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# rupanews



**Journal of the Retired United Pilots Association**



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Washington D.C.....E.K. Williams J

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## PRESIDENT'S LETTER

The change-over from “Apollo” to the “Shares” reservation system during the weekend of March 3<sup>rd</sup> and 4<sup>th</sup>, according to UAL’s press releases, went smoothly with only a few problems. I’ve heard from pilots, flight attendants, and friends who were passengers – their view wasn’t “just a few problems.” Of course standing at a gate with bags in hand and talking with a gate agent who can’t find any record of your reservation, whether full fare or not, is a much clearer perspective and problem than for those removed from the scene.

We are also receiving complaints about a feature of the “Shares” system that appears to needlessly disadvantage all nonrev’s. The SA seat assignment system automatically puts the SA in the farthest row back in coach, even though there may be many seats available in Economy Plus. The system puts SAs (who can’t get a seat in first) in the last row if there is a seat available. The company is being asked to review this problem. **It appears that we will have to ask if we want a seat in Economy Plus.**

I would expect decisions by UAL are going to be in flux for some time. To date the PDX, SEA, and ORD travel desks, that RUAEA and RUPA support, have been given a reprieve and continue to operate – how temporary we don’t know. As of now the SEA desk is fully operational. After some discussion with the company they will be attempting to get PDX and ORD up to speed ASAP. The company is having a conference call with the leaders of each desk March 14<sup>th</sup> to see what is left to do. The company had asked that we keep the travel desks operational for at least 90 days once personnel are trained and online.

We still have not received retiree ID procedures or a valid UAL phone number for spouses to contact the company when their spouse has died. We will continue to pursue these issues.

On a more positive note - enclosed you will find a survey concerning a possible RUPA convention in Monterey, CA that would be scheduled in September or October 2013. The Monterey and Carmel area is rated as one of the most desirable vacation destinations in the U.S. Please take the time to complete and mail the survey – we really need to know the general interest in a convention and the possible activities most would be interested in. We need your input! Thank you!

UAL LAX Captain Lawrence Ellison contacted me concerning gathering some historical information to display in a locked display cabinet in the newly refurbished LAX flight office. He would like to barrow various styles/colors of captain’s hats that matched each uniform change. Included with each hat would be a brief biography of the retired captain loaning the hat. All hats would be returned to the captains at the end of the planned display period. If you are interested in participating, please contact Captain Ellison at (719) 964-7817. I also forwarded information about UAHF and their abundance of memorabilia available for his possible use.

FYI – the following is from an email received earlier this month. If you are interested please contact Le Anne directly. We are not endorsing only sharing the information.

*My name is Le Anne Ottmann, I am a former Southern/Republic/Northwest flight attendant, married 34 years to a pilot of the same pedigree. Over the past few years I have become increasingly interested in certain things "pilot" and have begun a project I hope to develop into a book. I am currently seeking the*  
*continued on next page*

***Do not send money here, letters only, please***  
**RUPANEWS Editor--- Cleve Spring ---E-mail: [rupaed@gmail.com](mailto:rupaed@gmail.com)**

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**Address changes, Dues, Snowbirds & Others:**

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**RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: [rupa.sectr@yahoo.com](mailto:rupa.sectr@yahoo.com)**

**Check your RUPA Directory to make sure we have the correct information**



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answers to 3 rather interesting questions; I believe your membership will enjoy the stroll down memory lane. Both the Eastern pilots group and the US Air group have taken part, I have been fortunate to have some support or endorsement from their leadership .....both have sent out the questions to their membership as well as remarks concerning their personal answers.

The questions are as follows:

1. Imagine that you arrive at the gates of Heaven and there lined up in front of you is EVERY aircraft you ever flew, St. Peter offers you an hour in the plane of your choice, which one do you choose and why?
2. Do you have any specific memories of knowing you were on your last flight or a planes last flight?
- 3 Did you ever take an airplane to the boneyard? How was that?

Please send all responses to [margville3@aol.com](mailto:margville3@aol.com). Thank you for your time and your memories.

Le Anne Ottmann.

Please check our website for the most current and valid information concerning travel issues under the "Bulletin Board" tab. May your April be filled with spring freshness and bountiful color!

*Phyllis Cleveland*

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## Here It Is!..... on June 9th, 2012 The Cleveland Crazie's Mid Summer Do!



**Directions** (you should know by now)

From I-77 or I-71 go west on I-480 and then  
From I-80 to I-71 North to I-480 West and then  
On I-480 to Great Northern Exits, Take Exit 6A  
South on Rte 252 (Columbia Road) to the German  
Cultural Center (approximately 1.9 miles) on Right.  
Parking will be there, and transportation may not be  
provided to and from the party site (about two blocks).  
However drop offs are always available.

**At Richard and Carol McMakin's Home**

**24926 Nobottom Road**

**Olmsted township, OH 44138**

**RSVP** to Carol or Richard - Phone: 440/ 235-7595 E-Mail: [rmcmakin@apk.net](mailto:rmcmakin@apk.net)

*We will start at approximately 4:00 pm. We will finish when we are finished!!!*

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE APPROPRIATE. ALTHOUGH AN EMERGENCY SUPPLY OF BASICS WILL BE AVAILABLE, PLEASE BRING YOUR OWN BEVERAGE SELECTION.

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## ABOUT THE COVER

**Nic Summers graciously contributed another great picture of a Boeing 757 for our cover. Thanks, Nic**

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### DANA POINT RUPA LUNCHEON

Great day at the Dana Harbor and the deck at the Wind and Restaurant...little breezy but that was fine for our hardy group. The sun came out, and the umbrellas went up and all were ready for conversation and food.

On Deck were: Rusty Aimer, Park Ames, Carlos Bernard, Bruce Dunkle, Denny Giese, Bob McGowan, Jerry Meyer, Don Morgan, Al Pregler, Bill Rollins, Bill Stewart, Ted Simmons, and Joe Udovch.

Of great interest was the Bloomberg Businessweek cover picture in Feb 20-Feb 26 issue, of the merging of the two Airlines. The cover was Titled."Let's Get It On." You can let your imagination go with that one! The Picture showed Continental and United Airplanes getting together in a base sexual imagery at FL350. Much talk around the recent purchase of a 747-400 by Stratolaunch Systems. Seems they are going to use 'parts' of the 747 to assemble the new mother ship. The new aircraft will be the world's biggest and have 6 Merlin engines of 125,000 each. The wing span will be 385 ft. Burt Rutan has been working on this project for more than 8 years under total secrecy! The mammoth new aircraft's official name is Model 351, nick-named 'The Roc', after the mythical bird big enough to carry away elephants to dinner.

Then talk turned to what is the pass policy? Lots of questions answers... well, not so good or conflicting!!

The following was clipped from an e-mail. On International Pass Charges: When the company first announced the new pass travel program, it publicized that the pass charges for international premium cabins would be based on 50 percent of the ZED fare, just as it is now. What the company didn't tell is us that it would base that fare on a much higher ZED fare than the one the company was using prior to March 2. As a result, the pass charges for International premium cabins have almost doubled overnight. For example on March 2, the round trip first class charge between San Francisco and Hong Kong was \$313. On March 3 it became \$554.

Good news at least for me was taking a pass before March 3rd and used my seniority to get up to YVR from SNA through DEN. Even got in F/C Class on a couple of the legs. However, I had to come back to SAN.



Enclosed Picture of our Group today. Seated L-R: Park Ames, Bob McGowan, Joe Udovch, Don Morgan  
Standing L-R : Bruce Dunkle, Bill Stewart, Jerry Meyer Carlos Bernhart, John Grant, Bill Rollins, Denny  
Giese, Ted Simmons, Rusty Aimer, Al Pregler. Best to All, *Ted*

#### ***I NEVER NEW THAT!***

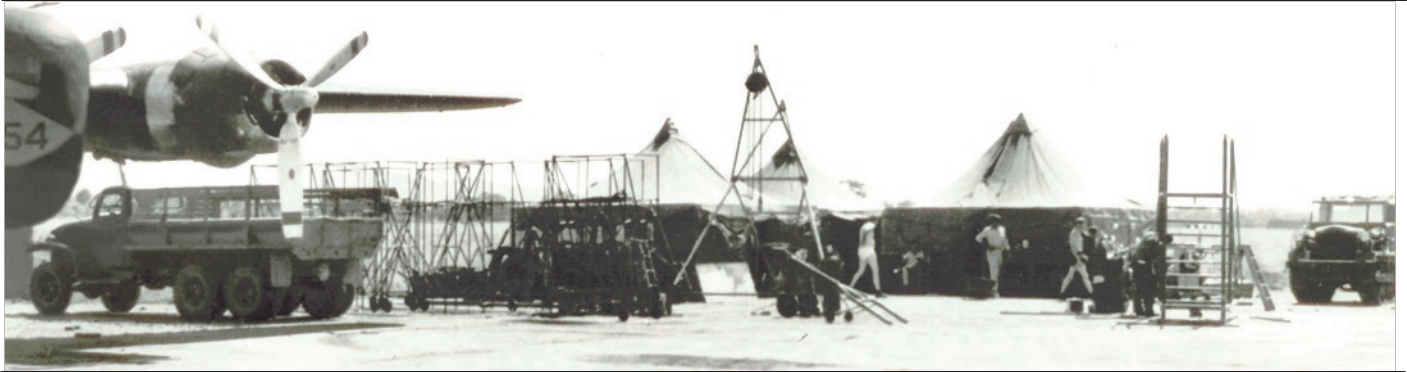
Q: Why are people in the public eye said to be 'in the limelight'?

A: Invented in 1825, limelight was used in lighthouses and theatres by burning a cylinder of lime which produced a brilliant light. In the theatre, a performer 'in the limelight' was the centre of attention.



## United Airlines Historical Foundation

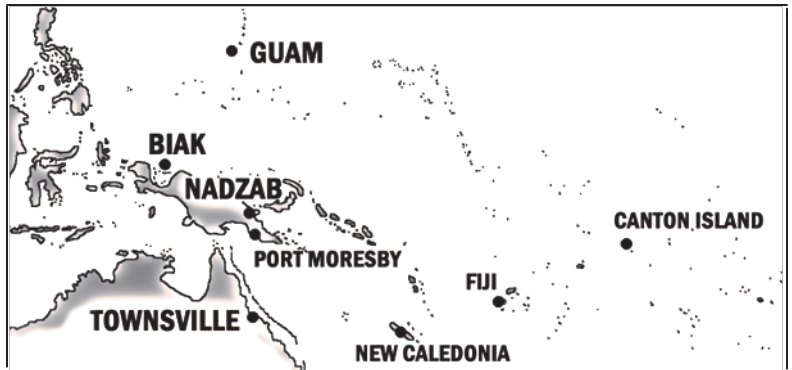
"Preserving the Past, Inspiring the Future"



The first C-87 was delivered Sept. 5, 1942 and all 25 crews were "checked-out" in it. Five more C-87s were delivered to the San Francisco Airport on Sept. 23, 1942. That same day Captain Jack O'Brien, a veteran of "Alaska Ops", and his crew took off for Australia. Three hours out of SFO the fuel gauges showed "no pressure." O'Brien returned to San Francisco where he was told "the C-87 fuel gauges sometimes worked and sometimes didn't work!" O'Brien took off again and in 10 days, was back from Australia, having flown over 16,000 miles.

"Ops-Pacific" flying required finding the ever changing destinations while avoiding islands still held by the Japanese. Landings were usually at night and often on "blacked-out" runways (due to air-raids).

