



UPDATE AND REMINDERS SEPTEMBER 2021

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RECURRING REMINDERS AND NEW NOTICES

The **current password** for accessing the Golden Contrails magazine, the member rosters, the Golden Eagles documents and the archived blast emails on

All current Golden Eagles members are now members for life and no longer need to pay annual dues.

TELL YOUR NON-GOLDEN EAGLES FRIENDS....Those eligible for membership can submit a new member form from our website, www.thegoldeneagles.org, pay a one time membership fee of \$35 and they will become members for life with no further payment of dues required. Same thing applies to former members who have let their membership expire. Every pilot, active or retired, age fifty and over, from any pre-merger subsidiary airline of United Airlines is cordially invited to become a member of The Golden Eagles. Complete details and instructions for becoming a member are on our website, www.thegoldeneagles.org in the Membership section.

Revised Rosters on Website

The member rosters are revised periodically, usually around the first of every month. The rosters are in the Membership section on our website and are available for access by our members with the use of the current password. The month to which the rosters have been revised is indicated next to the name of the roster on the website. Please check your contact information on the rosters and advise our Secretary, David Rossetter, drossetter@yahoo.com, of any needed corrections. Corrected information can be submitted to us by using the Roster Update Form on our website in the Membership section under Roster Update

GOLDEN CONTRAILS MAGAZINE

Our Golden Contrails editor Gary Small needs more input from the members for our magazine. Please consider sending him some of your "remembrances" , AKA war stories, for the magazine. Also don` t forget the feature on our website called the "**Crew Room**" under the Contrails heading. There you can let your fellow members know what you have been up to (that you can talk about!) and any information you would like to share with your GE friends, such as a recent move, family news or anything else you think our members would like to know about.

The form for submitting this information is located on our website, www.thegoldeneagles.org, in the Contrails section and is labelled "Crew Room".

Here is a link to the Crew Room for your

convenience: <https://www.thegoldeneagles.org/crew-room.html>

Input from our members is always needed to use as material for the Golden Contrails Magazine, so help our editor do his thing by providing

relocated to a new area, added family members, had a really exciting vacation, taken up a new hobby or acquired a new toy?....let us know.

NEW STUFF

Please advise anyone to whom you forward a Golden Eagles email to avoid clicking on the unsubscribe link at the bottom of the email. This will have no affect on their receipt of any further emails being forwarded to them, but it will remove you from the email list and you will have to re-subscribe. We of course would prefer that those to whom you forward our emails would join the Golden Eagles in order to receive our emails.

HEALTH NOTE:

We have all been told about the benefits of regular exercise. As we get older, this is even more important. Golden Eagles member Dave Sanctuary sent this link to an excellent video describing the benefits of walking 30 minutes a day, 5 days a week. Check it out. I'm hoping for a much reduced number of Gone West notices in the future.....

Click on the link below for the video.....

<https://www.youtube.com/watch?v=ce0yxolt0Cw&t=3s>

PASS TRAVEL NEWS

Q & A:

Q. Does anybody know if we Able to fly to Barcelona Spain I'm not sure if Europe is open or close for US citizens

A. Us citizens need vaccine and the entry form

Q. How can I change a SA flight in the Mobil App? Same route, same date, just different time.

A. It cannot be done on the mobile app if change to be made more than 24 hrs from time of trip. It can only be done using employeeRES. They are two different

Just cancel and start over if change is more than 24 hrs from time of trip.....In this case, you cannot change a standby ticket in the app.....only cancel reservation.

LAC NEWS

HillCountryLAC (San Antonio/Austin)

Dave Newell



For future planning, the Hill Country LAC is planning another annual barbecue reunion at Ray and Mary Booth`s party barn in Spicewood, TX for Wednesday, October 13. As last year, all GE members and their significant others are invited to attend and we will provide more details later. As was done last year, the Golden Eagles will fund the food and drinks for this event. There are lots of things to do and see around the Hill Country between San Antonio and Austin, lots of great hotels and restaurants and the weather should be ideal in October. So put October 13 on your calendar and plan on spending a day or two or three in the hill country. It is beautiful and you will enjoy the gathering. We will be requesting a RSVP later so we can plan accurately for the food and drink. There are many nice hotels close to Ray`s in Marble Falls, TX and rental cars are available of course at the Austin airport.

See REGIONAL REUNION NEWS SECTION BELOW

Dave



DENLAC (Denver)

Dennis McDonald

Good turn out at Perfect Landing for our August breakfast! Some folks who we don't see as often as we should showed up like Don Gentry (our Texas Ambassador), Jim Farrow and Glen Kowal among others. In all we had 22 folks show up. In fact after breakfast, I stopped at the Gun club to pick something up and the sales kid saw my credit card and ID and asked if I was United? I replied, former Continental. He said his father was recently retired Continental and I gave him the info to get on our mailing list.

