

Monthly Update and Reminders September 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 **September** have been posted on the Golden Eagles website, www.thegoldeneagles.org, under the Membership section and in the Roster Download sub-section. Check your contact information and advise us if there are any errors.

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

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

NOTE:

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

magazine (This will be a collector`s item!) should send him a photo at their earliest convenience.

You should also verify your contact data in the member rosters. Email addresses for the above purpose are Gary Small, smallqd@gmail.com, and/or David Rossetter, drossetter@yahoo.com.

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

Tribute to Captain Wes Coss from Golden Eagles member Captain Blake LaMar:

I flew 2nd Officer for Wes many, many times, then co-pilot for him. We saw each other frequently as we lived near one another. ALWAYS a true gentleman and a consummate aviator. He will be sorely missed by everyone who knew him.

Smooth seas and following winds, my friend.

Blake LaMar

PASS TRAVEL NEWS

Q & A

Q. If we are listing a child under 14 to travel on our passes alone, do we have to pay an uam fee?

A. Not if they are enrolled friend or primary family member.

Q/A . There is a backlog of over 550 retiree badge orders, and with the requirement that all M&A employees have at least 50% of their vacation used by the end of September, combined with staff reductions, it will take some time to get the retiree badges out to everyone. Additionally, a retiree badge will not be issued until the old active employee badge is returned, so that can also slow down the process if you haven't yet returned your old badge. That said, unless you are needing your retiree badge for discounts, there should not be an immediate need for a badge. Most cruise lines (if anyone is booking cruises right now) will accept the verification letter available on eRES, and there is absolutely no policy

that requires you to have a badge to travel. If a United employee refuses to allow you to board a United flight because you don't have a badge, then you need to ask for a supervisor and report that employee to the Employee Travel Center so that we can follow up with station and Airport Operation leadership.

Q. When one buys a discounted tkt and it is the cheapest fare.... I know you are only allowed one carry-on but can one also check a bag for free? Or if you pay for your tkt with the Explorer card is it free?..... thx

A. No matter what type seat purchased you are allowed 2 checked bags for free.

Q. Can anyone advise where I find on Flying Together how to give you enrolled friend authorization to sign in and book their own travel with the UA20 discount? I am a retiree and scrolled most categories under travel but still could not find.

A. The retiree must book the discount fare for the enrolled friend, but can use the enrolled friend's credit card. After that, the enrolled friend can access their reservation on united.com just like any paying passenger.

Q. I checked me and my wife in for our flight, I got tsa pre-check but she didn't. Both of us always get pre-check as we have global entry.

A. Even paying for pre-check or global entry does not guarantee that you will get it. They sometimes do random checks.

How to pay pass charges seems to be a recurring question, especially by those newly retired. Hopefully this will help those recent retirees...

As a retiree or an inactive employee, if there are pass travel charges such as service charges or government fees for things like departure or customs, when you make a listing the *charges will come up to be paid by credit card*. If you are traveling domestically and either have 25 YOS, or are using a vacation passes there are no charges for any cabin. If you have less than 25 YOS, there is only a charge for an F listing using a personal pass. The invoice for the imputed income charges for the travel of enrolled friends or domestic partners is mailed quarterly and has the address on the invoice to send your check to. This invoice is also displayed at YBR in your secure messages and if there are charges due you can pay online by imputing your bank account information.

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 - **Bill Chambers** at bbob@aol.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](http://16580-I-45-S-Conroe-TX-77384))

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

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.

Like most of you, I'm going nuts with this never ending Covid thing. I am so ready for an October pilot breakfast at the Perfect Landing, but again that will **not** happen. And probably, not even in December either. My hopes are twofold - first that this thing will be over and in the rear view mirror by the New Year, and secondly, that The Perfect Landing is still in business by then. As you frequent breakfasters know, the P.L. has been great to us over the years and we are hopeful of continuing our relationship. Just as soon as restrictions begin to be relaxed, I'll be in contact with them and set some dates for next year and get the word out to you.

I'll also keep my eye out for December breakfast gathering chances and keep you all posted.
Dennis

Newark area - Mark Sheprow at marksheprow@optonline.net

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

REGIONAL REUNION NEWS (NEW)

*This section is being **reposted, 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 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.