Seely Hall, vice-president of United's Western Division assumed the role of Manager - ATC Ops-Pacific. When Hall and Bill Hoare, Superintendent of Maintenance, arrived in Townsville, Australia they found the ground crews living in a muddy tent-city with no lights and eating standing-up in a dirty mess-hall (photo). The Australian Commanding Officer didn't want the "ATC civilians" housed with his "uniformed men." Hall obtained three wooden barracks for the ground crews and billeted the flight crews in Townsville's lone hotel.



Shortly after Townsville "became livable" the ATC destination moved to Nadzab Field in the Markham Valley of New Guinea. Here the airfield had three landing strips, but no lighting facilities. The crew "living-quarters" was three miles away on a hillside. It was cooler on the hillside, but the tropical rain-water poured into the tents and turned the road into "gumbo-mud." Meat and vegetables had been available in Australia, but in New Guinea "C" rations were the "order-of-the-day." The Equatorial sun turned the often shirtless, shorts-clad ground crews as brown as the natives.

At Nadzab, Seely Hall found the crews bathing and washing their clothes in a nearby stream. Heeding their request for a washing machine, upon his return to San Francisco he found a hand-operated washing machine. The washing machine was flown to New Guinea along with two fir trees ... just in time for Christmas. By this time the crews had moved-on to Biak, New Guinea. The day after Christmas 1944 they received orders to move to Guam (but at least they had clean clothes).

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*Excerpted by Marvin Berryman DENTK Retired, from "High Horizons". "Townsville" photo from the DENTK UAHF collection. "Map" by Berryman.*

Please mail your tax-deductible \$ contributions and donations of **United & Continental** Memorabilia & Artifacts to: **UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.** [www.uahf.org](http://www.uahf.org).



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## S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

As 'we' say in So. Florida -- "Such A Deal" 🍀 -- and how lucky we are to be able to have sooooo many GR8 places to have our Monthly Luncheons. Yesterday, we made a Glorious return to one of our Favorite places, Shrimper's, which is located on the shores of Manatee Pocket, a beautiful waterfront location here in Stuart, FL. We've been here a goodly # of times B4 and after yesterday's experience, we will be back again. Ashley, our waitress, was very attentive, the food was very good and the conversation (as you can imagine) was NEVER ENDING!!! A terrific time was had by all.

As usual, most of the conversation centered around the UAL/CAL merger and how it has affected our Retirement group in so many different ways, related PBGC activities and situations, and the health condition of one of our regular members/attendees, Sid Sigwald. The latest on Sid (recovering from a stroke) is that he is back home (a better situation) and that he is getting along "OK." I don't know any specifics, but if you are interested in getting more detailed information about his condition, you might give him a call at (772) 546-1687. I'm sure that he would love to hear from you and welcome your call.

Those (12) who attended our Luncheon were: Andy Lambert, Ted Osinski, Bill Cole, Del Gartner, Paul Andes, Jack Boisseau, John Pinter, Jim Dowd, Denny Keast and Jack Dellaripa (up from Boca Raton and Lake Worth, FL, respectively), Frank Guglielmino (CLE Crew Desk) and myself, Bob Langevin.

Our April Luncheon will be on Tuesday, April 10th at 11:30 and once again we will be at Shrimper's. Hopefully the WX next month will be as outstanding as it was yesterday. Sitting outside at water's edge, right next to the boats with temperatures at about 80 degrees or so, mostly blue skies and a gentle breeze to provide for a GR8 all around experience. If you are in the Stuart area, we'd love to have you stop in and join us. Meanwhile, we in So. FL are hoping that our Northern counterparts will be able to sneak thru the rest of the Winter and keep the WX as MILD as it's been. That's if for now. Best Regards, *Bob Langevin*

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## SEATTLE GOONEY BIRDS LUNCHEON

Eleven members braved the downpour to share lunch and stories at the monthly luncheon on March 15th in our newly remodeled space at the SEATAC Marriott Hotel. The group filled up one table which made for easy conversation but left room for more members next month.

After lunch Fred Sindlinger filled us in on the latest news about Herb Breivik, who has been placed in a special care facility for treatment. Our best wishes go out to his wife, Mary, and family.

Jack Brown gave a good travelogue of his recent adventure travel to Antarctica. The host told a joke and we adjourned until next month.

In attendance: Jack Brown, Howard Holder, Herb Marks, Al Haynes, Chuck Westfphal, Jim Barber, Gerry Pryde, Jim Chilton, Fred Sindlinger, Bud Granley, and *Bill Brett*

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### Blondie Dean Young



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## **THE MONTEREY PENINSULA RUPA LUNCH BUNCH (February)**

Pete and Donna Walmsley hosted our February 8<sup>th</sup> luncheon at Edgar's. The weather was beautiful and considering the AT&T Golf Tournament was in town, the traffic was relatively light. Those joining Pete and Donna were; Jon & Jane Rowbottom, Dave Mackie, Linda Elliott, Paul and Brigitte Olson, Lee and Nancy Casey, Phil and Pat McClain, Barrie and Sharon Nelson, Diane Ellis, Brett Morris, Connie and Beth Ege, Diane Emerson, Carlos and Judy Quintana, Jack Cowles, Deryl Moses, and yours truly.

A sincere thank you to the Walmsleys for arranging our monthly luncheons at such a scenic and enjoyable restaurant.

Carlos and Judy confirmed our reservation for our 4<sup>th</sup> annual Christmas luncheon for Wednesday December 12<sup>th</sup> at the Monterey Country Club's Beach House! This will be our customary catered event, pre-select menu, prepaid, and RSVP only. Thank you Carlos and Judy for hosting this marvelous event for the forth year in a row! How lucky we are!

Pete is going to look into reserving a date for our 3<sup>rd</sup> annual RUPA Golf Day for either late September or early October. Details to follow.

Milt and Sunee Jines, both docents at Point Lobos, will research our picnic and private tour reservation for a weekday date late in April or early May. This will be a wonderful opportunity for the camera buffs, bird watchers, whale watchers, wild flower lovers, and scenic nature lovers in general to enjoy our beautiful coast with the added advantage of an experienced and knowledgeable tour guide. We will try and car pool to ease the limited parking situation at Point Lobos.

To date there is still no news from the company on their pending retiree IDs procedures. We also discussed the March 31<sup>st</sup> deadline concerning the travel pass issues and the pending total reservation system change over. It appears the company is not going to send a letter to retirees advising them of all the changes to the travel program. All three retiree groups are requesting the company to send a letter to all of the retirees since many do not have email or access to the internet.

Next meeting is Wednesday March 14<sup>th</sup> at Edgar's at Quail Lodge at 11:30 a.m. Please RSVP the Tuesday before that Wednesday. *Thanks, Phyllis*

## **THE MONTEREY PENINSULA RUPA LUNCH BUNCH (March)**

March 14<sup>th</sup> was unusually balmy though rain was hoped for. Enjoying another luncheon at Edgar's was Jon Rowbottom, Diane Emerson, Linda Elliott, Dave Mackie, Paul and Brigitte Olson, Phil and Pat McClain, Carlos Quintana, Lee and Nancy Casey, Jack Cowles, Barrie Nelson, Robert and Mary Alice Gifford, Connie and Beth Ege, Pete and Donna Walmsley, Jim and Tommy Gwinn, and me.

Pete shared that Quail Lodge was sold and in escrow, so hopefully the plans of the new owner will be known soon and whether those plans will have an impact on our lunches. Again, many thanks to Pete and Donna for hosting our monthly lunches!

Dave and Linda announced their pending marriage ceremony in Pebble Beach set for March 17<sup>th</sup>! Congratulations and best wishes were celebrated with a toast for their new shared lives together.

We discussed some of the problems for those flying during the change-over from UAL's old "Apollo" system to the new "Shares" reservation system. Barrie shared two stories that occurred to him personally as a passenger and his wife's experience who was flying as a flight attendant on different flights from Barrie's. The Nelson's stories were similar with other reports from pilots, F/As, and passengers. This transition has some flaws that need addressing by UAL and will no doubt take time to resolve.

Discussions followed concerning the new computer system and how it is affecting SA seating, the status of RUPA supported travel desks in SEA, PDX, and ORD, no retiree ID procedure has been established by UAL to date, and some ZED issues.

Flying stories involving the infamous and the never forgotten brought laughter and applause – some stories just take wing with the telling!



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Pete has been able to set a date for our third annual RUPA Golf Day for Wednesday September 26<sup>th</sup> – first tee time at noon. More information to follow as details firm up. We will have our normal luncheon on August 12<sup>th</sup> and a happy hour after golf on the 26<sup>th</sup>.

Our long time server Sam was back and was warmly welcomed by one and all! Our next luncheon is Wednesday April 11<sup>th</sup> at 11:30 – please RSVP. *Phyllis Cleveland*

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### SOUTHWEST FLORIDA RUPA LUNCHEON

Another sunny, warm, day set the scene for the March 12, 2012 RUPA luncheon at the Olive Garden restaurant in Fort Myers, FL. Our servers once again were Amber and Linda who were efficient and always pleasant.

Announcements included a reminder for RUPA DAY on Thursday 29 March at the Sun-n-Fun Fly-In, Lakeland Airport, Lakeland, FL. Sign-in and relax at the OX-5 Clubhouse. There was some discussion on the requirement to confirm participation in the company's medical program (including spouses and domestic partners) via <http://www.ybr.com/united> and for pass info <http://flyingtogether.ual.com>. The good news of UAL returning daily service between Sarasota and O'Hare, effective November 4, was mentioned.

There was a solid attendance of 24 members and guests (in no special order): L. Wallis Alves, Neil Bretthauer, Will and Sally Collins, Gary Crittenden, Norb Cudnowski, Harvey Hallberg, Don Kincaid, Brian Leiding, Buzz Osterbusch, Ellis VanAlstine, Ray and Twila White, Georgie Chamberlain, Harold and Jane Lloyd, Gene Chapman, Faith Osborn, Don Sullivan, Mamie Thompson, Francis (Paul) McConnell, Jim Downing, Michael Bennett and Dot Prose.

Reminder: the next luncheon will be on the second Monday in November (Nov. 12) and then the second Monday in Jan, Feb and Mar 2013. Mark your calendars! Gary Crittenden and Dot Prose

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### SAN DIEGO COUNTY RUPA LUNCHEON

Dear Cleve- Another nice lunch with friendly guys and two wives. Present were Bill and Evelyn Pauling, Rhoda and Brad Green, Don Trunick, and myself.

Bob and Ruth Bowman didn't make it this time, and Paul Whitby wasn't feeling well. However, our modest group had lots of good conversation and tasty food.