If any of you GERS do not get my emails and want to be on the info list drop me a note. Breakfasts for rest of year are October 13th and December 8th! Hope to see you then.

The next monthly breakfast at the Perfect Landing is scheduled for Wednesday, 13 October. I will be moving on or about 1 October and my INTERNET changeover may be messed up. So I may sent out the "call for "RSVP's" early or late since the member data base is on my desktop computer - if this is the case, I can still receive RSVP's on my phone. I am hoping for a smooth change over, but either way I look fwd to seeing you all at the Perfect Landing.

Dennis



Kingwood LAC (Houston)

Bill Chambers and Bruce Sprague

Madeleines, in Town Center of Kingwood, Texas. Usually by 7:45 am there are at least fifteen (usually many more) old pilots there having a good time (I think the record was over 30 of us). Lots of laughs while we swap "there I was" stories, solving the world problems, helping each other with our technical problems, and other "very important stuff". Everyone is welcome, including non Golden Eagles members and pilots from other airlines. Plus we get free coffee and drinks, and veteran discounts on everything else! Find more information and photos of all our members on our Golden Eagles website: go to "LAC" menu tab, then "Kingwood, TX (www.thegoldeneagles.org).

Also, four times a year, we meet with the Woodlands / Conroe LAC pilots for lunch at our new excellent BBQ venue in a central Houston location. Find more information, location map, and photos on our Golden Eagles website: go to "LAC" menu tab, then "HOUSTON AREA" (www.thegoldeneagles.org).

The Houston Area quarterly lunch meets about 11:30 am (for 2-3 hours or longer), and ALL pilots (GE members, non GE members, and anyone else from all over the Houston area that wants to join us (we have had flight attendants, spouses, and friends show up). This is basically a "reunion" with fellow pilots you may have not seen in years! GE members from out of town, of course, are encouraged to come! We typically have 30 to 45 pilots show up, and as the word gets out, we expect to have many more in the future.

The Fall dates (Nov or Oct) will be considered THE "Major Event" of the year, where we will put in the full court press to get EVERYONE locally and from out of town to join us. You may miss some of the quarterly events, but DO NOT miss out on the Fall major event! Stick these dates on your calendar!

TIME: 11:30 am

WHEN:

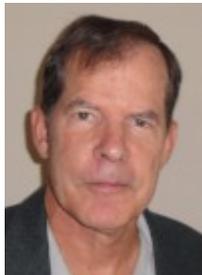
Monday, Nov 1, 2021 (*Major Event!*)

Monday, Jan 31, 2022

Monday, Aug 1, 2022

Monday, Oct 31, 2022 (*Major Event!*)

Bill



Bruce



Newark LAC

Mark Sheprow

Hello to all you (vaguely) East Coast based Golden Eagles!

It's been awhile since I've since I've sent out an email, but I thought you might appreciate this news. United must be doing ok, because the EWR ALPA LEC/ Chief Pilot Office Holiday-Retirement Party is back on the schedule for this December! After being cancelled (COVID, of course) last year. And as in recent years, we local Golden Eagles are encouraging you to attend, and we can piggy-back on the party as a mini-reunion of our own. If our attendance is strong enough, I will reserve some tables for us as a group.

I've attached the message ALPA Council 5 (EWR) sent out recently. It's scheduled for Friday, Dec 10th, 1800-2300, at the Newark Airport Renaissance Hotel. This is the same hotel it's been held at recent years. I'm assuming EWR will be sending out additional information later, including whether or not the Dress Code is as depicted on EWR's latest Chief Pilot.

As a refresher, this party was traditionally hosted by the old UAL NY ALPA and CPO, and apparently died out somewhere around 2000. It was revived by EWR ALPA and the EWR CPO about 2016. LEC 5 has previously tied the party to its regular meeting and a retirement financial advisory session earlier in the day, and I'd assume they'll be doing the same this year. The hotel provides some kind of deal for those staying overnight. The Party itself is both a holiday-season celebration, and a recognition of all the EWR based pilots who have retired in the

meetings the IAH and DEN areas can hold, but this ready-made party is a great opportunity for us to reconnect. I've attended every year since they restarted, and had a great time seeing old friends, as well as hearing some UAL news.

On the off chance that this email goes to somebody who doesn't think they're a GE member (or is still trying to save money), you're reminded that if you were a member in 2020, you're a member for life now. And if you weren't a member in 2020, for a final \$35 you can rejoin for life!

