I checked in to the flight in the very empty terminal building. It was much quieter (and sadder) than what I was used to…

When I checked in that morning, I showed my hotel card to the reception (no, I did not check out of the room yet. I was just getting my boarding pass and checking my bags… but I was only doing that and getting breakfast.). The masses of people were less dense and more sporadic… you could literally hear the escalator clicking sounds all the way from the entrance (which was a good 100 feet, minimum).

On my way, I saw that CX806 (Cathay Pacific, Hong Kong to Chicago) was kicked to gate 44… usually it’s all the way on the other side at gate 4 both times I flew that flight. Not sure what happened there.

Boarding commenced… with no one boarding in Group 1. The gate area was much more emptier than what I was accustomed to.

My flight was operated by a former Continental aircraft in the 2x2x2 config in Business…

And 3x3x3 in Economy that’s about to become 3x4x3 in the next retrofit.

Indeed, the aircraft I flew on, N76010 (don’t confuse that with N210UA – it’s ex-United and its internal number is 2510, while the number on N76010 is 0010 or 3010) has not been retrofitted yet. Oh yeah, you want a picture? Here she is coming in from Chicago last night.

I grabbed a picture of the wing before sitting in my aisle seat (I grabbed an aisle for a reason).

So no pictures of the outside view, and unfortunately, I used my phone to take pictures of the service… therefore…

Somehow food was identical to the HKG-ORD flights I took the last few times… from my experience the pasta was very delicious, so I had the pasta option. It was served with quite a large roll and a very unappetizing pumpkin/squash/whatever salad.

I had a Ginger Ale to drink.

Vanilla Ice Cream was served as a separate course after the meal… it was very delicious.

Of course, I had a tea to drink with. And I still don’t understand what the difference between Chinese tea and English tea is...

Entertainment is on a very bad screen that is very unresponsive.

At least there was a remote… that seldom worked…

And parental control.

A mid-flight snack was served… I could care less.

And breakfast was served. I can attest that it was very flavorful yet a bit dry.

Here is the noodles option…

And here is the quiche option… that I had.

I had a sparkling water to drink. The flight attendant did apologize for taking too long to look for it as they only get one can per basket… so it’s guessing and failing. She handed me the can as a token of apology, saying that with ice it would be too cold for her… never argue when you get the full can.

And we landed. Early. And entering Chicago took a long time… as it usually does with the slow baggage claim. Yes, I am taking a rip at their inefficiency. This has been a problem that I’ve dealt with since… December 2017 as far as I can remember.

I met that flight attendant again on the flight. He worked in the galley as the person who heats the food and replenishes serving carts. I talked to him again. He thought the galley was a bit small and did say that sometimes the 3x4x3 config aisles might be a bit narrow. He liked the plane though. He did recognize me from previous flights I took with him.

I’ll spare you from the raving of the very nice hot dog I had after the flight. But I’ll not spare you from saying I recommend America’s Dog near Gate C17.

This flight was certainly a little bit emotional for me (maybe not for everyone else, but me for sure). It was probably my ninth time flying this route (not counting the two flights on Cathay Pacific). Before the end of 2017, the route began in 1996 and also began flying to Singapore (I’m not sure when it did) using the same flight number as a fifth-freedom flight. The flight was initially operated with the Boeing 747-400 aircraft.