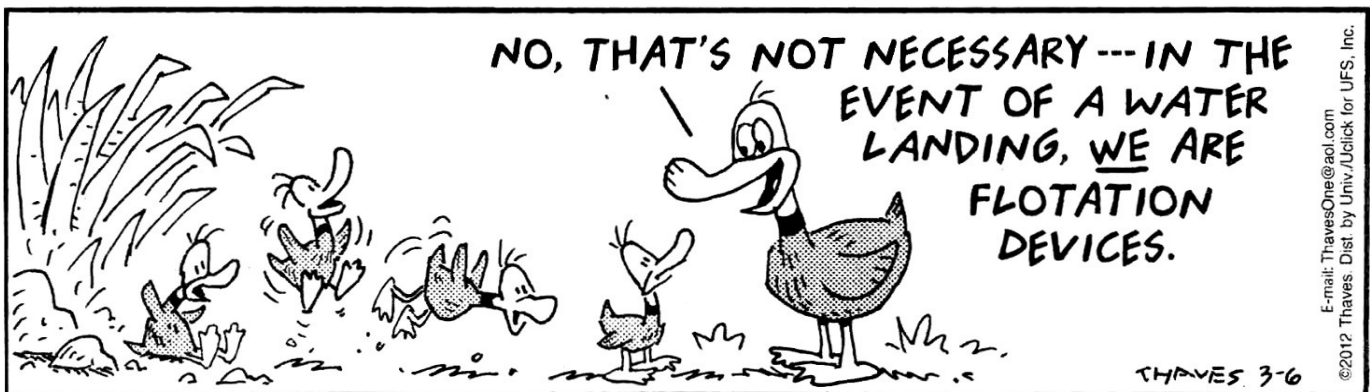
In a previous conversation with Don Trunick, I mentioned that my first airplane ride was in 1932 in a Ford Trimotor in Rhode Island. My second was in Tampa, Florida in 1835. The plane was an Aeronca C-3. There was no door on the side, and it was a great and thrilling sensation to fly over Tampa Bay. At this March meeting, Don brought me a magazine that had pictures and specs of the Aeronca C-2 and the C-3, the main difference was in the engines, and both were 2 cylinder. The C-2 had 26 hp while the souped up C-3 had 38! Talk about deja vu all over again, as Yogi Berra was wont to say.

Don is quite a guy. He logged every flight he ever made, and included the type and crew unless it was a solo flight, etc. He offered the log books to the UAL Denver historical museum, and they eagerly accepted.

After the meal, kisses from the 2 ladies, and a hope for another meeting together in April. By *Bob Harrell*

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### FRANK AND ERNEST | Bob Thaves



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## RENO'S BIGGEST LITTLE GROUP

Reno's "Biggest Little Group", had its monthly gathering at Sparky's Sport Bar on West McCarran Blvd. 22 February 2012. It was one of our best turnouts with 17 present and 2 call in.

We regret to report the "flying west" of one of our brothers, Bruce "Swede" Ohlson. Swede lived in South Reno and was SFO based. An obit. will be forthcoming from our leader, Lyle U'Ren.

We had 2 guests, Jon Robottom from the Monterey group (VP of RUPA) and Mike Magee, Reno PD ( he was there to keep us in line)

Jon talked about his experiences as a Boeing instructor on the B-787 and some of his concerns with its systems. Bill Charney passed around an Italian Magazine, featuring pictures of his Beech Staggerwing that he is in the process of flying from New Zealand to the US, via Asia and Europe.

Good camaraderie and discussions ensued, including politics. Lots of discussion about the new "Con U" pass policy for retirees was bantered about. We adjourned at 15:00 till next month.

Present: Tom Taber, Jim Whiteley, Bill Charney, Gordy Newman, Bill Shepherd, Gary Dyer, Chuck Kettering, Jon Rowbottom (MRY), Cort de Peyster, Dean Shuff, Tommy Diehl (RNOTR), Mike Magee(RNOPD), Lyle U'Ren, Rick Schwarze, Ken Miller, Pat Flanagan. Call in: Pat Walker and Len Bochiccio. Respectfully submitted by FV "Cort" de Peyster (Alternate Scribe)

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## S.E. FLORIDA GOLDCOAST LUNCHEON

We had 23 Retirees at our March Luncheon, even though it was a much needed rainy day in South Florida. We even had a Continental Airlines retired pilot join us for lunch at Galluppi's Restaurant and Patio bar at the POP Airport.

We will try to reach out next month to all the CAL retirees that we can contact for our last luncheon of the season in April.

Also returning for lunch was retired NWA pilot and Wing Collector, Stan Baumwald. Any CAL Pilots who happen to read this letter, send me your E mail and I will add you to our list. [nwrankin@aol.com](mailto:nwrankin@aol.com) (561-368-9755).

Those attending today's Luncheon were: Lyn Wordell, Denny Keast, Dick Smiley, Ed Wheeler, Senior Member Ham Wilson, Terry Lewis, Glenn Hall, Ham Oldham, Larry Colvin, Continental Retired Airlines Pilot (CRAPERS), Dan Kurt, Bob Seits, Murray Warren, Chuck Smith, Jack Wink, Warren Heppler, Bill Garrett, Bob Beavis, Gerry Bradley, Stan Brumwald(NWA Ret.), Jack Della Ripa, Wayne LaMura, Joe Jenkin, and Your Scribe, *Ned Rankin*

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## SAN FRANCISCO NORTH BAY RUPA LUNCHEON

We had a rather large group, 35 people at the March RUPA luncheon held at the Toley restaurant in the Petaluma Sheraton. We have been meeting there since the first San Francisco North Bay lunch, and they still let us in!

Every one gathered in the lounge for talk and perhaps a refreshing beverage. Our bartender and waitress really earned her pay at the bar. She got an unexpected beer bath when she pulled the tap handle for a beer not knowing that the keg was empty but was still hooked to the nitrogen bottle. There was just enough beer left in the keg to spray all over her. Being a trooper she continued on with her duties. A great waitress and bartender.

After we sat down in the dining room our fearless leader, Bob Donegan, read the regrets from those unable to attend. A birthday card for Al Fink was sent around to be signed by all. News items included being sure to verify your dependents for medical coverage and a reminder to notify your health providers of the new BC/BS card. Pass travel and all the changes being made to it was a hot topic. Several hand outs were passed around having to do with the job offers to fly for Chinese airlines and the imputed tax on pass travel.

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In attendance where: Bill Wheadon, Clyde Wilson, Linda Morley-Wells and Walt Wells, Galen Wagner, Ellen and Ken Thompson, Cleve Spring, Leon Scarbrough, Bill McGuire, Jim Mansfield, Don Madson, Jules Lepkowsky, Dick Lammerding, Deke and Merle Holman, J. R. Hastings, Dick Hanna, Barney Hagen, Tom Grey, Bob Grammer, Bob and Doris Donegan, Norm DeBack, Ken and Shirley Corbin, John and Sharon Candelo, Gardner Bride, Dan Bargar, John Baczynski, Lee Anderson, Floyd Alfson, and me, *Bill Greene*

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### **LOS ANGELES SAN FERNANDO VALLEY LUNCHEON**

The luncheon March 8th at Mimi's was attended by 14 regulars who were: Tom & Mary McQueen; Mike Herriott; Don & Gloria Mc Dermott; Doug & Marcene Rankin; Jack and Joyann Moore; Doug Bielanski; Dale Meyers; Ray Engel; Trudy Buck & Norm Marchment.

Don McDermott passed around a recent article from the Wall Street Journal regarding American Airlines. The article was titled "AMR Does An About-Face." The article went on to say American Airlines parent says it will freeze, not terminate 3 of 4 pension plans. Don also commented that a large number of pilots are eligible to retire shortly and filling those vacancies will be a challenge for the Airlines.

Then the subject of "Passes" came up and there was animated dialog from attendees about them, with no clear final explanation of the new plan.

We were reminded that it is important that we must update our "Dependent" information. This is necessary in order for eligible dependents to receive Medical benefits and travel benefits. So be sure to get this done soon. *United has now extended the deadline for co-workers and retirees to confirm that their dependents meet eligibility requirements for healthcare coverage to April 27.* Ed

Everyone teased Doug Rankin for winning the 50/50 drawing again this month, saying 'who pulled the winning number?' And Doug's answer was "Gina," our waitress who does it at every luncheon.

Our next meeting at Mimi's will be Thursday, May 10. 'Til then, *Doug & Marcene Rankin*

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### **THE SAN FRANCISCO BAY-SIDERS LUNCHEON**

A rainy day and the onset of Daylight Saving Time were not enough to deter our most devoted and intrepid SFO Bay-Siders from attending our March RUPA Luncheon. One of the great things about meeting at Harry's Hofbrau is that they decorate for every occasion and St. Patrick's Day is no exception.

While the atmosphere was festive, we were saddened to learn that Carol Walter, wife of retired SFOFO stalwart, Gene Walter had been admitted to Stanford Hospital in Palo Alto with a broken hip. Carol has recently endured a spate of ill health and we all send our good wishes to her and Gene.

We also acknowledged the recent passing of Capt. Ken Breitchoff, who at 93 was a longtime and valued RUPA member. He will be greatly missed. The good news of the day was that Jay Plank will turn 91 on St. Patrick's Day.

Of course, the main topic of conversation was the new travel policy. Cyndi Erhardt, who is still a working flight attendant flying the Honolulu run, said that boarding is not going smoothly.

In attendance were: Floyd & Charlene Alfson, Rich & Georgia Bouska, Bob & Roz Clinton, Sam & Billie Cramb, Rich & Cyndi Erhardt, Dick & Jeri Johnson, Bob Kallestad, Tom Kirby, Bessie McEachern, Jan McNaughton, George Mendonca, Walt & Mary Ramseur, Norm & Connie Rupp, Leon Scarbrough, Cleve & Rose Spring, Gene Walter, Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month 11:00am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

**Visit RUPA's new updated Website**

**[www.rupa.org](http://www.rupa.org)**



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## 2012 RUPA EUROPEAN RIVER CRUISE

There is still limited space on the RUPA river cruise coming up later this year. We currently have 20 of the 67 cabins booked by RUPA members, their friends and/or family. There are still a few cabins available and set aside for our group.

As you may recall, this cruise will originate in Vienna Austria on October 21<sup>st</sup> and travel up the Danube River through the Wachau Valley with stops at Melk Austria, and on to Passau and Deggendorf Germany, where the Danube joins the Main-Danube Canal and continues on to Nuremberg. This covers the first 8 days of the cruise. The second half of the cruise would continue along the Main-Danube Canal with a stop at Bamberg, then on the Main River to Rothenburg, Wurzburg, and Miltenberg, where the Rhine River would carry us along to Nierstein, and Strasbourg France and then on to Basel Switzerland. This second half of the trip is also 8 days long. You have the choice of taking either the first half of the trip or the second half of the trip, or if you wish, the whole trip from Vienna to Basel. All along the way the boat will negotiate more than 60 locks as the river system rises from Austria to Germany and then back down on its way out to sea. There will be a multitude of quaint town and villages nestled beside the rivers with numerous Castles overlooking them from the hills. At each stop there will be local English speaking guides to take small groups through the villages on guided tours, all included in the cost of the cruise.

Uniworld is ranked as one of the ‘World’s Best Cruise Lines’ by readers of *Conde Nast Traveler* and the River Countess, which is the river boat we will be traveling on, has been remodeled this year and is ranked as the number six river boat in the magazines ‘Readers’ Cruise Poll Top 100 cruise ships in the World.’ All meals onboard are prepared using the finest and freshest ingredients which you will see boarded at each stop. Complimentary fine wines, a choice of beer, and soft drinks are offered during lunch and dinner.

We do have a group discount available through Jerry Poulin and an onboard credit is given to each cabin. Call Jerry for the latest information on pricing and availability at 1-800-309-2023 ext.33 or contact him at [gpsp@aol.com](mailto:gpsp@aol.com). Submitted by *Rich Bouska*



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## SECURITY TO EASE FOR SENIORS AT 4 AIRPORTS

ASSOCIATED PRESS

Some air travelers over age 75 will soon get a break at airport security checkpoints under a test program announced Wednesday that could let them keep shoes and light jackets on and skip pat-downs.