And finally, for now, I hope you're all taking the time to check out the Golden Eagle Magazines still published every 4 months, and accessed on the GE website. Always a great read! And those preparing it are always appreciative of submitted stories, or personal updates! You know you've been aching to let us all know what you've been doing, so just go ahead and get it over with! Let the rest of us know all the interesting details!

Mark Sheprow

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Mark



REGIONAL REUNION NEWS

Greetings Golden Eagles members,



Since we are replacing our annual conventions with occasional regional reunions, we are continuing this program by inviting all Golden Eagles members to attend the Hill Country LAC annual barbecue dinner and reunion at Captain Ray Booth's party barn, "Pilot's Pub", at Pilot's Landing on Lake Travis on Wednesday, October 13, 2021

We realize that not everyone will attend this event, but we are inviting all GE members and their significant others 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 and socialize 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 13, 2021 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.

time at the event and this can of course be modified as desired as things evolve.

Attendees arrive on **Tuesday, October 12 OR Wednesday, October 13.** 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

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/>. There is another airport close by that can provide rental cars and shuttle service. It is the Horseshoe Bay Jet Center on Lake LBJ near Marble Falls.

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.

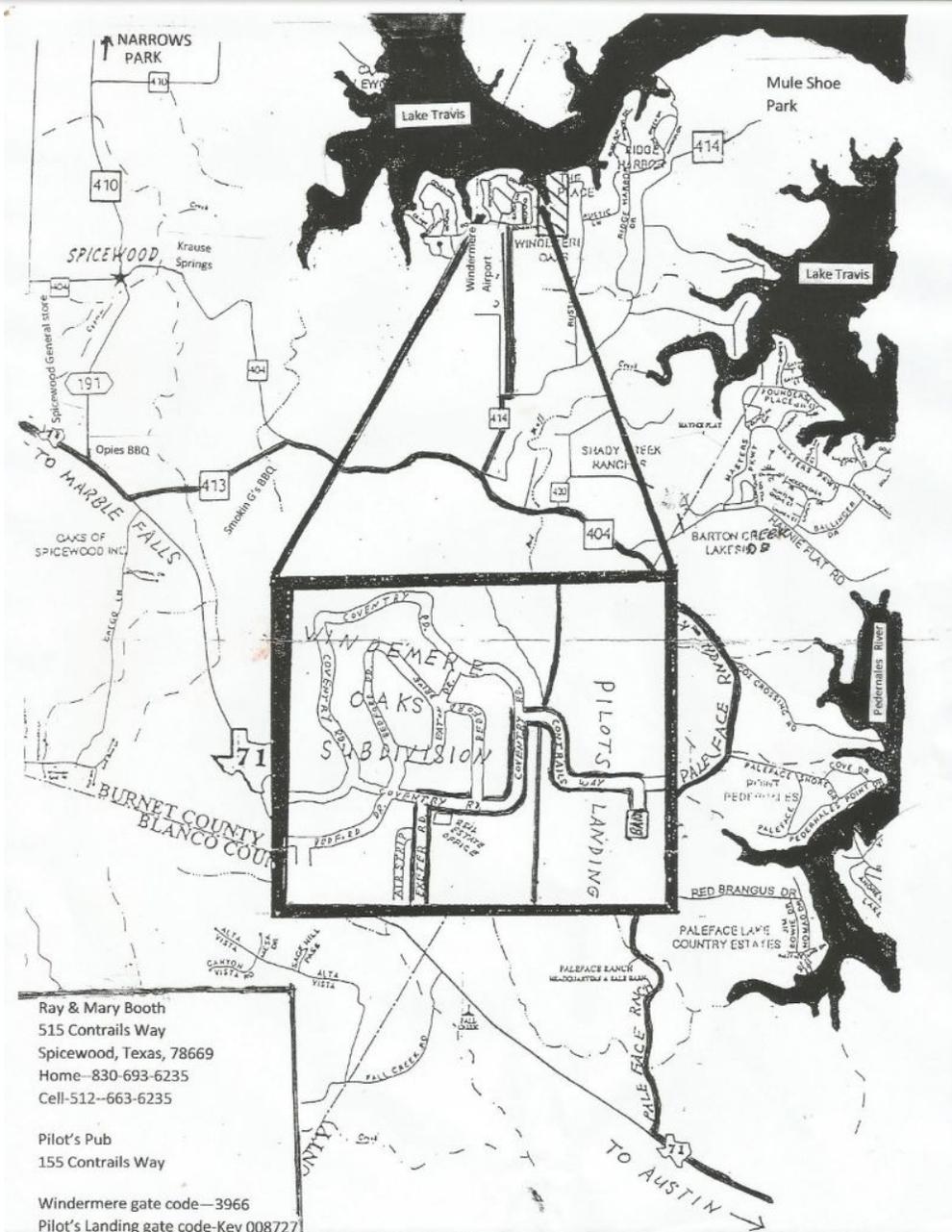
Remember, everything at the barbecue dinner is on the house! 😊😊

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.

