



# Vanguard Eagle

San Diego Chapter **AA TWA**  **U-S AIR** July 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 4th of July to all our Vanguard Members**



### ---The June 4th Vanguard Meeting---

We had 17 attendees at the June 4th Vanguard Meeting. Irene gave us a report on **June Caldwell**, who is in hospice care at the Lexington House care facility. She would celebrate her 83rd birthday on June the 8th. **Louise Oliverio** had visited June with **Brad Davis** and brought June a photo of her April appearance at our Vanguard meeting, where she was wearing bunny ears in celebration of Easter. June was in very good spirits and was very happy to have had visitors. Irene then brought up the possibility of the Vanguards visiting with June for her birthday. That was not possible for June 8th because it conflicted with some of the members obligations. But after some back and forth trials, most members said they could make it on Thursday, June 13th at 1 pm. So that is our plan for June's birthday. The winner of the 50/50 drawing was **Ruth Annunziata** and Irene suggested that we give the birthday drawing award to **June Caldwell**, since none of the other June birthday celebrants were in attendance **Jim Scorey** told us about his Honor Flight To Washington DC. which was composed of WWII and Korean War veterans. They got first class treatment on the plane as well as at the hotel in Washington. Some of our members then urged **Joe Albo** who was attending our meeting with his wife, to take the next honor flight as he is a WWII vet and deserves to get the royal treatment. **John Tippits**, president of the 3 Diamond society donated pins and spray bottles to pass out to our attendees.

Our speaker for the meeting was **Walli Stebel** who gave us a recap of her trip to China in 2008. Walli Stebel was the speaker for our meeting and told us about her visit to China in 2008. She said that she had heard many times that there was only one manmade feature on earth which was visible from space and that was the 2,500 year old, 13,170 mile long wall of China. So Walli and Ralph decided to visit China, which was to host the summer Olympic games that year. They arrived in China on 7 March on an Air China 747 and stayed at a great 5 star Hotel. They were impressed with Beijing and got to visit Tiananmen Square with its great palace. Walli said the large cities of China were very impressive but the smog made it hard to see the clouds in the sky, as everything was covered in a yellow haze. On March 9th they finally got to see the wall, but its well worn stairs were not the most hospitable type for seniors and so she decided to view the wall from ground level instead of making the climb up to the top of the wall. Walli and Ralph went on to see more of China, including the Terra Cotta Warriors of Qin Shi Huang, the first Emperor of China. The figures, dating from approximately the late third century BCE, were discovered in 1974 by local farmers in Lintong County, outside Xi'an, Shaanxi, China. Walli and Ralph then went on to take a Yangtze Boat Ride on the lake of the Three Gorges dam, which has now become the largest power station in the world. She ended her China trip in Shanghai where she caught her plane back to Los Angeles and then extended her trip to New York where she saw the people on Wall Street all trying to touch the big brass bull. On trying to get back home to San Diego, she experienced the old stand-by crisis: all the AA flights to San Diego were overfull, but her children came to her rescue and bought her a full fare on Delta Airlines to allow her to get back home.



The 3 Diamond Society has concluded its visit to San Diego and we hope the visiting members found our city to be friendly and interesting. Our Deb Burroughs attended the Tuesday Breakfast and my wife and I attended the Wednesday evening dinner. Gary Kennedy, who was chief attorney for AA and author of "Twelve Years of Turbulence" about the crisis years at American, gave us the inside story of the turmoil and its final conclusion.

