "developing," though it is an interesting direction to see United take.

If United does in fact [follow](#) through with this, I'll be curious to see what it means for American and [their commitment to offering a lousy onboard experience](#).

## United Flight Attendants' New 12 Hour Drinking Policy

AUGUST 15, 2019 BY BEN (LUCKY) 14UNITED

Over the weekend [United Airlines issued a memo](#) to pilots, informing them that they have to stop drinking 12 hours prior to departure, compared to the previous policy of having to stop drinking eight hours before departure.

This followed an incident where a United flight from Glasgow to Newark was canceled because both pilots operating the flight [showed up to work above the legal alcohol limit](#). The pilots ended up being arrested, and the flight was canceled.

Now, naturally there are also incidents every so often where flight attendants show up to work above the legal limit, though typically it's not quite as much of a story. Why?

- Airlines often staff flights above "minimums" for flight attendants, or can more easily find a reserve; so if a flight attendant isn't fit to work, that doesn't necessarily mean the flight will be canceled (meanwhile with pilots, they are typically staffed at their minimums)
- While flight attendants no doubt have important safety duties, I don't think the public is quite as horrified by the thought of an intoxicated flight attendant as they are by the thought of an intoxicated pilot

Anyway, it looks like United is adding all-around stricter rules for their flight crews when it comes to drinking.

**United Airlines flight attendants now have to stop drinking at least 12 hours before they're due to [report](#) for duty.** Previously the policy was that they had to stop drinking eight hours before they were due to report for duty.

Flight attendants in the US can have a maximum blood alcohol level of 0.04, which is the same as it is for pilots. At least that's the FAA mandated blood alcohol level, though when flying to other countries they might be subjected to more stringent rules.

Here's how United explained this policy change to flight attendants:

Effective Saturday, August 17 (0600 local time), flight attendants will be prohibited from consuming alcohol for 12 hours prior to reporting for duty (currently 8 hours) and anytime while on duty. This change is to help assure flight attendant compliance with standards established by the United States and individual states where United operates around the world.

It is essential that flight attendants understand that minimum compliance with United's policy does not assure compliance with Department of Transportation or individual state standards. Countries outside of the United States have different policies which include a blood alcohol content (BAC) of 0.00% and punishment criteria. It is your sole responsibility to report for duty as defined by the Company, DOT/FAA or the governing state or country.

As I noted at the time when the rule was changed for pilots, what's interesting is that the amount of time between drinking and flying isn't easily enforceable, unless a flight attendant admits to it, or is reported by someone else.

Also, I understand an arbitrary line has to be drawn somewhere, but I'm not sure the cutoff is actually that significant? For example, would you rather a flight attendant have a single beer 10 hours before departure, or get completely hammered 12 hours before departure?

Hopefully flight attendants are able to exercise good judgment, though there will always be some people who struggle.

In many cases this rule change means that flight attendants won't be allowed to drink at all on some layovers. United flight attendants consistently have layovers of over eight hours, though in some cases may have layovers of under 12 hours. So in those cases employees wouldn't be allowed to drink at all.

(Tip of the hat to [Brian Summers](#))