The new guidelines from the Transportation Security Administration, which take effect March 19 at four U.S. airports, are part of an effort to speed lower-risk passengers through while focusing on those who may need more scrutiny. Similar changes were made last fall for travelers 12 and younger.

Since the 9/11 terror attacks that led to tighter security, air travelers have criticized what they say is a lack of common sense in screening all passengers the same way, including young children and the elderly. That criticism grew louder in 2010 when the government began using a more invasive pat-down that involves screeners feeling a traveler's genital and breast areas through their clothing.

The change in guidelines will be introduced at security lanes at Chicago's O'Hare International, Denver International, Orlando International and Portland International – chosen because they have a higher percentage of travelers 75 and older, an agency spokesman said.

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\*\*\*\*\*LISTEN UP\*\*\*\*\*

This past month I've received a mountain of information about the new travel policy, certifying your eligibles for medical coverage, articles about the New United and the problems it has been having, so I've decided to just include most of it in this month's magazine and let you make of it what you will.

*Please don't kill the messenger! Ed*

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## PASS TRAVEL UPDATE MARCH 2<sup>nd</sup>, 2012

Capt. Pat Palazzolo UAL-MEC Pass Travel Committee Chairman

Online travel: On Saturday March 3rd the company switched from using Apollo to Continental's Shares system. At that time, the Continental Airlines brand flew into the sunset. To the passengers it will be just one airline beginning on that date.

Beginning on March 3rd the new pass travel policies and procedures became effective. In addition to listing for travel on employeeRes, beginning March 3rd you can also list with your mobile device at the following link: [mobileres.coair.com](http://mobileres.coair.com)

Offline travel beginning March 3<sup>rd</sup>:

Also on March 3rd, two big changes affect our offline travel on other airlines.

1. Most of the ID agreements will have been converted to ZED after March 3rd. ZED fares are normally much cheaper than ID tickets. ID tickets that have already been purchased can still be used for 90 days or refunded within one year.
2. United will change to a new way to purchase offline ZED or ID tickets. Beginning on March 3rd employees will have to request a ticket by going to the Travel section of Flying Together. After submitting your request online, a confirmation code will be emailed to you within 4 hours. The confirmation code is good for 30 days. You can then take that code to any UA or UAX ticket counter and purchase the offline tickets.
3. We had previously advised you that the company intended to convert all offline pass travel to electronic listing and purchasing by March 31st. That change over has been delayed to no later than December 31st.

When that happens, all employees, retirees and eligibles will purchase, list and refund all offline tickets over the Company's web site just as we do now for Hawaiian and Frontier.

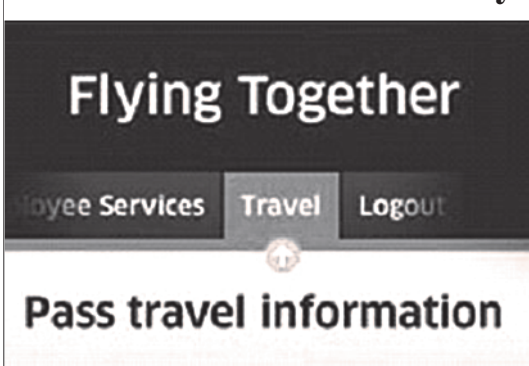
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### NEW BOARDING PRIORITY

A retiree will be called for boarding based on his or her board year, which reflects his or her active years of service, giving priority to retirees with the longest tenure with the company.

To determine your board year, subtract your years of active service from the current year. Your board year will increase each year. *For example, if you retired with 10 years of service, your board year in 2012 is 2002 and your board year in 2013 will be 2003. A 2002 "board year" retiree will board prior to a 2003 "board year" retiree.* Within any "board year," retirees will board based on check-in time. For example, two people with the same "Board Year" one checks in at 0800 and the other at 0900. The one who checked in at 0800 would be boarded first

### Make Travel tab your first stop when planning pass travel



With the launch of our combined pass travel program on March 3, we recognize that co-workers have a lot of new information to learn so that they can enjoy pass travel.

To help, we've continued to post updates to the *Travel tab* of *Flying Together* over the past few weeks. Some of the most frequent questions co-workers ask are about **boarding priorities**, **service charges** and **eligible pass riders**. The Travel tab has a document explaining each of these in detail under Travel Policies.

Please take some time to browse the **Travel tab** and familiarize yourself with the tools and resources available to you.

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## **United's migration: A technical success, but customers felt the bumps in the road**

By Michele McDonald

News from Travel Technology Update: United Airlines' weekend migration to the Hewlett Packard SHARES system used by Continental, its merger partner, got mixed reviews: As Henry Harteveltdt, an analyst at Atmosphere Research Group, said, it was "a success on the technology level but less of a success on the customer-experience front."

In the final major step in the integration of the two carriers, United successfully moved its reservations, inventory control and departure control systems off the Apollo platform, where they had resided for more than 40 years, and onto SHARES.

As might be expected in such a massive undertaking, the transition was peppered with glitches, particularly on the first day. But although there were some delays, cancellations and missed connections, there was no systemic failure.

The migration began in the early hours of March 3. United had rescheduled some departures in Asia to avoid the period when the systems would be unavailable.

When planes began taking off later that morning, there were higher-than-usual delays at Chicago O'Hare, San Francisco, Washington Dulles and other airports, according to FlightStats.com. Those issues were largely resolved by the following day. Dulles took an additional day to recover fully, however.

Harteveltdt, who traveled from San Francisco to Newark on United on March 4, said he saw nothing out of the ordinary at either airport.

United's move to Continental's website seemed to generate many of the customer-facing issues. Some passengers could not check in online, a problem that was compounded by malfunctioning kiosks at airports.

Some Internet Explorer users who tried to use the website received an error message: "To access the site, your browser must support 128-bit encryption with a strong cipher." United said that issue has been resolved.

For passengers, one of the most distressing issues was the disappearance from the website and the United mobile app of flight segments or entire trips planned for the immediate future.

Some seat assignments, upgrades and upgrade credits also disappeared in the transition.

Several travelers reported their problems on Twitter and were told to call customer service. But United's call centers were overwhelmed, despite bringing in extra staff over the weekend. Some callers reported hold times of more than an hour, and some said they were cut off after lengthy holds.

Many tickets that had been upgraded with a Global Premier Upgrade, Regional Premier Upgrade or a Mileage Upgrade Award displayed a message saying, "A modification has been made to your itinerary. Please contact United Reservations to have your ticket reissued."

Again, United recommended on Twitter and on FlyerTalk.com, a frequent flyer forum, that passengers whose travel was imminent call the airline to have the reservation updated, an option that was often fruitless. Harteveltdt said that was "inexcusable."

Many travelers took their questions and pleas for help to United's Facebook page, but the carrier offered few responses.

The combining of United Mileage Plus accounts with Continental OnePass accounts did not occur automatically in every case. United said it was still working to combine them.

United has sent new MileagePlus credentials to a few passengers, but most have not received them. For members of both MileagePlus and OnePass, the OnePass number survives as the MileagePlus number.

Those who belonged only to MileagePlus are being given new numbers, and some are still confused as to how to log into their accounts.

Meanwhile, Continental Airlines has flown into history. United employees worked to remove the last Continental signs from airports over the weekend.



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The last flight, CO 1267, departed Phoenix the evening of March 2. It landed in Cleveland early Saturday morning as UA 1267.

But as one Facebook member noted, "It's the Continental website, the Continental systems, the Continental policies, the Continental pricing, the Continental elite program, the Continental inventory management, the Continental logo, the Continental CEO and the Continental board of directors. The only thing that is United anymore is the name. This is Continental, people. United is gone."

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### **United Airlines makes changes that mean most of Continental fades away**

(AP) The last Continental flight took off on Friday, March 2, and the airline that was once one of the nation's biggest will all but disappear into United Airlines.

United and Continental merged in 2010, but until Saturday, March 3, passengers almost could have missed it. The big change occurs early Saturday when United combined passenger reservation data from both airlines into one massive computer system. That means one frequent-flier program and one website. Tickets will be issued under United's name only.

The switch is a huge undertaking that has its risks. Any hiccups could mean delays throughout the airline's system. That's why United conducted four dress rehearsals with executives staying overnight at headquarters to make sure things went well.

Here are the changes:

**CONTINENTAL'S LAST FLIGHT:** Continental flight 1267 is scheduled to depart from Phoenix at 11:59 p.m. PST on Friday. It's set to arrive in Cleveland as United 1267 Saturday morning.

The airline will stop using Continental's "CO" code. That means no more Continental Airlines tickets, or flights - even though the Continental name is still painted on some planes.

**AT THE AIRPORT:** The names of both airlines have been on signs at gates at its 10 hubs. By Saturday, it's aiming to take down the "Continental" signs at all 372 airports it serves.

Until now, each airline issued its own tickets, and passengers had to use separate ticket counters. Now, it no longer matters which ticket counter travelers go to. Gate agents are able to book travelers on flights across the combined airline, which is a big improvement any time a blizzard or thunderstorm snarls travel.

The change will also mean that airline workers can send planes from either airline to any of their gates. Previously, gate computers had been connected to separate reservation systems and they couldn't handle planes from the other airline.

**FREQUENT FLIERS:** The systems are combining under the name of United's MileagePlus frequent-flier program. Travelers who have accounts at both airlines will essentially be credited for their Continental OnePass miles in their combined MileagePlus account. But their MileagePlus account numbers will be those from OnePass.

As for passwords, PIN numbers and addresses - some of those will transfer and some won't. United has emailed frequent fliers about the details.

**WEBSITE:** United.com becomes the website for the combined airline. But its look and feel is the old Continental.com. Passengers will be able to use it to check in, regardless of which airline issued their ticket.

#### **WHAT CAN GO WRONG**

Plenty. There's a reason United held those dress rehearsals. Five years ago, US Airways Group's reservations system merger with America West went haywire. Hundreds of check-in kiosks didn't work, forcing passengers to use ticket counters. The snafu delayed flights around the US Airways system for days.

Virgin America's switch to a new reservation system in October caused problems that lingered for months.

"This transition is extremely complex and there is a strong likelihood for significant flight delays and cancellations," the head of the Air Line Pilots Association's United unit in San Francisco warned pilots in an email.

Jay Pierce, the head of the ALPA unit at Continental, said in an interview that the airline "actually has done a fairly decent job of advising all the employees that there's a potential for disruptions and possible problems."

The company has asked employees not to use their discounted travel benefit over the weekend, to help keep volume low, he said.

The airline moves an average of 264,000 passengers per day. It picked a Saturday for the switch because

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traffic is as much as 15 percent lighter than on weekdays. It further reduced the number of United flights because those are the flights that are switching to Continental computers.

"We have tested an incredible amount of scenarios across the enterprise and I feel very, very comfortable we will be able to service customers better starting this weekend," said Martin Hand, United's senior vice president for passenger experience.

#### BEHIND THE SCENES

United must still schedule flight crews from each airline separately because it doesn't yet have union contracts to cover the combined groups. US Airways has been operating that way since its 2005 America West merger.

Pilots from both United and Continental have already been using the "United" radio handle with air traffic controllers, and flight attendants have been announcing flights onboard as United flights, even if passengers walked past a "Continental" sign to get on the plane.

The parent company's name, United Continental Holdings Inc., stays the same.

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### **TURBULENCE FOR UNITED OVER ITS BOOKING SYSTEM**

Airline's recent reservation conversion with Continental has not gone smoothly; customers air their frustrations.