Please let us know if you plan to attend at davebnewell@gmail.com.



RAY and MARY BOOTH



**DIRECTIONS TO
PILOT'S LANDING AND PILOT'S PUB**
**NOTE: THE GATE CODE FOR THE
WINDERMERE AIRPORT GATE HAS
BEEN CHANGED TO 3150. PILOT'S
LANDING CODE IS KEY001515.**

Additional reminder notices and updates for the reunion will be sent to our members as

notice will include a listing of those who have indicated they will attend.

AIRLINE NEWS

BRIEFLY: Air Canada joins Porter in requiring employee vaccinations, Europe has tightened restrictions on travelers from the U.S., China's big three remain in the red despite strong domestic recovery.

[DELTA AIR LINES WILL IMPOSE \\$200 SURCHARGE ON UNVACCINATED EMPLOYEES](#)

While the airline isn't mandating the vaccine yet, it is imploring its employees to get inoculated and to submit their vaccine card by Oct. 1 at the very latest.

[American Airlines](#) said it will end company-provided pandemic leave for unvaccinated employees who become infected with COVID-19.

The Battle Of The Big US Hubs: American vs Delta vs United

- by [James Pearson](#)
- August 18, 2021

553 million; that's how many seats are offered when American, Delta, and United's top-six airports are combined. We examine each hub and see how they vary this year. Which are fortress hubs? Which has the most and fewest seats per flight? And which are now the country's top-five hubs?

Pace | Simple Flying.

With these three carriers' top-six airports having 553 million seats this year, we can say that they have over half (55%) of the USA's total capacity across all airports and all airlines. That's a finding based on examining schedules using OAG data.

We can also say that these 18 airports are accountable for nearly two in every ten seats available for sale across the world. They are, as you'd expect, all-important.

American	Delta	United
Airport	Airport	Airport
Seats in 2021	Seats in 2021	Seats in 2021
Dallas Fort Worth	Atlanta	Houston
71,673,809	81,013,912	32,796,495
Charlotte	Minneapolis	Interncontinental
50,605,128	25,344,220	32,535,220
Chicago O'Hare	Detroit	Denver
27,037,522	24,868,385	30,402,140
Miami	Salt Lake City	Chicago
31,179,180	22,394,325	24,487,560
Phoenix	New York JFK	Newark
20,966,915	14,754,394	15,855,075
Philadelphia	Los Angeles	San Francisco
17,784,423	14,231,169	14,804,370
		Washington Dulles
		0

Showing 1 to 7 of 7 entries

The USA's top-five hubs this year

If the USA's largest five hubs are considered, American and United each have two against one for Delta. Of course, [Atlanta](#) overshadows the others, as it likely always will. However, the gap between it and Dallas has shrunk significantly from one-third in 2019 to just 13% now. Obviously, this is from the pandemic, with Delta's Atlanta hub at 82% of 2019 capacity against 96% for [American's Texas counterpart](#).

1. Atlanta, Delta
2. Dallas, American
3. Charlotte, American

In 2019, Chicago O'Hare was United's number-one hub in terms of seats and flights. Now it is third behind Houston and Denver. This is just temporary, of course, but it is enlightening. And it means that United's Illinois hub has fallen out of the USA's top-five, with Denver joining the list.

Two years ago, Denver was eighth, with its rise up the table another consequence of the pandemic. Indeed, the Colorado hub has performed well so far in 2021, with United's seats across the whole year at 92% of the 2019 level, benefitting from the recovery in leisure demand. [United's Denver hub has 164 routes on an example day this August.](#)



United has 240 routes scheduled from O'Hare, including by the B787-9. Photo: Vincenzo Pace | Simple Flying.

Denver replaces O'Hare

Unlike Denver, United at O'Hare remains stubbornly one-third below where it was. Chicago has a greater focus on business demand, which will be the last source of demand to return after leisure travel and visiting friends and relatives (VFR). This business focus is reflected in O'Hare's very low seats per flight; see later in the article.

United's recovery at O'Hare remains below that of American, partly explained by United's bigger presence and therefore its greater exposure to business travelers. It is also from the airline's larger international network from the airport, with big

Which are 'fortress hubs'?