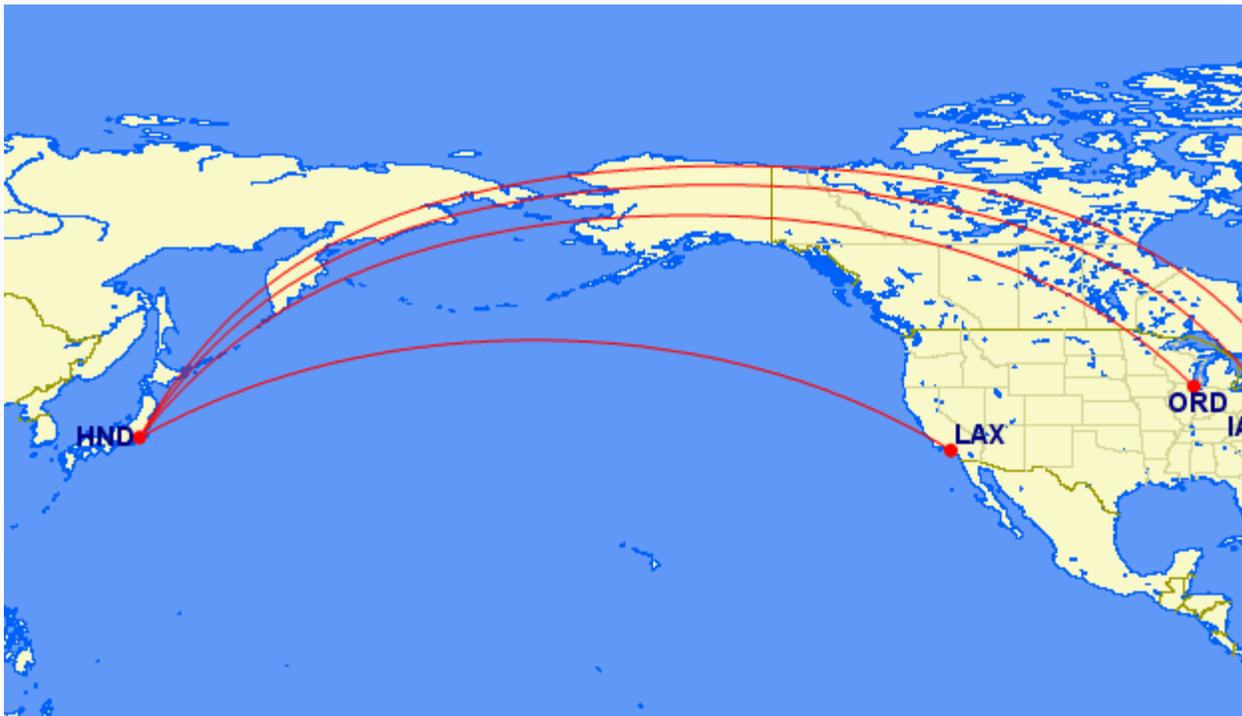
**United Airlines Reveals New Tokyo Haneda Routes** AUGUST 16,  
2019 BY BEN (LUCKY) 23

***For more detailed information, click on the links in blue text below.***

Last week the US Department of Transportation [formally granted US airlines](#) 12 additional daytime slots for Tokyo Haneda. This is Tokyo's most convenient airport, and there was quite some competition for these slots.

### **United Airlines' Tokyo Haneda plans**

United Airlines has now [revealed their plans](#) for their new Tokyo service, launching next March. The airline was granted Tokyo Haneda [slots](#) out of Chicago, Los Angeles, Newark, and Washington.



## **Rough Landing Seriously Damages Delta 757**

AUGUST 18, 2019 BY BEN (LUCKY) 20

Ouch!

Delta operates a seasonal flight from New York JFK to Ponta Delgada in the Azores with a Boeing 757-200.

Usually a rough landing isn't big news, but that's different for last night's flight from New York to the Azores. Delta 414 from New York to Ponta Delgada landed this morning at around 8:30AM, and the

landing was so rough that it caused structural damage to the plane.

As a result, the flight from Ponta Delgada to New York was canceled.



## United expands international service with premium-heavy 767

Aug 22, 2019 [Sean Broderick](#)

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United Airlines Polaris cabin

United Airlines

[United Airlines](#) is betting on a small percentage of its widebody fleet playing a large role in helping expand its international footprint, scheduling its reconfigured premium-heavy Boeing 767-300ERs on several new routes and upgrading flights in established high-yield markets.

United's latest international additions, unveiled Aug. 22, include new seasonal service between Newark Liberty International (EWR) and Nice, France, starting in May, as well as year-round flights between Chicago O'Hare International (ORD) and Zurich in March. United will also add a second daily flight between ORD and Frankfurt in March. The common thread: Each route will be flown with newly reconfigured, 167-seat 767-300ERs that feature 46 business-class seats and 22 in premium economy.

The smaller-capacity 767s have 12 fewer seats than its Boeing 737-9 narrowbodies and two fewer than some of United's higher-capacity 757s that fly transatlantic routes. But the 68 premium seats are 40 more than United has in its most generously outfitted 757s, which have 142 total seats. The airline is betting that the increase in premium seats worth trading for a heavier aircraft with higher operating costs.

"It's a more expensive aircraft, but it's an entirely different passenger profile," United VP-international network Patrick Quayle said.

United's widebody fleet is set to grow to about 200 aircraft by year-end. As part of its Polaris cabin upgrades, United will convert 21 767-300ERs to the premium-heavy version, though not all of these will be flying by 2020. Aviation Week Data Services show that nine of the 767s have been converted

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to the 167-seat layout so far.

The airline's strategy to grow traffic 4%-6% per year relies heavily on getting more feed into its US hubs. But international expansion is needed as well. The new premium-heavy 767s can add to the airline's network by targeting high-end leisure markets.