DIRECTIONS TO PILOT`S LANDING AND PILOT`S PUB

NOTE: THE GATE CODE FOR THE WINDERMERE AIRPORT GATE HAS BEEN CHANGED TO 4310. PILOT`S LANDING CODE REMAINS THE SAME, KEY 008727.

PREPARATIONS FOR PREVIOUS BBQ DINNER AT PILOT`S PUB OCT 2018

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. Possible lake cruise on Ray's party barge pontoon boat.

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](mailto:davebnewell@gmail.com) 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 and Francia Gentry
Wayman Curry
Buck Wroten
Lee and Pam Meyners
Dave and Sandy Judson
Les and Ida Cook
David and Tina Hughes
Ben and Chris McKenzie
Roger and Carol Bartel

Bernie and Sandy Hallee
Paige and Kay Seats

Loyd and Debbie Robeson
Gary Small

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 mitigated greatly by the time we have the reunion and should not be an issue.

AIRLINE NEWS

Have Many Passengers Contracted COVID-19 On Flights Or In Airports?

[Karen Walker](#) August 24, 2020

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

Air Transport World Editor-in-Chief Karen Walker responds:

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

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

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

Why doesn't the public understand this? That's a question for the airlines and those

organizations that represent them, including Airlines for America, IATA and ICAO. The industry has done a superb job—at significant cost and time—in putting safety first and quickly getting all these extra health measures in place. But, they have done a lousy job at communicating those efforts and the low transmission data to the very people who need to hear it: lawmakers, heads of medical organizations (like the U.S. Centers for Disease Control and Prevention), the media and the general public.

United Warns Up To 2,850 Pilots Of Possible Furloughs Unless PSP Extended [Ben Goldstein](#) August 27, 2020 Credit: Joe Pries

United Airlines announced plans to furlough up to 2,850 pilots this fall, more than previously expected, unless Congress can agree to extend the Payroll Support Program (PSP) before funding runs out on Oct. 1.

The latest announcement means Chicago-based United will need to send out approximately 600 additional furlough warnings in coming weeks, as the company previously only notified around 2,250 pilots of potential furloughs in late June.

United SVP-flight operations Bryan Quigley told pilots in an Aug. 27 memo, viewed by Aviation Daily, that management decided to increase the scope of pilot furloughs due to “deterioration in travel demand compared to late June.”

Additionally, Quigley said that 250 pilots who previously received furlough warnings with a potential date of Nov. 30 will now see their furloughs moved up to Oct. 30. The latest plan calls for the first 1,747 pilot furloughs to occur on Oct. 1, followed by a further 572 furloughs on Oct. 30, and 531 more on Nov. 30.

“Our numbers are based on the current travel demand for the remainder of the year and our anticipated flying schedule, which continues to be fluid with the resurgence of COVID-19 in regions across the U.S.” Quigley said.

Reacting to the announcement, the United Master Executive Council (MEC) of the Air Line Pilots Association expressed disappointment that management did not work harder to reduce the scope of furloughs through the use of voluntary leave and early-out packages.

“While other airlines have chosen to reduce manpower through voluntary means, it is tragic that United has limited those options for our pilots and instead has chosen to furlough more pilots than ever before in our history,” the United MEC told pilots Aug. 27.

The announcement comes just a few days after both American Airlines and Delta Air Lines previewed their own expected pilot furloughs, with the former expecting to shed 1,605 pilots, and the latter, 1,900—both substantially less than the 2,850 pilots that United plans to let go.

Airline unions have pinned their hopes on Congress extending the PSP before a Sept. 30 deadline, although that prospect has dimmed following lawmakers’ failure to reach an agreement before taking their planned August recess. There has, however, been a slight uptick in optimism following remarks this week by White House chief of staff Mark

Meadows, who said the administration would consider taking executive action to avert layoffs should Congress fail to act.

“If Congress is not going to work, this president is going to get to work ... and hopefully we can help out the airlines and keep some of those employees from being furloughed,” Meadows said in an interview with Politico.

Still, it's unclear how the White House could extend the PSP on its own, leading some union officials to voice skepticism about how effective such a move would be.