The US has long been considered a country where airlines develop fortress hubs to control their markets. While definitions vary, it is often believed that if 70%+ of an airport is controlled by one airline and its regional partners, it is a fortress hub, just [like Delta's Memphis hub was](#).

This high domination makes competition difficult, for example from a lack of spare gates or slots. At the same time, it ordinarily keeps fares to/from the hub higher than they might otherwise be, somewhat offset by a much greater network.

Looking at the top-six airports of United, Delta, and American, the average domination is 59%. However, eight are over 70% and are therefore fortress hubs by this measure. Charlotte leads, with American having 92% of seats at the airport, its [second-largest hub](#).

- 92%: Charlotte, American
- 86%: Dallas, American
- 79%: Atlanta, Delta
- 75%: Detroit, Delta
- 73%: Minneapolis, Delta
- 73%: Salt Lake City, Delta
- 72%: Houston, United
- 70%: Washington Dulles, United



Dulles entered the fortress hub club this year, but for how long? Photo: Vincenzo Pace | Simple Flying.

Some hubs have seen shares fall

Minneapolis has grown from 70% to 73%, while United at Dulles has risen from 65% to 70%, meaning it joins the list.

But carriers at other hubs have seen their shares fall. Chief among these is United at Houston, which has fallen from 76% to 72%. The airport has seen a big (temporary) drop in United's presence (down by 18%) while, at the same time, multiple airlines have grown or at least remain only slightly down. Southwest entered in April 2021 and has 1.5 million seats across nine routes.

EDITORIAL: Behaving Badly On An Airplane Becomes A Very American Problem

[Karen Walker](#) August 19, 2021



Credit: Getty Images

FAA announced Thursday a raft of fines against passengers who have disrupted US flights this year, sometimes violently. The new fines, against 34 passengers, total more than half a million dollars and range between \$45,000 and \$7,500. They bring the total of fines proposed by FAA for unruly passenger incidents to more than \$1 million. FAA says it has received some 3,889 reports of bad passenger behavior this year, marking a rapid climb in incidents that started in 2020. So far in 2021, more than 630 unruly incident investigations have been initiated. In 2019 there were just 146 investigations, while 2018 and 2017 saw 159 and 91 investigations, respectively.

What is different this year and last versus 2019 and earlier, of course, is the pandemic. Where commercial flying is possible and not constrained by quarantines or lockdown and border closures, there remains the added stress of boarding an airplane while the coronavirus continues to spread. But what is different in America from just about anywhere else in the world—including those other regions where domestic flying has resumed—is that the unruly passenger is almost entirely an American phenomenon.

be worn in airports and on the aircraft. Of those almost 3,900 unruly incident reports FAA has received this year, 2,867 are related to a passenger refusing to wear a mask. The headline grabbing incidents include some serious assaults. A passenger on a JetBlue plane threw his luggage at passengers, grabbed a flight attendant and put his head up her skirt. A Southwest Airlines passenger assaulted another passenger who wouldn't trade seats. Another JetBlue passenger shoved a seated passenger, then punched her in the face. A Frontier Airlines passenger dug two fingers into a flight attendant's face.

FAA and TSA are making clear in public statements that large civil penalties will be sought for unruly behavior and that there is a zero-tolerance policy. But the passengers who offend are not in a state of mind to take that into account when they fly into a rage. On an International Aviation Club webinar on the aviation regulatory scene on Thursday, a panel of aviation lawyers noted there was almost nothing similar happening outside the US, even though masks are required for flying just about anywhere. "It has gotten out of control in some ways," A4A SVP-general counsel and secretary Patricia Vercelli said.

Anita Mosner, Partner at US aviation law firm Holland and Knight, noted, "The underlying problem is that we have politicized public health processes."

TSA announced this week that the mask mandate—which covers trains and public buses as well as airports and airlines--will be extended through Jan. 18. For most people opting to fly, and certainly most flight crews, this is welcome news. But it begs the question: if alcohol suspensions, the threat of being banned from an airline or receiving a hefty fine isn't an air rage deterrent, what will keep all Americans in their seats, wearing their masks and behaving properly?

The answer could lie in a bigger stick, as Eckert Seamans chair, aviation, Evelyn Sahr said during the IAC panel. That could mean bringing in stronger law support via the Justice Department so that such incidents are clearly treated as criminal behavior with the prospect of jail sentences. It might warrant a crackdown on some airport concession and bar practices: a no-alcohol rule onboard is ineffective if people can stoke up in the airport or even, as appears to be happening in some cases, buy "to-go" alcoholic beverage packs, contrary to US federal law. It might warrant a review of the Montreal Protocol of 2014, which was brought into address unruly passenger behavior on international flights so that airlines could recover damages from costly incidents. That was never ratified, but it might be useful in the current context even though the incidents are happening on US domestic flights.

heading to their destination safely, responsibly and without drama. It could lend a whole new meaning to the term “flight shaming.”