"We're rethinking the way the company expands," Quayle said. "It's a focus on premium leisure, expanding the map to places that have not been tapped previously."

The aircraft are also useful for adding capacity in proven business-heavy markets, such as London, that are already well-established.

"It's a heavier airplane, but we think the revenue potential more than makes up for it with the premium-class seats," Quayle said.

United's latest announcement also includes new seasonal service between EWR and Palermo, planned to [start](#) in May. New weekly seasonal service between Curacao and EWR is set to start in December. United is also adding a second daily flight between ORD and Amsterdam Schiphol starting in May 2020.

The carrier plans to keep its Denver-London Heathrow flights, which were seasonal, making them year-round. It will do the same with its San Francisco-New Delhi flights.

All of the new widebody flying will be accommodated with aircraft set for delivery, not by changing existing service, Quayle said. The airline plans to end 2019 with 807 mainline aircraft, including 196 widebodies and 16 737 MAXs already overdue for delivery. Its 2020 delivery schedule includes 17 new widebodies: 15 787s and two 777-300ERs.

Sean Broderick, [sean.broderick@aviationweek.com](mailto:sean.broderick@aviationweek.com).

Fleet analysis by Nigel Howarth, [nigel.howarth@aviationweek.co.uk](mailto:nigel.howarth@aviationweek.co.uk).

## UNITED ADDS SERVICE TO NICE, PALERMO, AND CURACAO

[MATTHEW](#) AUGUST 22, 2019

United Airlines will add three new international routes from Newark, one from Chicago, and increase existing service from Denver, San Francisco, and Newark on four key routes.

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### Three New Destinations From Newark

United will add new service from Newark to:

- Curacao – weekly seasonal service on Saturdays beginning December 7, 2019
  - Nice – daily seasonal service starting on May 2, 2020
  - Palermo – daily seasonal service starting on May 20, 2020
-

The new Curacao route will utilize Boeing 737-700 aircraft. Beginning May 2, 2020, The Nice flight will utilize a premium-heavy Boeing 767-300ER aircraft featuring 46 Polaris Business class seats. Meanwhile, the aircraft for Palermo has not yet been determined.

> **Read More:** [United Dramatically Enlarges Business Class Cabin On 767-300](#)

### **Double Daily Service From Newark to Frankfurt + Amsterdam**

In addition to the three new routes from Newark, United will add a second daily [flight to](#) both Frankfurt and Amsterdam. Both flights will begin on March 28, 2020. Frankfurt will become a year-around flight while the second Amsterdam flight will be seasonal. The Frankfurt flight will be operated by another premium-heavy Boeing 767-300ER aircraft. The second Amsterdam flight will utilize a Boeing 767-300ER with 30 seats in Polaris Business Class.

### **New Service From Chicago To Zurich**

United will begin daily nonstop year-round service between Chicago O'Hare and Zurich on March 28, 2020. This route will also utilize United's premium-heavy Boeing 767-300ER aircraft with 46 Polaris Business Class Seats. Are you sensing a trend?

### **Denver – London + San Francisco – Delhi Become Year-Around Service**

United will expand service between Denver and London to year-around, utilizing a Boeing 787-8 Dreamliner aircraft. [United's new San Francisco to Delhi flight](#), which begins on December 5, 2019, will also become year-around.

### **All Seasonal Flights Return In 2020**

The new routes will not come at the cost of any existing routes. Despite the 737 MAX issues, United continues to take delivery of new aircraft and expects delivery of 22 new widebodies in the next 18 months. All [seasonal flights](#) from this year (such as Naples, Porto, and Reykjavik) will return in 2020.

## **RYANAIR CHANGES 737 MAX NAME TO 737-8200**

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Hi-Res Photos: The MAX name has been dropped from the high capacity version of the [#737MAX8](#) that [@Ryanair](#) has on order.

The plane featured in the photo is one of 135 that Ryanair has on order.

Neither Ryanair nor Boeing has commented on nor confirmed the name change.

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Further increasing suspicions that a name change is on the cards, when [IAG signed a letter of intent for 200 of the controversial planes in June](#), there was no mention of the word "MAX" in the press conference.

## United Airlines Begins Re-Painting its Fleet

Months after United Airlines (UA/UAL) unveiled its new livery, the re-painting process is finally underway. This new livery, called the "Blue Evolution", brings significant change over the previous livery in two ways. First, the gold is completely gone from the livery. It has been replaced by yet another shade of blue. Second, the titles "United" have been expanded into billboard titles, covering much of the fuselage.