"It (United) Global Services members are walking away, (the airline) will feel it on the bottom line." *said R. Ray Wang, United Global Services member*

Congested phones lines created by the merger of United Airlines and Continental Airlines caused Jill Lucas-Mertely to break down in tears after spending 18 hours on hold over four days as she futilely tried to book flights to Hawaii using mileage points.

"It's been absolutely horrific," said the unemployed Felton bookkeeper, echoing the experiences of countless other customers across the country. "It's nothing I've ever experienced."

United, which merged with Continental in 2010, shifted its entire reservations system onto Continental's on March 3, creating massive headaches for travelers and dinging the brand of the world's largest airline.

Though the airline said it was prepared for the switch, new glitches keep appearing nearly two weeks later, said Joe Brancateili, who operates [JoeSentMe.com](http://JoeSentMe.com), a website for business travelers.

"Up until the day before (the systems switch), United said, 'No problem. We have everything covered.' Total arrogance," said Brancateffi, whose inbox is overflowing with complaints from road warriors.

In a message posted on its web-site, United noted that the conversion is the largest in aviation history and that "the vast majority of our systems are functioning as planned." The company said it is working to reduce wait times, adding, "We apologize if you have had difficulty with your travel planning, and we are grateful for your patience."

United spokesman Rahsaan Johnson said the company hired an additional 600 agents to handle the flood of calls, many of which he attributed to customers confused about its new website, whose template is Continental's old one, and glitches with the online system.

Most of the problems have been tied to incorrect passenger information on the airline's website, such as upgrades not being listed or itineraries getting jumbled, he said.

"Operations have been smooth in terms of checking in, boarding, flights departing on time," Johnson said. "The issues we are having to work on are customers' abilities to get the information they want online so they don't have to call."

Marc Casto, president of Casto Travel in San Jose, said the airline's reservations conversion has actually been smoother than similar moves at other airlines. "They moved over hundreds of thousands of reservations overnight while planes were still flying and everybody got to their destinations safely," he said.

His company, which does as much as \$30 million in business a year with United, worked with the airline for a year to prepare for the transition and was able to ease the turbulence for many of its customers, though his

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agents have also spent one to two hours on hold when they needed to speak with United.

Some fliers are upset after losing some benefits when United combined its Premier status with Continental's Silver level to create Premier Silver status, Casto said.

Still, he said, "I was expecting we would have multiple (flight) cancellations from San Francisco on an hourly basis. It was almost a nonevent compared with what we thought it would be."

"The experience is just another reminder of the indignities air travelers endure these days in the United States," said Alan Bendei professor of aeronautics at Embry-Riddle Aeronautical University in Daytona Beach, Florida.

"I fly 150 days a year and I have minor versions of this happening all the time," he said. "As the airlines get bigger and bigger, it is getting worse and worse." United has taken a beating on social media sites.

On Twitter, one customer tweeted: "United is the Kmart of airlines." Wrote another United customer. "Yes, it took 7.5 HOURS for them to call me back. They are a shining example of how not to merge 2 airlines together." On the airline's Facebook page, a woman tired of waiting on hold revealed her frustration in post: "I wish the phone was a person so I could punch it in the face."

Brancatelli said United appears to have offended its most important customers – business travelers. The system didn't recognize the status level of a number of elite travelers and other high-mileage warriors who upgraded seats online using the old United system, and then discovered the changes weren't recorded on the new one.

"When you check in online, it says call United. But you can't call United. The waits are three, four hours or they hang up on you," he said.

"It's not been fun," said Cupertino-based software analyst R. Ray Wang, who logs about 300,000 miles a year and has United's ultra elite Global Services status. United airport agents have not received enough training on the Continental system, he said, while Continental ticket kiosks could not process United tickets. "Customer service is nonexistent," said Wang, who is now booking flights on other airlines, including the one he took to London this week. "They are like a 9-to-5 operation in a 24/7 world."

While many business travelers whose companies have corporate deals with United and depend on its extensive routes in the United States and abroad won't abandon the airline, others, such as entrepreneurs and venture capitalists, have more freedom to switch, Brancatelli said.

"If you are a United Global Services flier and you are walking away – that is really damaging because you spend a lot of money," said Wang. "If Global Services members are walking away, they will feel it on the bottom line."

Lucas-Mertely admitted she had not been paying attention to the news about United changing its reservations system when she decided to book a trip to Hawaii using mileage points for herself and her husband.

As a result, she spent hour after hour getting transferred, waiting on hold and having the system repeatedly hang up on her. She spoke with more than 16 agents, but none could figure out how to make the reservations.

"They try to transfer you and you get disconnected," she said. "Or they try to tell you something that isn't true. Or they literally say, 'I'm sorry. We can't help you.'"

In the end, the couple gave up and canceled the Hawaiian holiday.

## **SURVEY REGARDING NEXT RUPA CONVENTION**

**There is a survey card concerning RUPA's next convention included in this issue of the *RUPANEWS*. Please take the time to fill it out and mail it back to us.**

**It does require a first class stamp.**



## Survivor Pass Travel Chart

	<b>Employee Death in the line of Duty*</b>	<b>Employee 0-9 years of service</b>	<b>Employee 10 or more years of service</b>	<b>Retiree –and– “retiree eligible” at the time of death</b>
<b>Travel Eligibility Period</b>	Lifetime	Number of years equal to employee’s years of active company service, with minimum of 1 year.	Lifetime	Lifetime
<b>Spouse or Domestic Partner</b>	Eligible until remarried or establishes a new domestic partnership	Eligible until remarried, establishes a new domestic partnership or through the travel period, whichever comes first.	Eligible until remarried or establishes a new domestic partnership	Eligible until remarried or establishes a new domestic partnership
<b>Dependent Children</b>	Eligible until they attain the age in the Eligible Pass Rider Policy	Eligible until they attain the age in the Eligible Pass Rider Policy or through the travel period, whichever comes first	Eligible until they attain the age in the Eligible Pass Rider Policy	Eligible until they attain the age in the Eligible Pass Rider Policy
<b>Parents</b>	Current certified parents are lifetime eligible	Current certified parents are eligible for travel for 90-days	Current certified parents are eligible for travel for three years.	Current certified parents are eligible for travel for three years.
<b>Enrolled Friend</b>	Current certified enrolled friends are eligible for travel for 90-days	Current certified enrolled friends are eligible for travel for 30-days	Current certified enrolled friends are eligible for travel for 30-days	Current certified enrolled friends are eligible for travel for 90-days
<b>Buddy Passes</b>	Permitted for 90-days	Permitted for 30-days	Permitted for 30-days	Not applicable
<b>Vacation Passes</b>	Not applicable	Not applicable	Not applicable	Not applicable
<b>Discount 20 Program</b>	Yes, through travel eligibility period	Yes, through travel eligibility period	Yes, through travel eligibility period	Yes, through travel eligibility period

Death in the line of Duty will follow the same boarding priorities as a Retiree. Others will follow the unaccompanied family boarding priorities. See boarding priority chart on Flying Together under Travel.

\*Subsidiary CO co-workers and retirees prior to January 1, 2012: Survivors will follow the survivor policy in place at the time of the employee or retirees passing.

\*\* Subsidiary United co-workers and retirees prior to January 1, 2012: Survivors of employee’s that passed away (not in the line of duty) prior to January 1, 2012 will follow the 10 or more years of service policy, regardless of years of service at the time of the employee’s passing. Survivors of retirees and co-workers that passed away in the line of duty will follow the new applicable policy as noted above.

Employee Travel Center February 2012

### The Retiree Travel Desks will remain and continue to assist

Seattle: (206) 433-4218 Retiree Travel Desk  
(206) 433-4344 Line 2, Ret Tvl Desk

Toll Free: 1 -888 826-3375 Monday-Tuesday-Wednesday-Thursday 10:00 am - 2:00 pm Pacific time.

Portland: (503) 249-4142  
(503) 249-4143

Toll Free: 1-888 278-7038 Monday-Wednesday-Friday 10:00 AM- 2:00 PM Pacific Time.

Chicago: (847) 700-1087  
(847) 700-5303

Toll Free: 1-877-242-0035 Tuesday-Thursday-Saturday 9:00 AM-1:00 PM Central Time.

If you have a cell phone with toll FREE calling plan  
You can save the Travel Desks 7¢/minute - 49 States.  
You can save the Travel Desks 24¢/minute – Hawaii.

**\*\*\*Deadline to certify dependents for healthcare coverage now April 27\*\*\***

United has now extended the deadline for co-workers and retirees to confirm that their dependents meet eligibility requirements for healthcare coverage to April 27. During annual certification, coworkers and retirees covered under U.S.-based healthcare plans must confirm that enrolled spouses, domestic partners, children or stepchildren meet eligibility requirements as defined by the company's plans.

If you have not yet certified your dependents, go to *All About Me* and click on the "Dependents - Healthcare" link to start the confirmation process. If you do not confirm dependents, they will lose medical, dental and vision coverage through the company for 2012.

We undertake the certification process to ensure that co-workers and retirees cover only eligible dependents, as family situations often change from year to year. Coverage for ineligible individuals creates compliance risk with federal law and places additional costs on companies and their employees, so it's important for co-workers to certify dependents.

For more information, visit the annual certification page under Employee Services on Flying Together. Please email [ESC@united.com](mailto:ESC@united.com) with questions.

**MEDCO COVERAGE ALERT**

Your old UAL File Number is no longer a part of your Blue Cross Blue Shield Identification Number. THAT NUMBER HAS CHANGED!!

Make sure all your pharmacies and **MEDCO** have that new number on your 2012 BC-BS ID card. This is particularly important for a walk-in prescription fill. MEDCO refused to pay for a prescription at my local drugstore because I had not updated my MEDCO profile. The problem was solved when I updated my profile "on-line" with phone help from Medco.

If you do not "do" computers, use the phone number on the back of your card to talk to an agent. 1-800-864-1425. *Bruce McLeod*

**A THANK YOU FOR RUPA's CONTRIBUTION**

Dear Capt. Scarbrough, On behalf of West Chester University, it is my pleasure to thank you for RUPA's contribution of \$250 for the Michael Horrocks Memorial Scholarship Endowment. (*Michael Horrocks was on Flight 175. Ed*) Your gift will have an immediate and vital impact on our ability to meet current needs of our students, while continuing to prepare for the University's future. Your support illustrates your confidence in WCU, sets the pace for future alumni, and helps to maintain our high standards of excellence.

Strong support from our University family helps to provide additional scholarship opportunities, improved facilities, and attract the most outstanding, faculty to serve in the classroom. Your continued generosity is essential to achieving these goals.

If you have any questions or concerns, please contact Melissa A. Henry, Director of Donor Relations, at 610-430-4151. Again, thank you for your investment in our University.

With gratitude, Richard T. Przywara, Executive Director

**Year-to-Date statistics on airport screening for Terrorists**

- 1· Terrorist Plots Discovered - 0
  - 2· Transvestites - 433
  - 3· Enlarged Prostates - 8,249
  - 4· Breast Implants - 59,350
  - 5· Natural Blondes - 3
- And this is only the 3<sup>rd</sup> month of the New Year!!!!!!!

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## **FORTUNE Magazine Ranks United the No. 1 World's Most Admired Airline**

*\*Airline tops in industry for long-term investment and global competitiveness\**

FORTUNE magazine rated United Airlines the most admired airline on its annual airline-industry list of the World's Most Admired Companies. In addition, the magazine ranked United No. 1 for global competitiveness and long-term investment among 12 global carriers.

