



Vanguard Eagle

San Diego Chapter    U-S AIR March 2019

Annual Membership Donation (per single or couple - includes newsletter subscription) ----- \$ 20.00

Please submit membership donations to Kay Bays, Vanguard Treasurer, 5038 September Street, SD, CA 92110



Happy St. Patrick's Day



---The 5th of February Vanguard Meeting---

We had no guest speaker for our February meeting. But there were 13 members and guests at the Air and Space Museum to talk with their fellow retirees and to listen. Irene gave us report on some of the missing, and Bob Garrett took Bruce Craigs' spot to tell us a few jokes. The 50/50 drawing was won by Nancy Day. We did not have any birthday celebrants at the meeting so there was no birthday drawing.

---Vanguard Contributions Due---

Since we pay the Air and Space Museum to use their rotunda for our meetings, we need our members to subscribe to our Vanguard newsletter. The twenty dollar contribution for a couple or a single member allows us to continue to remain at the museum. So we hope most of our members will send a check for \$ 20.00 to **Kay Bays, 5038 September Street, San Diego, CA. 92110**, or you can come to the meeting on March 5th and give your check to Kay in person.

---San Diego Airport Terminal 1 Construction---

The San Diego County Regional Airport Authority began collecting public opinion on a proposal billed as the "most extensive improvement" in the San Diego International Airport's 90-year history. The project includes replacement of the 51-year-old Terminal 1, as well as a new on-airport entry roadway, dual-level roadway and curb front. The plan would also expand close-in parking and make "major" airfield efficiency improvements, according to the Airport Authority.

Overall, the project cost is estimated "not to exceed \$3 billion." "Upon completion, San Diego residents and visitors will enjoy a truly 21st-century airport for decades to come," said Kimberly Becker, the Airport Authority's president and CEO. Monday marked the start of a 45-day review for the project's newly released Draft Environmental Impact Report, which can be viewed at san.org/plan. Comments may be submitted to planning@san.org. The plan considers potential project impacts, including air quality, water quality, traffic and noise, as well as greenhouse gas emissions and climate change.

Construction is expected to begin in early 2020 if the project is approved. The Terminal 1 replacement would open in 2023. **The Airport Authority would fund the project primarily through ongoing user fees.** POSTED 5:49 PM, JULY 9, 2018, BY CITY NEWS SERVICE, UPDATED AT 10:09PM, JULY 9, 2018

Happy Birthday **Vanguards**



March 2 **Lonna Hefty, Molly Manning**
March 6 **James Paige, Julia Blanchard**
March 7 **Joanne Espinosa**
March 8 **Walli Stebel**
March 9 **Thelma Ballard**
March 11 **Lawrence Bartolo, Bruce Craig**
March 12 **Karl Ramsing, Mary Jane Scholl**

March 22 **George Benitez**
March 23 **Warren Stanley**
March 24 **Joseph Albo**
March 26 **LaMont DeCol**
March 27 **Eleanor Lancey, Shirley Griffin**
March 28 **Roberta Swanson**
March 29 **Mary Kezon**



---March Anniversaries---Congratulations Vanguards

March 23 **Bob and Mary Solsbak** (1961)

Private Cabins, Flying Bars, and Hundreds of Seats - Farewell, Airbus A380

2/16/2019 Jonathan M. Gitlin, ars Technica

On Valentine's Day, Airbus confirmed that production of the massive A380 airliner will come to an end, breaking some plane nerd's hearts. When it was unveiled to the world in 2005, Airbus touted its efficiency over twin-engined long-haul planes, but this mighty carbon-fiber double-decker never lived up to expectations. Not all airports could accomodate its physical size, and getting the self-loading cargo on and off could take a while.

Unlike the 747, it doesn't appear set to have a continued career carrying cargo, either. You'd expect the biggest passenger plane of the skies to make a pretty decent freighter. But there's no folding nose variant, so you can't take full advantage of its commodious interior to carry really big stuff. In 2021, the last A380 will depart final assembly in Toulouse, France. By then, more than 300 of these carbon composite skywhales should have been delivered, and so we expect they'll remain a regular sight at airports they already service.



**Three Diamond Society 2019 Convention, San Diego, Ca.
May 27-30 2019
Here we Come!**



In our January 25 'Save the Date' message we described speaker presentation highlights of our most recent (2017 and 2018) conventions. We have had interesting subjects which have provoked memories and educated us. We are planning the program for our 2019 Convention in San Diego to also have educational and relevant content.