Gary Kennedy worked under Bob Crandall, Don Carty, Gerard Arpey and Tom Horton in the legal department and also in the real estate division, while American Airlines was going through its traumatic crisis. We all know that Bob Crandall was a very focused CEO and kept close control over costs and profits. Don Carty had some great gifts as an executive, according to Gary. He was able to see the meaning of statistical reports quickly and make good recommendations as to policy changes. This probably made him valuable to Bob Crandall while he was the understudy, but sadly, Carty was not as effective with human relations and made a major blunder which put the company on a downward spiral until it was taken over by Doug Parker of US Air. The 9/11 aircraft attack occurred in 2001 and was a turning point for all major airlines but especially United and American. Don Carty was president and CEO of American at the time. The business downturn for American Airlines after the attack was enormous and many attempts, such as voluntary retirements, were pushed by management to lower expenses. At the start of 1983 Don Carty had already agreed to a traditional annual bonus for the AA management staff but also saw that the company was in severe financial condition. He then lobbied the three major Labor groups to take a pay cut, or the company would be forced to go bankrupt. Carty's staff asked if they should reveal the management bonuses to the labor force. Carty said he would do that after labor's decision. So after the unions agreed to the pay cuts asked for by Carty, the bonus payments to the executive staff were revealed and caused a firestorm of labor protests in the company which did not end until Carty resigned. Gerard Arpey was then handed a failing situation and did everything he could to avoid bankruptcy and still save the company. But the board of AMR decided on bankruptcy in 2011 and Arpey submitted his resignation in protest. The board of directors then appointed Thomas Horton as CEO in 2011 and he immediately did a large reorganization of the company which had fallen behind its competitors who had reorganized after declaring bankruptcy and used that tool to lower labor costs. Horton skillfully lowered the losses of the company and helped in the transition to the merger with US Air. During his tenure, American made the largest aircraft order in its history to replace an aging aircraft fleet needing extensive maintenance..

Doug Parker of US Air, who eventually became CEO of American, showed a much more relaxed leadership image, but there is no doubt this was only the outward appearance. He was just as focused on his goals as Bob Crandall ever was, he just did not appear as intense. What Parker had, was a gift for evaluating human relations. He sized up feelings of enemies, friends and neutral bystanders very quickly. So when he proposed a merger to the AA executives and was rebuffed, he had already sized up the company situation between AA headquarters and its labor force that he learned from that meeting, and then went quickly to the Union chiefs of the Pilots Union, the Flight Attendant Union and the TWU and his friendly manner and promises of future prosperity sold them on the merger with US Air. When he went back to the AA executives he was again rebuffed, but he invited them to an informal meeting to list his proposals and in the friendly, relaxed atmosphere, finally won the AA executives over. Keeping the American Airlines name for the company and keeping the DFW headquarters were keys to their acceptance. So it was that after some government resistance, the merger was finally approved and was completed on Feb 4, 2013. American again became the world's largest airline and the labor force eventually regained their previous concessions and more. Doug Parker was now the CEO of the world's largest airline. But the future of the company is dependent on the economy of the country and we hope management will be able to steer the company through the bad, as well good times that are certain to be ahead of us.



Bob Crandall  
1980-1998



Don Carty  
1998-2003

9/11  
September  
2001



Gerard Arpey  
2003-2011



Thomas Horton  
2011-2013



Doug Parker  
2013-Present



Deb Buroughs at Tuesday AM  
3 Diamond breakfast



John Ashcraft, next 3 Diamond President  
Gary Kennedy author, John Tippits, President



Gary Kennedy, Author with  
Steve Jahn, Vanguard editor



John Judge, retired Manager  
of Aircraft Mntc, DFW



John Tippits, outgoing 3 Diamond president (holding AA Tail) with  
past presidents of the 3 Diamond Society.

Happy Birthday Vanguards



### --- Vanguard Birthdays for July---

July 5 - Mary Miller, Bruce Hunter  
July 7 - Ken Broady, Edward Koester  
July 8 - Marjorie Muhonen  
July 9 - Charlotte Anderson  
July 10 - Helen Boiko  
July 12 - Richard J. Doremus  
July 13 - Helen Ciaccio, Jim Zolan  
July 14 - Frank Conklin  
July 20 - Mary Conmy, Mary Fuller

July 22 - Julie Jensen  
July 23 - Dee Reddington  
July 24 - Marge Markham  
July 27 - Joann DiGiorgio, Thomas Englant  
July 28 - Marjorie Conry, H.R. Mahach  
July 29 - Brad Davis  
July 30 - Doris Young  
July 31 - Richard McCormick

### **---Boeing Completes 737 MAX Software Update**

16 May 2019

Airwise

Boeing has completed the software update and associated simulator testing for the 737 MAX, after two crashes of the aircraft killed everybody on board. Boeing said it is now working with the US FAA to provide additional information the regulator has requested. The information includes details on how pilots interact with aircraft controls and displays in different flight scenarios.