"I want to thank my co-workers for working together to achieve the prestigious No. 1 World's Most Admired Airline ranking from FORTUNE magazine," said Jeff Smisek, United Continental Holdings, president and chief executive officer.

A survey of corporate executives, airline executives, boards of directors and industry analysts determined the rankings. Survey respondents evaluated companies according to the following criteria: innovation, people management, use of corporate assets, social responsibility, quality of management, financial soundness, long-term investment, quality of products/services, and global competitiveness.

The results are in the magazine's March 19 issue and online at: <http://money.cnn.com/magazines/fortune/most-admired/2012/industries/2.html>.

United Continental Holdings, Inc. (NYSE: [UAL](#) - [News](#)) is the holding company for both United Airlines and Continental Airlines. Together with United Express, Continental Express and Continental Connection, these airlines operate an average of 5,656 flights a day to 376 airports on six continents from their hubs in Chicago, Cleveland, Denver, Guam, Houston, Los Angeles, New York/Newark Liberty, San Francisco, Tokyo and Washington, D.C. United and Continental are members of Star Alliance, which offers more than 21,000 daily flights to 1,290 airports in 189 countries. United and Continental's more than 80,000 employees reside in every U.S. state and in many countries around the world.

For more information about United Continental Holdings, Inc., go to [UnitedContinentalHoldings.com](#). For more information about the airlines, see [united.com](#) and [continental.com](#) or follow United on Twitter and Facebook. *(Who knew. Ed)*

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### **787 COMES TO EWR FOR A 'COOL' VISIT**

This plane is cool," exclaimed International Service Manager April Rodriguez, one of more than 900 co-workers who got a sneak preview of a Boeing 787 Dreamliner during its stop at EWR as part of Boeing's 787 Dream Tour. "Customers are going to love it," April said. "It's going to keep us on top." Boeing is flying a 787 test aircraft around the world to visit the company's customers, suppliers and employees.

During the employee event organized by United and Boeing, coworkers got up close and personal with the Dream Tour airplane's special cabin features. They basked in the aircraft's large entryway, admired the LED lighting, inspected the big overhead bins and tested the large dimmable windows.

"It looks very roomy," Inflight Entertainment Support Specialist John Prieto said. "It doesn't feel like you're in a plane when you're inside." Customers are especially going to appreciate the fleet's improved cabin pressure, higher humidity and enhanced ventilation systems.

United will be the first North American airline to take delivery of a Boeing 787. Boeing has completed assembly on five of our 787s, the first of 50 Dreamliners that we have on order. We expect to put the first 787 into service during the second half of 2012.

"This plane is in a class all of its own," Airport Sales Agent Stephanie Macleod said. "I think passengers are going to be impressed. It shows that we are a modern, forward-looking airline."

For more information, visit the Getting Ready for the 787 page under Our Fleet & Cabins on Flying Together's Corporate tab.





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## **Delta Pilot Puts Uniform Up For Sale at Ebay**

Ebay recently pulled a listing that a Delta Air Lines Captain had placed on the auction site. Up for sale? Captain Wendall Lewis's Captain's uniform. After Lewis saw his monthly pension of \$6,500 slashed by 73%, he decided to make a statement.

Here was his statement: AUTHENTIC Delta Air Lines Captain Pilot Uniform. This uniform was worn by a dedicated Delta Pilot for many years. Now retired and robbed of part, or all, of promised pension, uniform is now offered for sale to supplement income. Suit is worn and empty but filled with memories and honor. Suit has been across many miles and many experiences. Suit was once filled with pride and service getting thousands of passengers to their destination safely. Suit has been through rain, snow, ice, and wind without a single tear or scratch. Suit once controlled multi-million dollar assets, flown throughout the world, with billions of dollars of liability to the company. Suit has never cost company one (1) cent in accident or injury.

Although the suit is worn and has been discarded by the company, it can be yours. Suit is clean but used. Coat may be soiled from hydraulic fluid or grease as plane was inspected. Shirt may be soiled from mad dashes through the airport in a rush to the next plane in an effort to get back on schedule. Tie may have stains from fast food meals that were hurriedly eaten while at the controls.

Tie comes with your choice of pins, Air Line Pilots Association, Air Force, or Airplane. Pants may show signs of wear from many hours spent strapped into a seat, hip shows some signs of wear from firearm used to protect you and your passengers from harm. Shoes are shiny but worn. Suit comes with choice of Old Delta or New Delta emblems. Many prefer the Old Delta.

Suit is thought by many to have APHRODISIAC qualities, although this cannot be confirmed or denied.

BEWARE, putting on this suit can have adverse effects on your life. It can cause you to miss your children's' birth. It can cause you to miss holiday reunions, family times, and weekends. You may miss your Daughter's prom and your Son's graduation. Your family may think Christmas is not always on December 25th. Your wife will have to learn to be a single parent when you are gone for days. The suit can cause you to miss entire nights of sleep or get up at 3 AM to meet your next schedule. Your neighbors may be jealous of you and think you do not deserve to wear the uniform or be compensated for your work.

Originally, suit required a four year college degree and an internship of 5-10 years in the military, and another 10-15 years for the fourth stripe. Suit comes with a promise of a pension if you provide years of dedication and service. THE PROMISE MAY BE AS EMPTY AS THE SUIT. Now it can be had for the highest bid. Good Luck bidding.

Bidding started at \$1.00. Before Ebay pulled the plug on the auction, Lewis apparently received hundreds of emails from other airline employees.

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## **How Doctors Die**

It's Not Like the Rest of Us, But It Should Be

by Ken Murray

Years ago, Charlie, a highly respected orthopedist and a mentor of mine, found a lump in his stomach. He had a surgeon explore the area, and the diagnosis was pancreatic cancer. This surgeon was one of the best in the country. He had even invented a new procedure for this exact cancer that could triple a patient's five-year-survival odds—from 5 percent to 15 percent—albeit with a poor quality of life. Charlie was uninterested. He went home the next day, closed his practice, and never set foot in a hospital again. He focused on spending time with family and feeling as good as possible. Several months later, he died at home. He got no chemotherapy, radiation, or surgical treatment. Medicare didn't spend much on him.

It's not a frequent topic of discussion, but doctors die, too. And they don't die like the rest of us. What's unusual about them is not how much treatment they get compared to most Americans, but how little. For all the time they spend fending off the deaths of others, they tend to be fairly serene when faced with death themselves. They know exactly what is going to happen, they know the choices, and they generally have access to any sort of medical care they could want. But they go gently.

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Of course, doctors don't want to die; they want to live. But they know enough about modern medicine to know its limits. And they know enough about death to know what all people fear most: dying in pain, and dying alone. They've talked about this with their families. They want to be sure, when the time comes, that no heroic measures will happen—that they will never experience, during their last moments on earth, someone breaking their ribs in an attempt to resuscitate them with CPR (that's what happens if CPR is done right). Almost all medical professionals have seen what we call “futile care” being performed on people. That's when doctors bring the cutting edge of technology to bear on a grievously ill person near the end of life. The patient will get cut open, perforated with tubes, hooked up to machines, and assaulted with drugs. All of this occurs in the Intensive Care Unit at a cost of tens of thousands of dollars a day. What it buys is misery we would not inflict on a terrorist. I cannot count the number of times fellow physicians have told me, in words that vary only slightly, “Promise me if you find me like this that you'll kill me.” They mean it. Some medical personnel wear medallions stamped “NO CODE” to tell physicians not to perform CPR on them. I have even seen it as a tattoo.

To administer medical care that makes people suffer is anguishing. Physicians are trained to gather information without revealing any of their own feelings, but in private, among fellow doctors, they'll vent. “How can anyone do that to their family members?” they'll ask. I suspect it's one reason physicians have higher rates of alcohol abuse and depression than professionals in most other fields. I know it's one reason I stopped participating in hospital care for the last 10 years of my practice.

How has it come to this—that doctors administer so much care that they wouldn't want for themselves? The simple, or not-so-simple, answer is this: patients, doctors, and the system.

To see how patients play a role, imagine a scenario in which someone has lost consciousness and been admitted to an emergency room. As is so often the case, no one has made a plan for this situation, and shocked and scared family members find themselves caught up in a maze of choices. They're overwhelmed. When doctors ask if they want “everything” done, they answer yes. Then the nightmare begins. Sometimes, a family really means “do everything,” but often they just mean “do everything that's reasonable.” The problem is that they may not know what's reasonable, nor, in their confusion and sorrow, will they ask about it or hear what a physician may be telling them. For their part, doctors told to do “everything” will do it, whether it is reasonable or not.

The above scenario is a common one. Feeding into the problem are unrealistic expectations of what doctors can accomplish. Many people think of CPR as a reliable lifesaver when, in fact, the results are usually poor. I've had hundreds of people brought to me in the emergency room after getting CPR. Exactly one, a healthy man who'd had no heart troubles (for those who want specifics, he had a “tension pneumothorax”), walked out of the hospital. If a patient suffers from severe illness, old age, or a terminal disease, the odds of a good outcome from CPR are infinitesimal, while the odds of suffering are overwhelming. Poor knowledge and misguided expectations lead to a lot of bad decisions.

But of course it's not just patients making these things happen. Doctors play an enabling role, too. The trouble is that even doctors who hate to administer futile care must find a way to address the wishes of patients and families. Imagine, once again, the emergency room with those grieving, possibly hysterical, family members. They do not know the doctor. Establishing trust and confidence under such circumstances is a very delicate thing. People are prepared to think the doctor is acting out of base motives, trying to save time, or money, or effort, especially if the doctor is advising against further treatment.

Some doctors are stronger communicators than others, and some doctors are more adamant, but the pressures they all face are similar. When I faced circumstances involving end-of-life choices, I adopted the approach of laying out only the options that I thought were reasonable (as I would in any situation) as early in the process as possible. When patients or families brought up unreasonable choices, I would discuss the issue in layman's terms that portrayed the downsides clearly. If patients or families still insisted on treatments I considered pointless or harmful, I would offer to transfer their care to another doctor or hospital.

Should I have been more forceful at times? I know that some of those transfers still haunt me. One of the

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patients of whom I was most fond was an attorney from a famous political family. She had severe diabetes and terrible circulation, and, at one point, she developed a painful sore on her foot. Knowing the hazards of hospitals, I did everything I could to keep her from resorting to surgery. Still, she sought out outside experts with whom I had no relationship. Not knowing as much about her as I did, they decided to perform bypass surgery on her chronically clogged blood vessels in both legs. This didn't restore her circulation, and the surgical wounds wouldn't heal. Her feet became gangrenous, and she endured bilateral leg amputations. Two weeks later, in the famous medical center in which all this had occurred, she died.

It's easy to find fault with both doctors and patients in such stories, but in many ways all the parties are simply victims of a larger system that encourages excessive treatment. In some unfortunate cases, doctors use the fee-for-service model to do everything they can, no matter how pointless, to make money. More commonly, though, doctors are fearful of litigation and do whatever they're asked, with little feedback, to avoid getting in trouble.

Even when the right preparations have been made, the system can still swallow people up. One of my patients was a man named Jack, a 78-year-old who had been ill for years and undergone about 15 major surgical procedures. He explained to me that he never, under any circumstances, wanted to be placed on life support machines again. One Saturday, however, Jack suffered a massive stroke and got admitted to the emergency room unconscious, without his wife. Doctors did everything possible to resuscitate him and put him on life support in the ICU. This was Jack's worst nightmare. When I arrived at the hospital and took over Jack's care, I spoke to his wife and to hospital staff, bringing in my office notes with his care preferences. Then I turned off the life support machines and sat with him. He died two hours later.