On Tuesday morning May 28, we will be having a full breakfast buffet together. After breakfast, there will be a Welcome to San Diego speaker from the US Navy, Captain Tim Slentz, the Commanding Officer of Naval base Coronado. We are all aware of some of the Navy's historical role and current significance there in greater San Diego but there's much we



might not know. I have asked our guest to share the broader picture with us..

After retiring from AA in 2008, I spent three years in San Diego running a Credit Union that had a historical relationship with the Carrier Base and Naval Air Station on Coronado Island (The Birthplace of Naval Aviation). That association provided for me some much expanded US Navy/San Diego related insights. I believe this topic will be fascinating and educational for all of our attendees. Check out this video: 100 Years of Naval Aviation!

<https://www.youtube.com/watch?v=ZiIBV03LDGI>

At our Wednesday evening banquet, May 29, our guest speaker will be giving us significant insights into the very recent history of American Airlines and all that which occurred leading to the new American Airlines, as the largest airline in the world....

<https://www.youtube.com/watch?v=ldXsZVgJfEk>

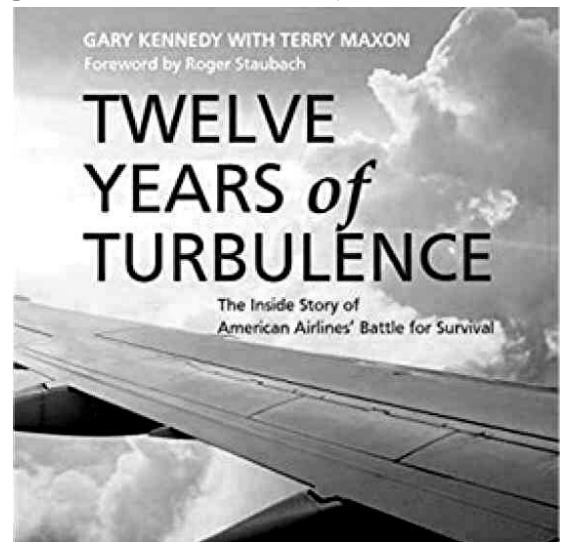


Gary Kennedy served as General Counsel of American Airlines for the last 10 years of his 30-year career at the airlines. He served as General Counsel during the most difficult and challenging years in the company's history. Mr. Kennedy accepted the role of General Counsel in January 2003, a little more than a year following the terrorist attacks of 9/11.

Following the events of 9/11, the company endured one crisis after another. The company faced financial ruin, the resignation of two CEOs, extraordinary conflicts with its labor unions, a horrific airline crash, bankruptcy,

complex litigation with the United States Justice Department, and a merger with US Airways.

After retiring from the company in 2014, Mr. Kennedy wrote a book about his time as General Counsel and the airline's efforts to carry on during those crisis-laden years. His new book, Twelve years of Turbulence, is written from his perspective



as General Counsel and takes the reader behind the scenes for an in-depth look at what really happened behind the scenes as the company struggled to survive.

Twelve Years of Turbulence is a fast paced, gripping account of the extraordinary events that catapulted the airline into the most challenging times in the company's history.

Three observations from your 2018-2019 Three Diamond Society President:

We need to find, invite and have signed up, new members

So, please forward this email to those friends that you know as being eligible and invite them to be there with you in San Diego this May. People are more likely to come and to join if they have the encouragement and support of a friend.

These next few weeks are the really best time for new members to join (and complete the application at the end of this message).

We need to have their address for the Registration Materials mailing in March and their email address so they will directly receive regular information like this.

Three Diamond Society membership applications may be found on jenet.aa.com or retirees.aa.com under the clubs and Organizations tab - Three Diamond Society. There is also an application at the end of this message.

There were many airlines of the past that are now part of American Airlines (think of just a few; Piedmont, US Airways, America West and TWA). And there are folks who were with AA subsidiaries, Sky Chefs and Sabre, before those entities were sold. ---However anyone who accumulated their 30 years (got a 30 year Anniversary 3 diamond pin), regardless of which of those carriers (or AA Subsidiaries) they were with... They are now eligible for Three Diamond Society membership.



We need your help, each and all, to help in growing the membership of our Society and we'd love to have many many more be there with us in San Diego in May. Please do what you can to reach out and to invite.