“Executive orders would not put in place a ‘clean extension’ of our PSP with all of the job requirements that will save our jobs and keep our industry intact to serve the American public during this pandemic ... We need Congress to act,” Association of Flight Attendants-CWA Sara Nelson said in a message to members.

In Boeing Max breakthrough, Europe heads to Canada for key test

Siddharth Philip, Bloomberg News

Aug 27, 2020

The tail of a Boeing Co. 737 Max 9 jetliner sits at the company's manufacturing facility in Renton, Washington, U.S., on Tuesday, Mar. 7, 2017. , Photographer: David Ryder/Bloomberg

Boeing Co.'s grounded 737 Max jet took a major step toward a return to flying after Europe's air-safety regulator said it would send pilots to Canada to conduct test flights, overcoming COVID 19-related travel curbs.

The European Union Aviation Safety Agency will carry out the validation flights from Vancouver in the week of Sept. 7, EASA said Thursday. The tests will be preceded by simulator sessions in the U.K. this coming week.

The breakthrough gets around health-related U.S. travel restrictions that have frustrated efforts to assess Boeing's fixes to the Max, which was idled worldwide after two deadly crashes. The U.S. Federal Aviation Administration conducted certification flights two months ago, followed by Canada this week.

“While Boeing still has some final actions to close off, EASA judges the overall maturity of the re-design process is now sufficient to proceed to flight tests,” the agency said in a statement, adding that the step is a “prerequisite” for it to approve the Max's new design.

Boeing rose 2.4 per cent to US\$174.32 as of 12:34 p.m. in New York. They had dropped 47 per cent this year through Wednesday, the sharpest decline on the Dow Jones Industrial Average.

Travel restrictions have complicated Boeing's efforts to work with regulators at home and abroad to certify the Max to resume commercial service. Because the jet is made in the U.S., the FAA is taking the lead on

certifying any changes to the Max. Under international law, other nations have the option of validating the work or even insisting on additional safety measures, and the FAA has involved EASA and Canada from the start of the process.

Vancouver Solution

Canada has closed its border to all but “essential workers” in the virus-stricken U.S., prompting Canadian and European regulators to find a workaround through Vancouver to protect the health of their pilots and other staff without lengthy quarantines. The agencies are taking advantage of the close proximity of Vancouver to Boeing’s flight-testing base in Seattle, about 119 miles or 192 kilometers to the south.

The planemaker sent a private jet to ferry Transport Canada’s flight-test team to Boeing Field yesterday, where they boarded a Max 7 bristling with monitoring equipment for hours of flying over eastern Washington. Aviation enthusiasts monitored the test online in real time.

Boeing declined to comment on the Canadian or European flights.

Next Steps

With the three authorities’ individual tests out of the way, a set of collective examinations related to training requirements -- known as a Joint Operations Evaluation Board -- is set to take place at Gatwick airport south of London in the week beginning Sept. 14.

“Provided all goes well, fears that there could be a long lag between certification in the U.S. and the rest of the world are proving unfounded,” said Richard Aboulafia, an analyst at Teal Group in Fairfax, Virginia. “Things are moving in the right direction and a return to service late this year is still conceivable”.

The Max, the latest version of Boeing’s workhorse 737 series, was grounded worldwide in March 2019 after the two crashes killed 346 people.

After reviewing the results of the flights and Boeing’s detailed plan for revising systems blamed for the tragedies, the FAA on Aug. 3 said it had tentatively approved the fixes.

The public were given 45 days to comment on the proposed changes, meaning the agency could sign off on the return sometime in the fall.

In addition to changes to the plane’s computer systems and wiring, the FAA and regulators in other nations are reviewing revisions to pilot training programs.

--With assistance from Alan Levin and Kait Bolongaro.

Boeing Officially(ish) Rebrands The 737 MAX

AUGUST 19, 2020 BY BEN 51MISC.

While this rebranding has been rumored for a while, it looks like it’s now more or less official.

In this post:

- [Boeing slowly and subtly rebrands the 737 MAX](#)

- [There have been hints of this for a while...](#)
- [Bottom line](#)

Boeing slowly and subtly rebrands the 737 MAX

Boeing has today [announced](#) an order for up to four Boeing 737 jets by Polish airline Enter Air. Yes, the airline is ordering Boeing 737 MAX 8 aircraft, but that's not how they're being described. These planes are being described as Boeing 737-8 aircraft. This is clearly part of a very slow and subtle rebranding exercise for the troubled jet.