Even with all his wishes documented, Jack hadn't died as he'd hoped. The system had intervened. One of the nurses, I later found out, even reported my unplugging of Jack to the authorities as a possible homicide. Nothing came of it, of course; Jack's wishes had been spelled out explicitly, and he'd left the paperwork to prove it. But the prospect of a police investigation is terrifying for any physician. I could far more easily have left Jack on life support against his stated wishes, prolonging his life, and his suffering, a few more weeks. I would even have made a little more money, and Medicare would have ended up with an additional \$500,000 bill. It's no wonder many doctors err on the side of overtreatment.

But doctors still don't over-treat themselves. They see the consequences of this constantly. Almost anyone can find a way to die in peace at home, and pain can be managed better than ever. Hospice care, which focuses on providing terminally ill patients with comfort and dignity rather than on futile cures, provides most people with much better final days. Amazingly, studies have found that people placed in hospice care often live longer than people with the same disease who are seeking active cures. I was struck to hear on the radio recently that the famous reporter Tom Wicker had "died peacefully at home, surrounded by his family." Such stories are, thankfully, increasingly common.

Several years ago, my older cousin Torch (born at home by the light of a flashlight—or torch) had a seizure that turned out to be the result of lung cancer that had gone to his brain. I arranged for him to see various specialists, and we learned that with aggressive treatment of his condition, including three to five hospital visits a week for chemotherapy, he would live perhaps four months. Ultimately, Torch decided against any treatment and simply took pills for brain swelling. He moved in with me.

We spent the next eight months doing a bunch of things that he enjoyed, having fun together like we hadn't had in decades. We went to Disneyland, his first time. We'd hang out at home. Torch was a sports nut, and he was very happy to watch sports and eat my cooking. He even gained a bit of weight, eating his favorite foods rather than hospital foods. He had no serious pain, and he remained high-spirited. One day, he didn't wake up. He spent the next three days in a coma-like sleep and then died. The cost of his medical care for those eight months, for the one drug he was taking, was about \$20.

Torch was no doctor, but he knew he wanted a life of quality, not just quantity. Don't most of us? If there is a state of the art of end-of-life care, it is this: death with dignity. As for me, my physician has my choices. They were easy to make, as they are for most physicians. There will be no heroics, and I will go gentle into that good night. Like my mentor Charlie. Like my cousin Torch. Like my fellow doctors.

*Ken Murray, MD, is Clinical Assistant Professor of Family Medicine at USC.*



# LETTERS

**RAY AMATO**—Toms River, NJ

Well, I just put my dues plus a little in the mail. Almost on time this year!

Not much to report; health for Sharon and me is still good with a few medications. Sharon keeps her hand in nursing part time and I keep busy with antique engines and tractors.

We are also kept busy with our youngest son and his wife and twins. Sharon baby sits once a week and sometimes we do a Saturday evening, best part is we get to go home and not get up at 3 or 4 AM for bottle time.

Thank you to all who put in the time to keep the news arriving each month. We always look forward to getting up to date with the latest news. *Ray*

**PAUL ANDES**—Stuart, FL

Eighty Two (82) this month, April, and cruising in extended range max endurance. Gotta keep reminding myself this journey is a marathon and not a hundred yard dash.

Minimal travel but all good. Spent a week attending a five day shooting course, FRONT SIGHT, outside Vegas in the Spring and part of July and August with Viking River cruising down the Danube, Budapest to Bucharest then Ukrainian airline to Kiev where we spent far too long helping our son and his family moving from one home to another only one and a half mile away. I love those guys but we should have left after three days not a week plus. Try to shoot weekly at Martin County Sportsmen Association range and golf three times keep me busy enough. Men's 0630 Thursday morning prayer breakfast at Church and volunteer work fills in the gaps so by evening I am looking forward to doing absolutely NOTHING!

Still take no pills other than a Pravastatin and baby aspirin but keeping up with Lineke whose motto is "Over the Hill and Picking Up Speed keeps the flies off and the moss from growing underneath." Life is too short to drink cheap wine so have shifted to cheap vodka with a dash of Martini in the evening.

We put our house up for sale six months ago, spent a lot of time looking for retirement places in Florida, gave up and took it off the market. Thinking

we'll give up golf in October when annual golf dues are due again and take up tennis.

I have to read close to find names I remember but seem to recollect the old Capital guys best, possibly because it was a happier time to be flying, not working. Was in Washington DC recently and didn't recognize National Airport nor the sailing marina just south.

What a GREAT bunch of fellow pilots in Council 11. My hats is off to you guys, I do remember most of you. PS, I still have my cricket and little yellow book.

Regards from Stuart, Florida, sailfish capital of the world. *Paul*

**BEN CONKLIN**—Doylestown, PA

Hello Cleve & All, Retirement year number 30. That means I'm 90 and married my sweetheart 69 years ago.

Rose & I have had quite a life and I would not change a thing. 60 years ago when I went with United it was a little rough but as the years flew by the flying got better the pay got better and the last 14 years on the B-727 things got pretty darn good. Especially the last few months with DC-10 pay. That wasn't hard to take at all. I don't know about the rest of the guys, but I still miss the flying.

A wonderful marriage and a wonderful career. I thank the good Lord for keeping me around for 90 years. How much longer, only he knows. Regards to all. *Ben*

**GERALD (Jerry) COSS**—Rio Rico, AZ Another year has rolled around. This year I'll pay my dues on time (not like last year) and maybe the year will be longer. Anyone else notice how fast the years fly by these days?

All is well in southern Arizona - Was oh-S0000 sorry to have missed that 50" snow storm and subsequent snow blowing back at our property in Colorado!! Had a train of mules (illegals) carrying drugs go through yesterday, but I think the police and border patrol may have caught them. Wife, Jaculine, has had some heart problems, but her Austin Texas ablation procedure seems to be working great this time.

Some of you may know that four years ago, she and my brother, Wes, teamed up to write his book

about being shot down behind enemy lines in WWII. His "Stardust Falling" book relates the perils of hiding and the winter crossing of the Pyrenees mountains with the help of the French underground. Having self published three thousand copies, we are now down to about 35 copies and uncertain whether to publish more. Anyone interested in purchasing can get in touch with me, as he is blind and we have done most of the mailing for him. *Jerry & Jacqueline Coss*

**RALPH DILULLO**—Charlotte CT House, VA  
Here are my updates:

1. Oldest son, Mike, is making a going operation on our cattle farm.
2. Aviation Entrepreneur son, Mark, is well on his way with NASA "Hi Ice" Project.
3. Marine Major Son, Matt, is safely home from Afghanistan after a year as Company Commander of Bravo Company/1<sup>st</sup> Battalion/25<sup>th</sup> Marines. Thank God!
4. Jodie and I celebrated our 50<sup>th</sup> anniversary, May, 2011. We are well. March 2012 will be 14 years since my last flight on the 747-400 as Captain. Best wishes, *Ralph*

**DALE DOPKINS**—Hampshire, IL

Dear Leon, I want to add my words of appreciation to those of Ray Lahr, our treasurer, for RUPA's continuing support for the United Airlines Historical Foundation and the scholarship fund.

I was elected to the UAHF Board, way back when Kay McMurray was president. At that time we still had hopes of building a museum here on company owned land, just east of EXO, formally known as "Fort Fumble."

I hate to let go of that dream, but without major corporate involvement, it is just not possible. That corporate support does not appear likely, although it does appear that Continental is slightly more interested in the historical aspect of the airline than any of United's management has been for a long time.

Anyway, I just want you folks, who keep RUPA afloat, to know how much we appreciate your support, and myself personally, as the chairman of the William S. Arnott Scholarship Committee, for your continuing support of the scholarship.

Also, please find enclosed my check for my RUPA dues. I will do almost anything to beat the Post Office out of a few shillings, so I'm sending \$100 for four years.

Thanks again for your support and for your efforts for RUPA. It is greatly appreciated.  
Best regard, *Dale*

**AL FRENCH**—Cape Coral, FL

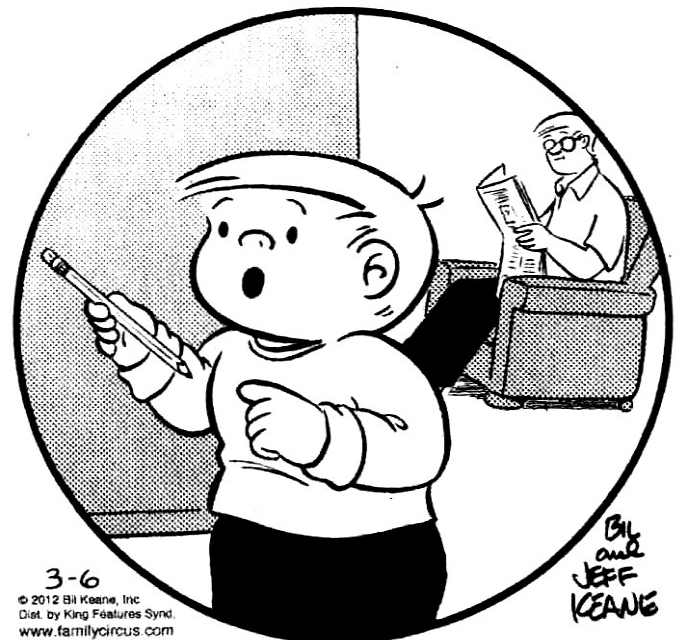
Eighteen years in retirement seems to have flown by in record time while enjoying the Florida life style.

I remember calling Sam Spade when I lived in Denver and he said he was on vacation. I asked him where he was going and after a short pause he said, "I live in Florida. Why would I go somewhere?" With the exception of a trip to Greece last fall, Kay and I feel the same way.

I'm still playing with the college jazz ensemble. Since it's a small music department, musicians from the community are invited to play if they can't fill a section. Playing is not as easy as it used to be, but I figure it might keep my brain from atrophy.

Thanks to all of you who keep the magazine going. Like some who have written, I don't recognize too many names any more, but still look forward to each issue. *Al*

## THE FAMILY CIRCUS | Bil and Jeff Keane



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**"Daddy said when he was a kid  
THIS was his computer.  
Is he joking?"**

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**JAMES GLENDENNING**—Mt Vernon, WA  
Have just returned from a month on the road - South America and Hawaii. I bought tickets to S.A. - much cheaper than I could have gotten on United, by the way. The Hawaii plans were made back in November so did not know what the pass situation would be. With the change in mind, I decided to buy my wife and daughter positive space and I would go SA. We left on 2/29 and returned on 3/8. When the notice came that the transition was to occur 3/3 I thought, "Well, this ought to be interesting." And it was.

On the way to Hawaii things went very well. I had chosen flights that showed at least 10 seats available and I was able to get on the two flights from SEA to SFO and SFO to HNL in economy plus seats. I was either the first or second SA to be given a boarding pass on each leg. Both airplanes had a few (10-12) empty seats. Pretty smooth operation.