## Canceled flights, wrecked vacations and leaky planes: Passenger frustrations rise as American Airlines struggles



[Kyle Arnold, Aviation writer](#)

Lora Paine's summer beach trip to Florida to celebrate a new job now brings back only frustrating memories.

Her American Airlines flight from California to Fort Walton Beach turned into a nightmarish weekend of flight delays, cancellations and intermittent [sleep](#) in airport terminals.

She spent an extra night at DFW International Airport because of a delayed flight, then an extra day at Las Vegas' McCarran International Airport on her return trip. When she got a ticket back home, her plane dripped water from an overhead leak until a fellow passenger stopped the leak with feminine pads.

"The flight attendants didn't care that water was dripping on me, and I wasn't getting off the plane because I had to start a new job the next day," said Paine, a 28-year-old project developer recently hired at a commercial [solar company](#).

Experiences such as Paine's are plentiful in 2019, with passengers of Fort Worth-based American complaining of mangled flight plans, upended vacations, snarky employees and hours-long waits on tarmacs.

Delays, cancellations and angry passengers peaked this summer as American Airlines saw its fleet squeezed by the grounding of Boeing 737 Max jets and a dispute with union mechanics that a federal judge said was responsible for taking more planes out of service. Passenger horror stories spread through angry Twitter rants and distressing posts on Facebook.

And as summer winds down, another [stress test](#) awaits American and other U.S. carriers. Trade group Airlines for America expects a record 17.5 million U.S. passengers to fly over the upcoming Labor Day weekend — a 4% increase over last year. Friday (Aug. 30) is expected to be the busiest day leading into

the three-day holiday.

Southwest Airlines, the other major carrier based in North Texas, has also struggled this year with on-time arrivals and cancellations. It endured springtime strife with its mechanics union and lost a large portion of its fleet to the Max grounding.

But American is the airline industry's summer lightning rod. Statistics and industry experts testify to the same thing: American is falling behind on getting its customers where they want to go on time, if they get there at all.

"American has not been a great airline for most of the 2000s," said Henry Harteveltdt, a travel and airline industry analyst. "Even before the recent problems, it's been unable to operate at a high level of punctuality and reliability."

## UA 232's Al Haynes Dies At 87

[Paul Bertorelli](#)

August 26, 2019



Captain Al Haynes, who landed a crippled DC-10 at Sioux City, Iowa, in 1989, saving more than half the passengers, died in Seattle Sunday after a brief illness. He was 87 years old.

In an accident hailed as an exceptional example of crew resource management, Haynes landed the DC-10 at Sioux City on July 19, 1989, after an uncontained fan disc failure in the center engine destroyed the aircraft's hydraulic systems. Assisted by his scheduled crew and deadheading training captain Dennis Fitch, Haynes diverted United Airlines flight 232 to Sioux City while enroute from Denver to Chicago.

**The family of Al Haynes has just released the memorial service details.**

**Airline crews are encouraged to wear their uniform.**

**Please join us in celebrating Dad's life on Saturday, October 5th at:**

**New Life Church - Renton Campus**

**5711 152nd Avenue SE**

**Renton, WA 98058**

**Celebration will promptly start at 11 am ending at 2 pm.**

**In lieu of flowers, please donate to your favorite charity.**

**Thank you,**

**Laurie, Dan & family.**

## **EASTERN AIRLINES COMES BACK: NEW LOGO, JFK HUB, TRIPLE SEVENS**



**MIAMI** — The Eastern Air Lines brand seems to be far from gone and forgotten. The iconic and historic airline name will—pending on DOT approval—take off on point-to-point missions to the Caribbean, South

America, and even Asia.

## ***NEW PERSPECTIVE ON 737 MAX ISSUE***

*Posted below is a link to an article written by an aerospace engineer that provides an excellent, new perspective on the 737 MAX situation. If you have the time, check it out; you will learn things you likely did not know previously. It is an excellent article that cuts through much of the media hype!*

<https://seekingalpha.com/article/4286602-boeing-737-max-misconceptions-engineers-view>

Posted is another link to an article in Aviation Week that addresses a summary of the MAX issue.