The airframer said that once the requests have been addressed, it will work with the FAA on scheduling certification testing and final documentation. “With safety as our clear priority, we have completed all of the engineering test flights for the software update and are preparing for the final certification flight,” Boeing chief executive Dennis Muilenburg said. “We’re committed to providing the FAA and global regulators all the information they need, and to getting it right. We’re making clear and steady progress and are confident that the 737 MAX with updated MCAS software will be one of the safest airplanes ever to fly.”

Boeing has also developed enhanced training and education materials that are now being reviewed by global regulators and airlines. There will also be a series of regional customer conferences around the world, it said. The software updates come as a result of two fatal 737 MAX crashes in five months. A total of 346 people were killed in the crashes off Indonesia and in Ethiopia.

### **---US Tentatively Awards Tokyo Haneda Slots---**

16 May 2019

Airwise

The US Department of Transportation has proposed four US airlines to provide new daytime flights to Tokyo’s Haneda airport.

Delta would receive five slots under the proposal, United four, American two and Hawaiian one. Delta's slot awards are for services from Atlanta, Detroit, Honolulu, Portland and Seattle. United would get slots for Chicago O’Hare, Los Angeles, Newark and Washington Dulles services. **American Airlines would get Dallas/Fort Worth and Los Angeles under the proposal**, and Hawaiian a single frequency from Honolulu.

The four airlines already offer flights to Haneda, with American and United each operating one daily daytime service, Delta two daily flights, and Hawaiian one daytime and one nighttime frequency. The US and Japan agreed in January to award up to 12 additional slots for US carriers at Haneda airport, located about 9 miles (14km) from central Tokyo.

Objections to the DOT proposals are due by May 30, 2019, with answers to the objections by June 10. The DOT expects the amendment to be firmed up in time for the airlines to introduce the new services before the 2020 Summer Olympics in Tokyo.

### **---Airbus Delivers its 12,000 Aircraft To Delta---**

20 May 2019

Airwise

Airbus delivered its 12,000th aircraft on Monday, an A220-100 for Delta Air Lines. The aircraft is the 12th A220 delivered to Delta since the carrier received its first of the type in October 2018. The Atlanta-based airline is the first US carrier to operate the A220 and is the largest customer for the aircraft, with 90 ordered.

The A220 is made in Canada at what was Bombardier's CSeries assembly plant in Mirabel. Airbus assumed control of the CSeries last year, renaming it the Airbus A220.

Airbus delivered its first aircraft, an A300 to Air France, in 1974, and its 6,000th aircraft in 2010. Airbus reached the 12,000th delivery just nine years later.

### **---DFW Airport, American To Build Sixth Terminal---**

20 May 2019

Airwise

Dallas-Fort Worth Airport (DFW) and American Airlines have announced plans to build a sixth terminal at the world's 15th busiest airport. Under the plans, the airport will invest \$3 to \$3.5 billion dollars in the construction of Terminal F and enhancements to the existing Terminal C. The new terminal is expected to open in 2025. Terminal F will be built on a site south of Terminal D, with the development providing up to 24 gates, depending on demand.

DFW and American will begin design work for the new terminal immediately, with a number of options to be considered for its layout. The parties expect final details to be agreed as part of a new lease agreement that is currently under negotiation. Financing for the terminal will be by bonds and repaid through airline charges over the life of the bonds, DFW said.

"The Airport is growing faster than ever, and it needs to keep pace with the Dallas-Fort Worth economy to provide jobs and connections for businesses and families," DFW CEO Sean Donohue said. "We look forward to working together to deliver what will be an efficient, modern terminal with a state-of-the-art customer experience."

**"DFW is American's largest hub and a central gateway to our extensive international and domestic network. The plans we're announcing today will allow for the continued growth of DFW and ensure the airport remains a premier gateway for American for many more years to come," the airline's CEO Doug Parker added.**

The Texas airport handled 69.1 passengers in 2018, up 3 percent on the previous year. DFW expects more passengers and air services to be added in the next two years than in the past two decades.

### **---Southwest Mechanics Approve New Contract---**

21 May 2019

Airwise

Mechanics at Southwest Airlines have voted to ratify a new agreement, ending a seven year negotiation process. The Aircraft Mechanics Fraternal Association (AMFA) said just under 95 percent of votes cast were to ratify the deal, on a turnout of around 93 percent.