United Tells Flight Crew Not To Use Duct Tape On Passengers

- by [Jake Hardiman](#)
- August 17, 2021

Recent high-profile disruption incidents have seen US carriers restrain abusive travelers with duct tape. This appears to have become a more common phenomenon since the ongoing global health crisis began. However, United is determined not to deploy such measures, and has instructed staff to refrain from taping abusive passengers to their seats.



United Airlines has recently asked its cabin crew not to use duct tape to restrain abusive passengers. Photo: Vincenzo Pace | Simple Flying

Designated de-escalation procedures

In light of recent events, US legacy carrier United Airlines has issued a memo to its flight attendants regarding the use of duct tape to restrain abusive passengers. According to the [New York Daily News](#), the Chicago-based [Star Alliance](#) founding member wants cabin crew to stick to using “*designated items onboard*” to de-escalate such situations.

Unvaccinated Employees

- by [Jay Singh](#)
- August 25, 2021

Today, Delta Air Lines announced that it will be placing new restrictions on unvaccinated employees and will add a new \$200 monthly surcharge on healthcare premiums for such staff. The surcharge will go into effect from November 1st, while testing for unvaccinated employees will start from September 12th.

United Airlines' PW Powered Boeing 777 May Be Grounded Until 2022

- by [Linnea Ahlgren](#)
- August 30, 2021

United Airlines' Pratt & Whitney powered Boeing 777-200s remain grounded over six months following an uncontained engine failure over Denver, Colorado. Sources say regulators are looking to request additional safeguards, which could mean the planes will not fly again until next year.



United's Boeing 777-200s may not fly until next year, sources have revealed. Photo: Vincenzo Pace | Simple Flying

Fan blade fatigue

As anyone with a keen interest in aviation will recall, in February this year, a United Airlines Boeing 777 had to return for an emergency landing shortly after taking off from Denver, Colorado, towards Honolulu, Hawaii. A 26-year-old 777-

Debris fell into a residential area below, and footage soon emerged of [parts of the engine cowling](#) lodged into someone's front lawn. Thankfully, no one was injured on the ground during the event. The plane also landed safely back in Denver with no harm to passengers or crew.

Southwest Airlines Is Being Sued By Its Pilots

- by [Jay Singh](#)
- September 2, 2021
- On Monday, August 30th, the Southwest Airlines Pilots Association (SWAPA) filed a lawsuit against Southwest Airlines. The union alleges that the Dallas-based airline has violated its agreement with pilots by breaching the status quo over pandemic-era policies that the airline implemented. This is the latest escalation in a feud between the airline and its pilots.

Southwest pilots file a lawsuit

Southwest's pilots have issues with the airline's policies put in place due to the pandemic. The union alleges that the policies significantly altered the working conditions, rules, and rates for pay for pilots.

The lawsuit comes after over a year of the [pilots](#) and the airline negotiating a contract. One of the biggest pain points for the union in the lawsuit was the airline's response to COVID-19. The airline issued an Infectious Disease Control Policy that, the union alleges, altered working conditions for pilots in a unilateral manner and goes against status quo and good faith bargaining.

SWAPA wants an injunction enjoining [Southwest Airlines](#) from unilaterally making COVID-related work environment changes. It is also looking for the court's support in asking Southwest Airlines to cease and desist and pushing to bring Southwest back to the table to negotiate with its pilots.

The dispute between pilots and Southwest

With the rise of the COVID-19 pandemic, the carrier had to make some major changes to its schedules and, to survive, sought concessions from various labor groups, [including some pay cuts, which pilots were not a fan of](#). One of its actions was implementing an Emergency Time Off (ETO) program and, later, an

conditions in March, and the two parties started negotiating again.

One of the carrier's concerns was employees getting sick while at work. At the time, following public health guidelines, Southwest included situations where employees who contract the virus or may have been exposed to an infectious person would need to quarantine and not report to work. However, it reassured pilots it intended to pay them during the quarantine.

However, the union alleges that, by December 2020, Southwest Airlines had begun directing pilots to quarantine. Only those pilots who had close contact with an infected person were paid for the work they missed, as the union alleges. The pilots further allege that, by June 16th, 2021, Southwest stopped paying pilots who were directed into mandatory quarantines.

