I took a flight to Baltimore from Eau Claire because I wanted to try the small airport, rather than driving to Minneapolis. This means a ride on the CRJ200… never fun.

I got to the airport at 12:00. To put this in perspective, the flight leaves at 1:34. I got my boarding passes and walked to the waiting area that is landside. At 12:30, security screening was open, and TSA Precheck people were told to go first. It was simple – added with the benefits of TSA Precheck, and I was airside in less than a minute.

So many people complain about the small seats. The size of the aircraft means seats are some of the narrowest. However, there can only be 50 seats, spaced as small as 31 inches. Because of the aircraft, you can’t cram in another row. Doing the math, if there are 12 rows behind the bulkhead, each have 31 inches of pitch, there is 372 inches. Of course, if we put 13 rows, it’ll be 28 inches of spacing. There’s also the issue of the overwing exit row. That makes the densification more complex, and with so little space to work with, we’d be looking at an expensive aircraft reassembly… the overwing exit needs to be placed elsewhere. I don’t think anyone wants to know what the bill would be.

Back to the flight. With the lack of a tug in Eau Claire, we basically turned around to the right, with the jetbridge positioned very far back. We took off a little later after the time we were supposed to push back.

A snack was passed out – choice of pretzels or Biscoff, no stroopwafel – and it was either coffee or water. I skipped the drinks, having lost interest, but one doesn’t turn down a Biscoff.

We landed on time, and we were let out to the F concourse after a little wait for our gate. Out of all the places in the airport, I would choose a seat here because there’s mostly ample seating, there’s good places to work at, there’s a McDonalds you can buy from and find a seat to eat somewhere in the concourse. And finally, because the flights that depart from here never seat over 80 people.

Of course, it’s Chicago, and it means one thing… But before I get there, I saw the dinosaur being in a Bears jersey, and it was so ugly. Because blue and orange never combine well (except for maybe United’s logo), but also because green and yellow look better together. Yes, that’s me supporting the Packers.

I always eat a hot dog there. America’s Dog never disappoints, it’s in the C concourse, so I get to go through the colorful tunnel, and my connection departs from there.

Even worse, my connection got delayed out of San Francisco, so that meant some frustration for some people.

I found a place to nap in Concourse C. Gate C10 is undergoing construction (which means that ANA’s B77W is chucked over to Concourse B), and as a result, there’s no one using that gate. However, I’m not the only person who knows this, and as a result, I ended up going to nap at gate C16. A United Boeing 777 will fly to Frankfurt from this gate after 6:00, so I was able to nap for an hour.

I mentioned earlier that I always eat a hot dog in Chicago. Of course, the hot dogs are so good… I recommend it! The store name is America’s Dog, located near gate C17, and the food is made to order.

There were some people that were (understandably) frustrated by the delay. This time, I paid for a seat in front of the overwing exit on the B739, because I figured it would be a rough ride. The wings absorb most of the turbulence, but if you’re seated behind the wing, the turbulence is felt more.

Of course, we departed after the sun set. We had a route over Chicago, so those seated on the right got treated to a view of Chicago.

I didn’t feel the need to measure the seat, having done so quite a few months earlier. No need to say that it was bog standard for a U.S. carrier.

A choice of snack was served, as well as a drink selection. Two carts were wheeled out. I had a diet coke, as I usually do. And the snack options were the Biscoff, pretzels, or Stroopwafel. You can guess what I choose.

The seatbelt sign was turned on about 30 minutes after it was turned off due to turbulence. We had a shaky landing into Baltimore.

Despite the delay, we arrived less than ten minutes late. I didn’t have any problems about the flight.

Now here comes the issue of options. I could probably choose to fly from Minneapolis to Baltimore direct on Delta or Southwest or maybe another ULCC. I would do this if I didn’t care about earning mileage but rather if I cared about price or convenience. Except I liked United, and I would rather fly them. The snack options and modern aircraft are partially factored in, but they’re not important at all. But really, it’s because I wanted to earn miles. And I can’t do that on another carrier. I don’t know what I’ll use miles on but I’ll be waiting to see.