As the press release states:

Boeing and Enter Air today announced the Polish airline is expanding its commitment to the 737 family with a new order for two 737-8 airplanes plus options for two more jets.

An all-Boeing operator and Poland's biggest charter carrier, Enter Air began operations in 2010 with a single 737 airplane. Today, the airline's fleet includes 22 Next-Generation 737s and two 737 MAX airplanes. When the new purchase agreement is fully exercised, Enter Air's 737 MAX fleet will rise to 10 aircraft.

"Despite the current crisis, it is important to think about the future. To that end, we have agreed to order additional 737-8 aircraft. Following the rigorous checks that the 737 MAX is undergoing, I am convinced it will be the best aircraft in the world for many years to come," said Grzegorz Polaniecki, general director and board member, Enter Air.

This is the first press release I know of from Boeing where the company refers to the 737 MAX as something different. As you can see, Boeing is being subtle about this, and even uses the term 737-8 and 737 MAX 8 interchangeably.

To be clear, internally the plane has long been known as the 737-8, but to the public the "MAX" branding has been used. In this case Boeing is essentially just going back to the initial name of the plane, and dropping "MAX."

There have been hints of this for a while...

[The first signs of the Boeing 737 MAX being rebranded](#) came over a year ago. At the time IAG (the parent company of Aer Lingus, British Airways, Iberia, and Vueling) [signed a letter of intent](#) for up to 200 Boeing 737 MAXs, and IAG referred to these planes as the as the 737-8 and 737-10.

I would imagine that this was coordinated with Boeing, though at the time [Boeing's press release](#) continued to use the full "MAX" branding. To my knowledge this Enter Air press release is the first one where Boeing specifically mentions the new branding.

If Boeing were to rebrand the 737 MAX, the new naming convention makes a lot of sense. It's the same as how the 787 variants are known as the 787-8, 787-9, and 787-10. Similarly, the new 737 variants could be known as the 737-7, 737-8, 737-9, and 737-10 (while older generation 737s were the 737-700, 737-800, 737-900, etc.).

President Trump suggested this rebranding last April, and I guess he was onto something...

United Airlines, Pilots Reach Deal To Avoid 3,000 Furloughs

[Sean Broderick](#) September 09, 2020 Credit: United Airlines / Twitter

United Airlines and its pilots have reached a tentative agreement that would take nearly 3,000 involuntary furloughs off the table, the union's airline leadership said Sept. 9.

In a memo to pilots, Master Executive Council (MEC) chairman Todd Insler said the agreement in principle keeps all United pilots onboard, and does not affect pay rates, scope concessions, or "unacceptable" work-rule changes. Details of the agreement will not be released to the Air Line Pilots Association (ALPA) represented pilots until the MEC votes on it "next week," Insler said.

"Despite having an agreement in principle, final contract language is not complete," he wrote. "Until approved by the MEC, releasing details would be premature."

A spokesperson for the airline lauded the tentative deal.

"We continue to try and reduce the number of involuntary furloughs at United and are happy we were able to reach an agreement in principle with ALPA that can potentially save pilot jobs," the United spokesperson said.

Word of the deal comes less than two weeks after United [told its pilots](#) that 2,850 involuntary furloughs would be required as part of larger cost-cutting efforts to offset revenue declines linked to the pandemic-related downturn. More than 1,700 of the jobs were set to end Oct. 1, which is when United and other airlines that received U.S. government payroll-support funding can begin involuntary cuts.

Like many airlines, United has been working with its employees to trim payrolls through early retirements, sabbaticals, and other voluntary measures. Chicago-based United told employees Sept. 2 that it [plans to cut](#) 16,300 positions on Oct. 1. The pilots' 2,850 job losses put them second on the list of most affected work groups behind flight attendants, which are slated to see 6,920 positions lost.

Other airlines have said they will make similar reductions starting in October. The planned moves have prompted union groups to call on Congress to extend the \$25 billion Payroll Support Program (PSP) with more money and time.