This came after Southwest Airlines revised its Infectious Disease Control Policy on May 11th. This revision saw the removal of guaranteed employee pay protection for COVID-related events and instead stated employees "may" be paid at Southwest's discretion, according to the union's court filing. This came after several months of talks pre-pandemic that appeared to end at an impasse.

Southwest's pilots are upset, and this is the latest escalation in several months of tensions between the airline and its pilots. In recent weeks, the union has expressed concerns over Southwest enacting a vaccination mandate for its employees. Southwest has thus far not enacted one but has released some incentives to get its employees vaccinated.

Needless to say, a lawsuit is not where either party necessarily wanted this dispute to go. Court battles can leave a bitter taste in employee negotiations, but it appears SWAPA believes it has no other moves left.

This comes after Southwest pilots have put forth a [threat of picketing over the holiday periods this winter](#). It is not the only group of employees upset at Southwest, as even flight attendants have expressed their concerns with the company's strategy, [though they have received some relief and have not filed a lawsuit](#).

This comes just as [CEO Gary Kelly is expecting to retire in less than six months](#). The next CEO, Robert Jordan, may come to the job while still facing issues with pilots. That could be a fresh start for the union and the airline, but only time will

Boeing 787 Deliveries May Be Delayed Into October

- by [Jay Singh](#)
- September 6, 2021

Boeing's 787

Dreamliner deliveries may not resume until late October as the company continues to work with regulators on proposed inspections for its highly successful twinjet. However, deliveries have been paused until Boeing can work out some of the kinks relating to production issues and get the aircraft ready for arrival with eager customers.



NEW MEMBERS

John (Jack) Banas



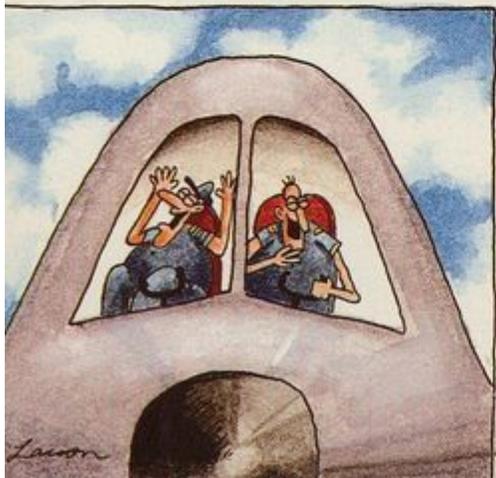
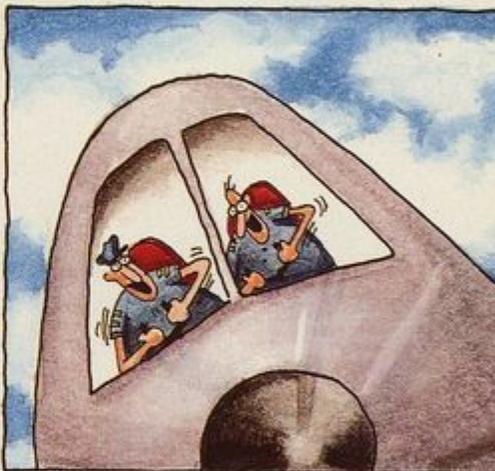
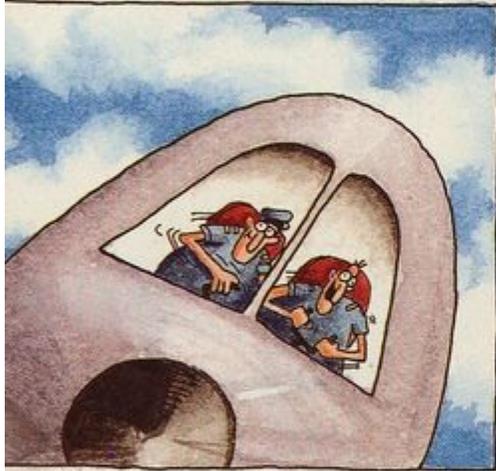
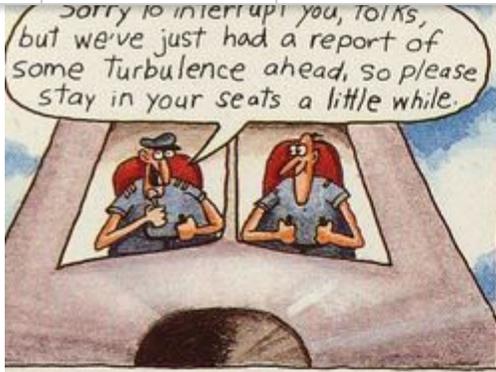
Welcome aboard..... 