"We have been locked in negotiations with Southwest Airlines for 75 sessions, and our members have had their pay frozen at rates from 2012, with no bonuses or increases," AMFA National Director Bret Oestreich said. "As major contributors to the Company's success, this offer allows Southwest to take care of their loyal employees and customers and ensures flexibility for future growth.... Hopefully, this is a step in the right direction in repairing the relationship between our groups," Oestreich added.

Southwest VP Russell McCrady said the new contract "benefits all parties as it takes care of our people and preserves the long-term health of Southwest Airlines." The tentative agreement was reached in early April. 2,400 mechanics and related employees are covered by the ratified contract, which will become amendable again in April 2024.

### **---European Union, China Sign Aviation Agreements---**

20 May 2019

Airwise

The European Union and China have signed two aviation agreements, intended to boost competitiveness and enhance aviation relations between the blocs. The first agreement, on safety, will support trade in aircraft and related products, the European Commission said. It will remove unnecessary duplication of evaluation and certification for aeronautical products, and promote cooperation between the EU and China on aviation safety and environmental compatibility.

The second agreement marks China's recognition of the principle where all EU airlines will be able to fly to China from any EU member state. Currently only airlines owned and controlled by a member state or its nationals can fly between that state and China. The European Commission and Chinese transport administration will now complete their internal procedures to put the agreement in place.

### **---Airbus Increases A220 Take-Off Weight, Range---**

21 May 2019

Airwise

Airbus has increased the maximum take-off weight (MTOW) of the A220 family of aircraft, also boosting its range. The MTOW of the two A220 models will rise by 2,268 kg (2.3 metric tonnes), and increase range by 450 nautical miles to 3,400 nm for the A220-100 and 3,350 nm for the larger A220-300. Airbus said it can do this by “taking credit of existing structural and systems margins as well as existing fuel volume capacity.” The extended range will allow carriers to add new routes not currently possible with smaller single-aisle aircraft.

“Since its entry-into-service close to three years ago, the A220 aircraft has already proven that it is meeting or beating its initial performance targets,” A220 Engineering & Customer Support head Rob Dewar said. “Today, Airbus is reinforcing its confidence in the A220 platform and further enhancing its capabilities to meet upcoming market requirements.” Airbus assumed control of what was formerly the Bombardier CSeries last year and renamed it the A220. It has taken orders for over 530 of the type so far.

### **---Airbus And SAS Partner On Hybrid/Electric Aircraft Research---**

22 May 2019

Airbus and Scandinavian airline SAS have signed a preliminary agreement to collaborate on hybrid and electric aircraft eco-system research. The Memorandum of Understanding covers an 18 month joint research project starting in June and continuing until the end of 2020. Airbus says the project will enhance understanding of the operational and infrastructure opportunities and challenges involved with the large-scale introduction of hybrid and full electric aircraft to airlines.

The analysis will focus on the impact of ground infrastructure and charging on range, resources, time and airport availability. It also includes plans to involve a renewable energy supplier to ensure the assessment of zero CO2 emission operations. “Aircraft are roughly 80 percent more fuel efficient per passenger km than they were 50 years ago,” Airbus said. “However, with air traffic growth estimated to more than double over the next 20 years, reducing aviation’s impact on the environment remains the aim of the industry.

“To overcome this challenge, the Global Aviation Industry (ATAG) including Airbus and SAS Scandinavian Airlines have committed to achieving carbon-neutral growth for the aviation industry as a whole from 2020 onwards, cutting aviation net emissions by 50 percent by 2050 (compared to 2005).”

Airbus said it has already started building technology demonstrators and is testing hybrid propulsion systems and components to address long-term efficiency goals for building and operating electric aircraft.

---Airwise

### **---Air New Zealand Orders Eight Boeing 787-10s---**

27 May 2019

Airwise

Air New Zealand has ordered eight Boeing 787-10s in a deal worth \$2.7 billion dollars at list prices. The airline said the order for the largest member of the Dreamliner family will complement its current 787-9 and 777-300 fleets, offering more seats and greater efficiency. First delivery of the aircraft, which will replace its eight 777-200s, is set for 2022.