"To date, tens of thousands of pilots and flight attendants have received notification of furlough when the PSP expires on Sept. 30, 2020. Without an extension of this program, the jobs of these pilots and flight attendants, along with hundreds of thousands of other U.S. aviation workers, will begin to disappear," ALPA and the Association of Flight Attendants wrote in a Sept. 4 letter to senior lawmakers. "America's aviation workers need the U.S. government to act with urgency to extend the PSP through March 31, 2021. Extending the PSP ensures that airline pilots, flight attendants, and other workers continue to support our airlines' role in fueling our economy, assisting the U.S. military, and transporting American goods and services. Equally important, adopting a clean extension of the PSP through March 31, 2021, will prevent the widespread economic damage that follows mass furloughs and that results in a drain on federal and state resources."

Some Democrats and Republicans have expressed support for a PSP extension, but an agreement—which would be part of a much larger coronavirus relief package—has not been reached. A new Senate

Republican proposal set to be unveiled as early as Sept. 10 as a starting point for a new round of talks does not include aviation worker support, Reuters reported.

Both the unions and airlines are using the job-cut news to ratchet up pressure on lawmakers.

“Absent an extension of the payroll support program, 19,000 of our team members will be involuntarily furloughed or separated from the company on October 1,” American Airlines president Robert Isom said during a Cowen & Co. investor event Sept. 9. “This is news that we never wanted to share with our team, but it is the reality that we’re facing, and we must confront it.”

American [told its employees](#) in late August that the cuts would be coming.

[Sean Broderick](#)

Senior Air Transport & Safety Editor Sean Broderick covers aviation safety, MRO, and the airline business from Aviation Week Network's Washington, D.C. office

Experienced crew struggled with instrument flight after 737 lost

autopilots



By David Kaminski-Morrow 8 September 2020

Spanish investigators have detailed an unusual incident in which a Boeing 737-500 crew struggled to control the aircraft after the autopilots failed, even though all the instruments needed to operate the flight remained fully functional.

Operated by Lithuanian carrier Klasjet, the aircraft had departed Madrid Barajas for Kaunas on 5 April last year, with the captain’s autopilot inoperative – a situation permitted under minimum equipment list regulations – but the first officer’s autopilot also failed some 2min after take-off.

Spanish investigation authority CIAIAC stresses that the loss of the autopilots “did not prevent proceeding with the flight in instrument conditions”, because all the instruments required to conduct the service “were available to the crew at all times”. These included the attitude indicator, altimeter, rate-of-climb indicator, compass, bank indicator, engine instruments and other systems

The inquiry also points out that the cockpit crew comprised instrument-rated pilots with “considerable” experience – a captain with over 4,300h on type, who also served as an instructor, while the first officer had about 2,000h. CIAIAC found that, despite this, the pilots experienced “problems” operating the aircraft. Although the crew declared an emergency, they did not specify the difficulty.

Investigators detailed the meandering flightpath of the 737 after its autopilot failure. Flight-data

recorder information shows variations in altitude between 4,000ft and 5,000ft, shortly before the aircraft – which had departed runway 14L – started turning north, and the pitch began to vary, reaching attitudes as high as 11° nose-down. The crew turned left to intercept Madrid's runway 18L localiser but the inquiry says the turn was “too wide”. Unable to complete the intercept from the left, and with difficulties maintaining the correct altitude and position with respect to the localiser and glideslope, the crew carried out a go-around at about 3,300ft . “The controller asked if they had problems with the speed, since he did not know the nature of their emergency, but the crew again requested vectors to land,” says the inquiry. After the go-around the 737 headed east, then north. The inquiry states that the aircraft needed to increase altitude, as it was operating at 4,400ft and entering an area with a 6,700ft minimum. The controller observed that it was not doing so and twice ordered the crew to climb, but the pilots did not carry out this instruction. The aircraft turned left, towards the west, while changing altitude “noticeably”, says the inquiry. It began climbing from around 5,000ft to reach nearly 5,800ft as it continued to turn to the south-west in preparation for a second approach. It subsequently intercepted the localiser 11nm out at 4,300ft, but the pilots had not acquired visual contact with the runway at 8nm. “The crew was still having problems maintaining the ILS localizer and glideslope,” says the inquiry.