AND.....THE LIGHTER SIDE

“Trouble knocked at the door, but, hearing laughter, hurried away.” – Benjamin Franklin

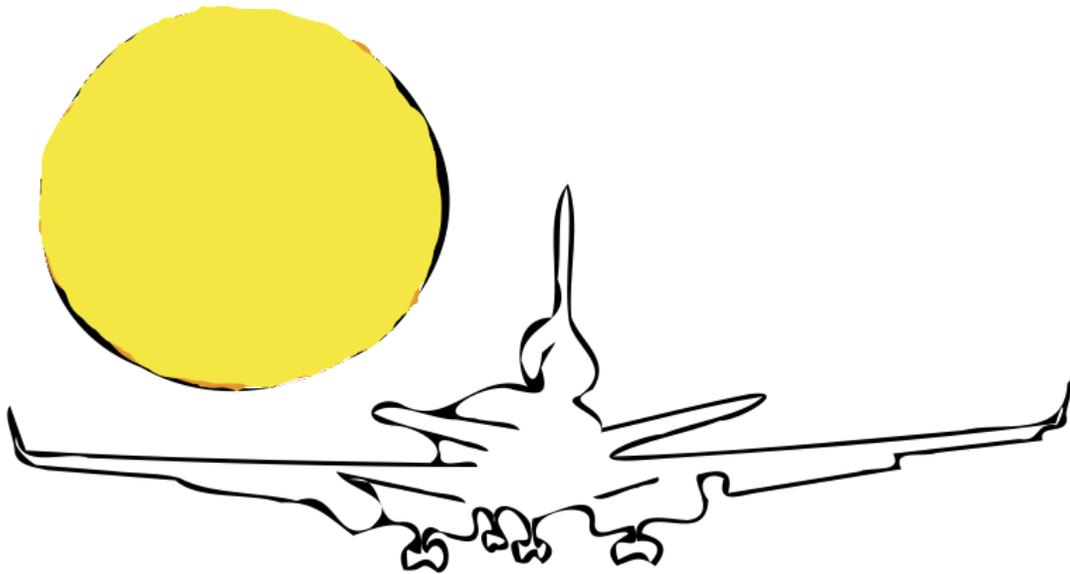
When I retire, I will have little
house on a lakeside..





Larson

**identical twins.
Their mom only
carries one photo
because if you've
seen Juan you've
seen Amal...**



GONE WEST



GONE WEST

* Denotes Golden Eagles member

Names in red denote gone west announced since last update

2020

Jim McBride
Daniel King

Jan, 2020
Feb 15, 202

Thomas Lund	Mar 11, 2020
Howard "Tick" Loitwood	Mar 14, 2020
Dave MacCormick	Mar 30, 2020
John Nelson *	Apr 1, 2020
Billy Ray Mills	Apr 30, 2020
Claude Perret *	May 14, 2020
Alex Alexander	May 20, 2020
Bill Darrow*	May 29, 2020
Barry Schultz	June, 2020
Allen Timms	June 8, 2020
Paul Britton	June 18, 2020
Mike Perry *	July 3, 2020
Emily Howell-Warner	July 4, 2020
Richard Mahoney	July 14, 2020
C M "Red" Stubben *	July 29, 2020
Wes Coss	Aug 10, 2020
James "Jim" Bryant *	Aug 15, 2020
Bill Baddorf *	Sept 01, 2020
Jim Buick *	Sept 05, 2020
Lawrence Kelly Irving	Sept 15, 2020
Mike Bowers	Oct 8, 2020
Neil Whittlesey	Oct, 2020
Loren Furlong	Dec 6, 2020
Bill Gilbert	Dec 9, 2020
Tom Carr*	Dec 28, 2020
2021	
Larry Camden *	Jan 21, 2021
Pete Hernandez *	Mar 15, 2021
Barry Levitz	Mar 25, 2021
Thomas (Ted) Daniel	Apr 8, 2021
Charlie Oligschlaeger	Apr 17, 2021
Gus Wenzel	Aug 24, 2019 (<i>notice received 27Apr</i>)
Robert "Bob" Kinsey *	June 2021
Jack Johnson *	June 3, 2021
John Garrett	July 7, 2021
Larry Battersby *	June 27, 2021
Eugene Dahlquist *	Oct 7, 2020 (Previous member, notice just received)
Joe Rodehorst	July 21, 2021
Ron Bloecher	July 26, 2021
Ken Lakes *	Aug, 2021
Jay Purcell	Aug, 2021

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



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