**Thanks! All the Best!
San Diego, Here we come!**

**John Tippetts
2018-2019 President**

johtippetts@live.com





NEW MEMBERSHIP APPLICATION

Name and Employee Number _____

Preferred First Name _____

Wife / Husband/ Partner's Name _____

Street Address _____

City & State _____ Zip Code _____

Telephone Number _____ (Home) _____ (Cell) _____

Email Address _____

Active Employee ____ Retired Employee ____ Retirement Date (if applicable) _____

Date of 1st employment with AA or predecessor airline or affiliated company _____

Base _____

Current (or last) Position _____ Base _____

Other Positions or Bases _____

Dues are \$25 for both Active and Retired employees and Associate memberships. Initial dues must accompany this application and subsequent dues are due at convention time. (Dues are effective from convention to convention each year). Attach check in the proper amount, payable to **Three Diamond Society** to this application **and mail to the Treasurer:**

Jock Bethune, Treasurer, 2209 Mediterranean Ave, Arlington, TX. 76011-2614

Applicants Signature _____ Date _____

---United Adds \$4.5 Billion of Boeing Orders---

16 Jan 2019

Airwise

United Airlines has added to its orders for Boeing 737s and 777s with a \$4.5 billion dollar list price order for 28 aircraft. United ordered 24 additional 737 MAX and four 777-300ERs in December, but chose to make the deal public in an earnings release this week. The orders were previously booked as unidentified on Boeing's orders website.

The Chicago-based airline currently has 10 737 MAX 9s in its fleet, with a mix of 150 MAX 9s and 10s still to be delivered. United has a fleet of 18 777-300ERs in service, with the four just announced yet to be delivered.

---Airbus Breaks Ground On A220 Alabama Plant---

16 Jan 2019

Airwise

US production of the Airbus A220 aircraft (Bombardier model also produced in Canada) series came a step closer with Wednesday's groundbreaking ceremony at the company's Mobile, Alabama assembly plant. Construction of the \$300 million dollar facility is due for completion later this year, with aircraft production scheduled to start in the third quarter and first delivery next year. The new assembly line will be located at the Mobile Aeroplex at Brookley, next door to the Airbus A320 family production line. It will produce the 250 A220s ordered by US customers.

Delta has ordered 90 A220s, a mix of the -100 and -300, JetBlue has 60 -300s on the way, Republic Airways is down for 40 -300s, and David Neeleman's startup Moxy has ordered 60 of the 130 seat -300. The groundbreaking ceremony was attended by 700 people, including Airbus and other industry executives, employees, state and national dignitaries, and local community leaders. During the ceremony, Airbus was keen to underline its connections with the United States, saying it spent \$48 billion there over the last three years. The airframer said it has hundreds of US suppliers located in over 40 states, supporting more than 275,000 American jobs.

Airbus assumed control of the A220 series last year from Canada's Bombardier where it was called the CSeries. The A220 is also produced at Bombardier's Mirabel site in Quebec, where Airbus plans to ramp up production to 10 aircraft per month by the mid-2020s.

---Boeing's Flying Taxi Completes First Flight---

23 Jan 2019

Airwise

Boeing has successfully completed the first test flight of its autonomous passenger air vehicle, as part of the company's development of flying car urban transport. The flight lasted less than a minute, comprising a controlled takeoff, hover and landing, during which it tested the vehicle's autonomous functions and ground control systems.

"This is what revolution looks like, and it's because of autonomy," Boeing subsidiary Aurora Flight Sciences chief executive John Langford said. "Certifiable autonomy is going to make quiet, clean and safe urban air mobility possible." Future flights of the 30 feet (9.14 metre) long, 28 feet (8.53 metre) wide passenger air vehicle (PAV) will test forward, wing-borne flight, and the transition phase from vertical to forward-flight. The transition phase is typically the most significant engineering challenge for any high-speed vertical takeoff and landing aircraft.

Boeing Chief Technology Officer Greg Hyslop said the project had progressed from a conceptual design to a flying prototype in one year. Boeing "will continue to lead with a safe, innovative and responsible approach to new mobility solutions," he added. Powered by an electric propulsion system, the prototype is designed for fully autonomous flight from takeoff to landing, with a design range of up to 50 miles (80 km). In addition to the PAV prototype, Boeing is working on an unmanned electric cargo air vehicle (CAV) designed to transport up to 500 pounds (226 kg) The CAV has completed its first indoor flight and will start outdoor flight testing later this year.

**San Diego Vanguards
c/o Kay Bays
5038 September Street
San Diego, CA 92110**

**Next Meeting
March 5th, 2019
10:15 AM
SAN DIEGO AIR & SPACE
MUSEUM**