[https://aviationweek.com/boeing-737-max-what-happened-and-what-now?NL=AW-05&Issue=AW-05\\_20190830\\_AW-](https://aviationweek.com/boeing-737-max-what-happened-and-what-now?NL=AW-05&Issue=AW-05_20190830_AW-)

[05\\_369&sfvc4enews=42&cl=article\\_1&utm\\_rid=CPEN1000003240214&utm\\_campaign=21200&utm\\_medium=email&elq2=07fe8b255fd14754b44e3998e7312d62](https://aviationweek.com/boeing-737-max-what-happened-and-what-now?NL=AW-05&Issue=AW-05_20190830_AW-05_369&sfvc4enews=42&cl=article_1&utm_rid=CPEN1000003240214&utm_campaign=21200&utm_medium=email&elq2=07fe8b255fd14754b44e3998e7312d62)



## **NEW MEMBERS**

Vincent Czaplyski

Robert King    Associate member



**THE LIGHTER SIDE.....**

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Sometimes you  
have to admit  
it's time to retire!!



#### Psychiatrist & Proctologist

Two best friends graduated from medical school at the same time and decided that, in spite of two different specialties, they would open a practice together to share office space and personnel.

Dr. Smith was the psychiatrist and Dr. Jones was the proctologist. They put up a sign reading: Dr. Smith and Dr. Jones - Hysterias and Posteriors. The town council was livid and insisted they change it.

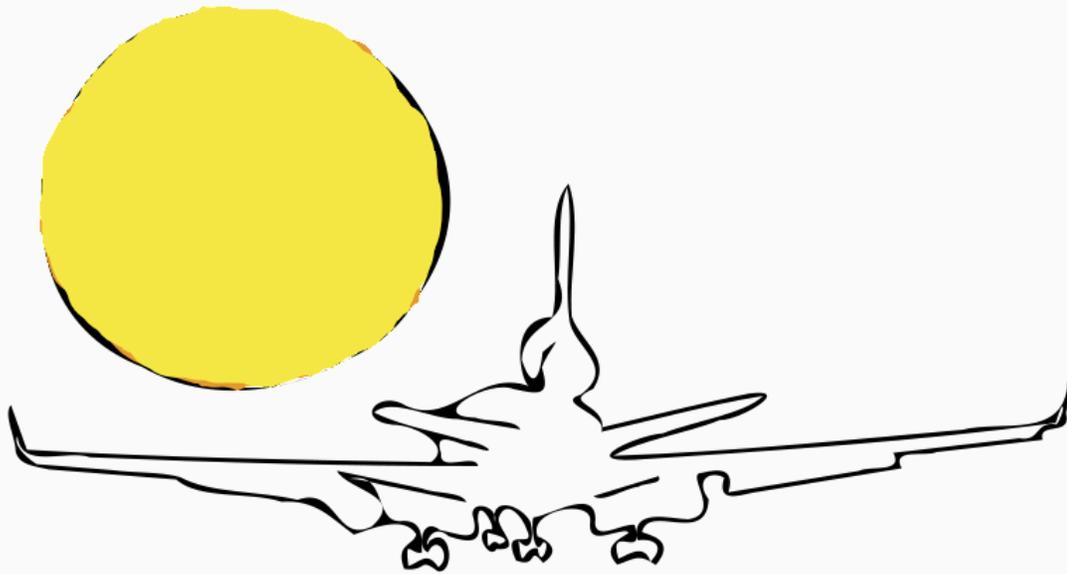
The docs changed it to read: Schizoids and Hemorrhoids. This was also not acceptable so they again changed the sign to read Catatonics and High Colonics - no go. Next they tried Manic Depressives and Anal Retentives - thumbs down again.

Then came Minds and Behinds - still no good. Another attempt resulted in Lost Souls and Butt Holes -

unacceptable again! So they tried Nuts and Butts - no way. Freaks and Cheeks - still no good. Loons and Moons - forget it

Almost at their wit's end, the docs finally came up with: Dr. Smith and Dr. Jones - Specializing in Odds and Ends.

Everybody loved it!      Also suggested: "Tears & Rears" or "Fears & Rears"



**GONE WEST**



**GONE WEST - 2019**

\* Denotes Golden Eagles member

text in red denotes new since last update

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
G. M. "Casey" Cameron *	July 18, 2019
Robert Foley	July 29, 2019
Larry Mechem *	July 26, 2019
<b>Roy Snead</b>	<b>Aug 15, 2019</b>
<b>Tony Eggers</b>	<b>Aug 21, 2019</b>
<b>Gus Wenzel</b>	<b>Aug 24, 2019</b>
<b>Don Griffin *</b>	<b>Aug 24, 2019</b>
<b>Phillip Kemp</b>	<b>Aug 22, 2019</b>



**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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