“This is a hugely important decision for our airline,” Air NZ chief executive Christopher Luxon said. “With the 787-10 offering almost 15 percent more space for customers and cargo than the 787-9, this investment creates the platform for our future strategic direction and opens up new opportunities to grow.” The order includes options to increase the number of aircraft from eight to up to 20, and includes substitution rights, allowing the airline to switch some of the order to the smaller 787-9.

In a switch from the New Zealand flag carrier's previous orders of Rolls-Royce-powered 787s, the -10s have been ordered with General Electric GENx-1B engines. Rolls-Royce has had problems with early wear on some components of its Trent-1000 engines, leading to the temporary grounding of some aircraft. Air New Zealand, with 13 787-9s in service, is one of the airlines that has had to ground some of the type for engine maintenance.

### **---FAA Says Some Boeing 737s May Have Faulty Parts---**

3 June 2019     Airwise

The US Federal Aviation Administration has outlined possible problems with leading edge slat tracks on some Boeing 737 NG and 737 MAX aircraft. In a statement, the FAA said the slat tracks “may have been improperly manufactured and may not meet all applicable regulatory requirements for strength and durability.”

An investigation by Boeing and the FAA determined that up to 148 parts manufactured by a Boeing supplier are affected. The aircraft fitted with the parts have been identified and are limited to a small number of 737 NGs and 737 MAXs. Worldwide, there are 133 NG and 179 MAX aircraft where the suspect parts may have been installed, including 32 NG and 33 MAX in the US.

The FAA has given airlines 10 days to inspect 737s that may have the potentially faulty parts. It will issue an Airworthiness Directive mandating Boeing's service actions to identify and remove any faulty parts from service. Boeing said it has contacted 737 operators advising them to inspect the slat track assemblies on certain aircraft with the specific lot numbers found to be potentially non-conformant. If inspections find faulty parts they must be replaced before returning the aircraft to service. Slat tracks guide the slats on the leading edge of a plane's wings.

### **---British Airways Arrives In Pakistan After 10 Year Absence---**

3 June 2019     Airwise

British Airways has relaunched flights to Pakistan after a 10-year break as security concerns in the country ease. The first flight, a Boeing 787, landed in Pakistan's capital Islamabad on Monday, a decade after the UK airline cancelled flights following a terrorist bombing. A total of 54 people were killed and over 250 injured in the attack on the Marriott hotel in Islamabad in September 2008.

British Airways flights use the new Islamabad International Airport, replacing the rundown Benazir Bhutto airport in the capital. The new airport has eased congestion and improved security, attracting the UK flag carrier back to the country. BA flights will operate three-times-weekly on Sunday, Tuesday and Thursday from London Heathrow in a three-class configuration. Prior to the relaunch, national carrier Pakistan International Airlines was the only airline flying between the two countries.

### **---American, Qantas Get Tentative US Approval For Joint Venture---**

3 June 2019

The US Department of Transportation has given tentative approval for a joint business venture between American Airlines and Qantas on trans-Pacific routes. The JV would allow the airlines to launch new routes and flights to new destinations and on city pairs not currently served by either airline. Expanded code-sharing will provide additional connections and improve access to seats on each airline's network, the carriers said. Benefits such as frequent flyer redemptions, co-location of airport lounges and better baggage systems are also touted as part of the agreement. Qantas Group chief executive Alan Joyce said the JV would bring “significant benefits” to millions of passengers and boost tourism.

“For more than 30 years, Qantas and American have connected the US and Australia as partners. This joint business means we'll be able to deepen our partnership to offer new routes, better flight connections and more frequent flyer benefits.” **American's CEO Doug Parker** said the joint business “will also create additional jobs at our respective companies and in the industries we serve.”

As part of the DOT submission, Qantas and American said they intended to launch several new routes during the first two years of the JV. Qantas expects to announce details of two routes, Brisbane to Chicago O'Hare and San Francisco once final approval is received. A final decision from the US Department of Transportation is expected in the next few weeks.

---Airwise

**San Diego Vanguard  
c/o Kay Bays  
5038 September Street  
San Diego, California 92110**

**Next Meeting  
July 2nd, 2019  
10:15 AM  
SAN DIEGO AIR & SPACE  
MUSEUM**