By the time the aircraft reached 2.5nm distance the controllers realized it had executed another go-around at around 2,600ft. Having conducted two failed attempts at landing, the aircraft diverted to Getafe air base. It climbed to just over 7,860ft – its highest point during the whole flight – and then began to descend on a heading for runway 23. While there were “minor variations” in speed and heading during this descent, the aircraft started to climb again while deviating to the right, according to the flight-data recording. It entered a right-hand circle south of the runway, at altitudes between 6,688ft and 6,440ft, then proceeded to turn north for a right-hand downwind leg, before landing on runway 23 about 35min after its departure from Madrid.

Cockpit-voice recordings of the incident were not captured. None of the 57 passengers and eight crew members was injured, and the aircraft (LY-KLJ) was undamaged. Although the cockpit-voice recorder was retrieved and its data downloaded, it had not captured audio information about the flight. The inquiry has not been able to determine why. But flight-data recorder information, it says, clearly shows the crew had “considerable problems maintaining the basic flight parameters”, including altitude, airspeed and heading, particularly during turns. “The problems maintaining the basic flight parameters due to the absence of automatic control systems indicates that neither the decision-making nor the co-operation between the crew were adequate,” the inquiry says. Poor weather conditions “complicated” the situation, it adds, with turbulence and cloud cover between 2,000-4,000ft around Madrid. “This prevented the crew from making a safe visual approach, and they probably did not have the runway in sight,” it states. The aircraft was diverted not because the weather was better at Getafe but because air traffic control believed a third landing attempt would pose a safety risk and generate delays.

Klasjet carried out its own probe into the event, noting several aspects in its findings which the Spanish investigators might have addressed with safety recommendations. Given these findings, the inquiry does not believe any further recommendations are necessary.

NEW MEMBERS

Chris Dyer
Shawn McBride
Dave Salvesen
Jim Davis
Paul Zimmerman
Bill Vaughn

Welcome.....



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

THE ARAB DOG VS. THE ISRAELI DOG ...

The Israelis and Arabs realized that, if they continued fighting, they would someday end up destroying the whole world. So, they decided to settle their dispute with an ancient practice: a duel of two, like David and Goliath. This 'duel' would be a dog fight.

The negotiators agreed each side would take 5 years to develop the best fighting dog they could. The dog that won the fight would earn its people the right to rule the disputed areas. The losing side would have to lay down its arms for good.

The Arabs found the biggest, meanest Dobermans and Rottweilers in the world. They bred them together and then crossed their offspring with the meanest Siberian wolves. They selected only the biggest, strongest puppy of each litter, fed it the best food and killed all the other puppies. They used steroids and trainers in their quest for the perfect killing machine. After the 5 years were up, they had a dog that needed steel prison bars on its cage. Only expert trainers could handle this incredibly nasty and ferocious beast.

When the day of the big dog-fight finally arrived, the Israelis showed up with a very strange-looking animal, a Dachshund that was 10 feet long! Everyone at the dogfight arena felt sorry for the Israelis. No one there seriously thought this weird, odd-looking animal stood any chance against the growling beast over in the Arab camp. All the bookies took one look and predicted that the Arab dog would win in less than a minute. As the cages were opened, the Dachshund slowly waddled toward the center of the ring.

The Arab dog leaped from its cage and charged the giant wiener-dog. As he got to within an inch of the Israeli dog, the Dachshund opened its jaws and swallowed the Arab beast whole in one bite. There was nothing left but a small puff of fur from the Arab killer dog's tail floating to the ground. The stunned crowd of international observers, bookies and media personnel let out a collective gasp of disbelief and surprise. The Arabs approached the Israelis, muttering and shaking their heads in disbelief. 'We do not understand,' said their leader, 'Our top scientists and breeders worked for 5 long years with the meanest, biggest Dobermans, Rottweilers and Siberian wolves, and they developed an incredible killing machine of a dog!'

The Israelis replied, "Well, for 5 years, we have had team of Jewish plastic surgeons from Boca Raton working to make an alligator look like a Dachshund."

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 *

Wes Coss

James "Jim" Bryant *

Bill Baddorf *

Jim Buick *

July 29, 2020

Aug 10, 2020

Aug 15, 2020

Sept 01, 2020

Sept 05, 2020

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

Dave Newell

EVP/Golden Eagles Email Liaison

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