I suspected things would not be that easy on the trip home. It wasn't. After some unsuccessful computer searching for the Skynet replacement, I found a phone number and was told I had to go to the flying together.com website to check loads and list for the return flight. The new format for loads and available seats on that site was not nearly as easy to interpret as the old Skynet web list protocol. After much puzzling over the various factors, I decided my best bet was to travel on a different flight than my wife and daughter, the 2205 flight from HNL to SFO, which was showing about 20 open seats. That would allow me to connect to the 0610 flight to SEA, which was showing many open seats, if I got on the HNL leg. It also gave me the 2359 flight HNL to SFO as a backup. I believed that I had listed myself as using one of my 8 annual vacation passes so that I would not be on the bottom of the barrel. Ha, that apparently didn't happen, as you will see! The boarding area was full of people and the boarding procedure began at about 2115. The boarding was interrupted by a 10 minute power failure in which the terminal went dark. (How about that? And why didn't the agents make any announcements of explanation or apology?) Most of the ticketed passengers were on board or in line to board when they began calling SAs. Quite a few had been called and many of the SAs were wearing employee ID cards. They announced the flight as full, but the agents then began searching the airplane for open seats. Apparently there is policy to fill an airplane up and not leave any SAs regardless

of departure schedules. (That is what it appeared to me was happening.) Finally it came down to seven SAs waiting for boarding passes. They called a couple, both quite young, and gave them boarding passes. That left two couples and me. Minutes passed as the agents searched the computers for any empty seats. Then they dispatched an agent to the airplane. When he came back he announced there was one seat left. They asked if either of the couples were willing to split up. They weren't, so I got the seat by default. 22E is in the middle of the airplane, but was an enhanced economy seat (more legroom - oh, happy day!) By the time the airplane left it was 40 minutes late, which meant I had a 25 minute connection in SFO. Bless the Captain's heart, he put the pedal to the metal and made up 20 minutes getting into SFO.

I arrived at the SEA leg's gate in SFO where they have a panel display showing SAs and their priority for a seat. I looked and found my name on the bottom. Welcome back "new hire!" There were plenty of seats and I was given an economy seat in a rather full economy seat area. As I boarded I saw at least ten open seats in economy plus. My thought was why didn't they assign me one of those? My request was for first class and I thought that meant you had requested the highest available seat type. Apparently not under this new system.

I don't like to bloviate (Oh, yes I do!), but I want to say a few words about this latest gesture of insult from our former (all of us now are serfs of the U.S. government via the PBGC) employer. First some background. I was hired in 1968. As a result of my age (35) at new hire and the struggles of the airline industry, I was never senior during my working years. Even after I retired in 1993 my date of hire was not that senior in relation to those above me on the retiree list. As a result I have seldom used SAs. When I have it has usually been during low travel demand months and on Weds or Thurs. In the last five years I have become senior enough on the retiree list that I am one of the first SAs to get a boarding pass on those few times that I attempt pass travel. During that time I have thought to myself, "Gee, those old guys were right. If you live long enough, you will finally enjoy the benefits of seniority." Well, the new policy has put me back in the position I was in as a new hire. They have stripped the last benefit that UAL promised us if we would be loyal and competent employees. The 85 strike, the divestiture of the pension plan, the ending of



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paid retired medical benefits, and now this. A long and ignominious list of employee abuse. There is no way to communicate how depressing and angering this is. I'm sure there are many others who feel the same way. The corporate world and government that we once believed would be honorable and ethical has shown that contracts and promises are not worth the paper they are written on. What a pass we have come to. I'm mad as hell, but I'm too old and broke to do anything but vent.

Thanks for listening. *Jim*

**BARNEY HAGEN**—Santa Rosa, CA

Last year when I sent the dues check, I also sent a message about Rie's back problems. I had asked if anyone out there had experience with the X-stop procedure for spinal corrections. I had at least 5 responses which helped us make the decision to proceed with conventional open back surgery that fused L-3, L-4, L-5. Some of the responses came by phone, some came by email. Robert Lawson phoned from Long Island because his wife had had the X-stop procedure done. Jim Coombs contacted us from San Francisco. Bill Atkins phoned. Dean Kramer phoned. And Skip Laroque phoned. It was truly heartwarming to find the feeling of a family out there who were willing to share their experiences.

The net result of their input, along with the statement from our Spinal Institute of Reading (PA) that they discontinued doing the X-stop procedure because they had to come back too often in the near future to remove the device and then do conventional open pack surgery.

Rie's open back surgery to fuse the three vertebrae was necessary because L-4 has slipped about 40% out of position, and the two involved discs had bulged to cause severe stenosis of the spinal cord. Dr. Banco was our surgeon and has a great reputation by word of mouth. The surgery went well except for the presence of severe scar tissue that had been caused when she had surgery done in January, 2011 at the Laser Spine Institute. During that previous operation, a dura leak had been caused. The repair left Rie's spinal cord with a large scar tissue that had attached itself to the spinal column. Fortunately, the vertebrae were aligned without the need for a cage between L-4 and L-5. We were told that the cage could probably not have been installed because the scar tissue was so heavy and in the way.

At any rate, the operation was a success, Rie was released from the hospital two days early, and I am now learning how to cook, vacuum, clean house, watch soaps, etc. We were warned that this could continue for months, so I should not learn to be too good at it.

Now I think that those all night DC-8 freighter flights in January through O'Hara were not really so bad after all!

My "Mad Dog Ski Gang" nickname was Bad Dog. We used to go 24 strong on ski vacations. Now only 3 of us still ski. The rest have turned into a sort of social organization, and they don't even do a very good job of that anymore. What the hell happened in the last 77 years?

Fraternally, *Barney*

EWRFO, DCAFO, JFKFO, CLEFO, ORDFO

**PAUL JEFFERY**—Edmonds, WA

Dear Leon, I was really irritated to receive your note about my being in arrears with RUPA! I was absolutely positive that I had sent my check in November! Well!! I hadn't.

Senility is great, until reality spoils it. Want to take bets on next year?

Sorry, *Paul*

**DON LESSNER**—Hilton Head Island, SC

Hi Leon, Many thanks to you and the whole crew for a job well done.

Rachel and I continue to enjoy good health, weather, golf and living in our little paradise Hilton Head Island, SC. We seldom leave because it is such a hassle.

We did go on a wonderful Holland American River cruise in September. Flew to Amsterdam and after two days of site seeing, we boarded the Noordam for the cruise to Prague. Two days there and flew to Brussels and back home.

After 33.5 years of flying and 10.5 years of retirement, I get to board after the guy hired yesterday!!! The Big 78 will be March 21.

Thanks again, *Don & Rachel*

**GARY MC GAUGHEY**—Denver, CO

Greetings, The seventy year birthday has arrived. Most often phrases I read in the RUPA journal are "I can't believe how fast the time is gone and other references to the passage of retirement years."

Well, 10 years since I set the brakes for the last time, it seems like yesterday. I am happy to report it has been a wonderful and fun 10 years.

I'm still flying the Super Cub, hiking, skiing, and camping in the mountains. About six months ago I started volunteering at "Wings Over the Rockies Air and Space Museum. It is located on the former Lowery Air Force Base. This has been a lot of fun.

I am enjoying my routine and don't plan any change. I love living in Colorado where you get to play in the snow and the sun melts it before you have to shovel it. I have no health issues which is a blessing and I hope you all are enjoying that same blessing.

Many thanks to the folks that put out the monthly journal, I read it cover to cover.

God bless you and yours. *Gary*

**MIKE HEPPERLEN**—Crystal Lake, IL

Another year has passed and both Peg and I are in good health. I have had no recurring problems with the TIA (mini stroke) that I suffered a year ago last September. Peg had a new hip installed this last September and with the new hip came some bursitis which has abated in the last few weeks.

My new project has been helping my retired Dentist

build his RV-7. It is coming along well. The engine has been hung and all plumbing has been installed. He should be flying around this time next year if it keeps going along smoothly. Some of the new light plane instrumentation puts the B-767 to shame.

The check is in the mail. *Mike*

**LAVERNE REU**—Inverness, FL

Leon, I'll take a chance on another two years.

I'm looking forward to some pass travel stories. Good or bad. I've just started buying tickets on another airline. Sour grapes make bad wine.

*LaVerne*

**GORDY RICHARDSON**—Wilsonville, OR

Hi Cleve: I just joined RUPA, I know, it's about time(?) and I was told by Ron Blash to include an activity letter. Hope this is OK.

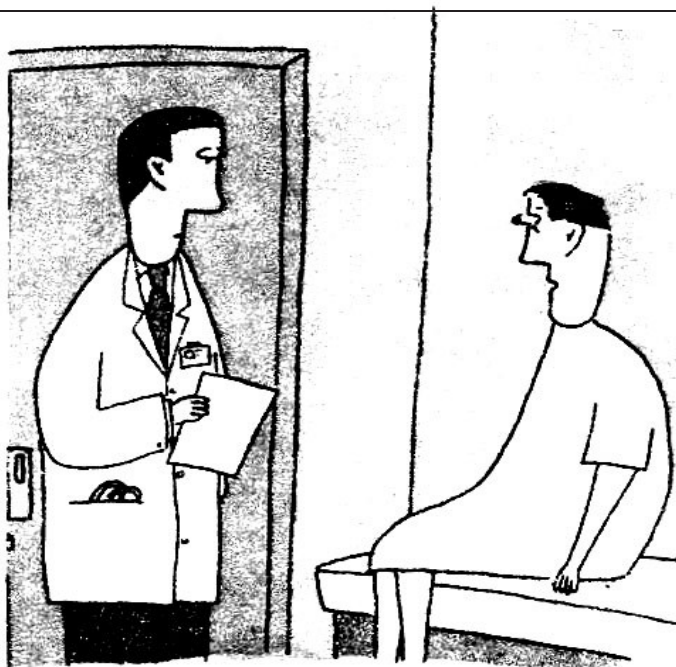
Hello all at *RUPANEWS*, this is Gordy Richardson alias 'Sam', LAXFO retired February 2008.

Ron Blash and the Oregon RUPA Chapter, "Columbia River Geezers" have given me an ultimatum, join RUPA or else(?), so sign me up! My apology for not having done so before now. I really hate these "All About Me" things ,but here goes.

My last flight as Captain was February 5, 2008 off the venerable, much maligned, but enjoyable DC-10. I was so attached to that lovely old girl that I actually flew three retirement flights to HNL as the crew desk had a Captain shortage that month.

The past 11 years have found me flying my dream: a Yakovlev 3UA warbird, performing at airshows in the Northwest and racing Unlimited at Reno with Jim McKinstry (UAL TK). Over the past 6 years we've reversed roles, and I'm now his crew chief and he's flying his Allison powered Yak 3 and 11. All of you UAL'ers who stopped and gave us encouragement, support and helped clean up, with your visits to the pits, thank you, it was great to reconnect with you all and get caught up on everyone's lives in retirement.

In 2006-07 had a part time job flying a Citation for Sunquest Charter out of Salem, OR, boy that was an eye opener from life at UAL. Spent several years displaying "Super Rabbit" a B-25J out of Salem, OR., and in 2005 began instructing and giving rides in the Collings foundation B-25J "Tondelayo" on the Wings of Freedom Tours around the US. In the



**"I do want to be healthy, but not so healthy that I miss out on my unhealthy eating habits."**

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last five years with Collings I've been flying their B-24J "Witchcraft and the B-17 "909" as a co-pilot.

Life has been good and I have been blessed with these opportunities to fly some of the world's finest airliners (13 schools at UAL), bombers and fighters for the museums.

It may sound unbelievable, but I got married in 2003 to a wonderful New Zealand gal who keeps me on the straight and narrow. She's a pilot and flies her Piper Colt and does her own owner assisted annuals with my IA oversight. We have a home in New Zealand that we frequent in US winters.

We fly our DHC-1B Chipmunk and PT-19 off a little grass airport (7S9) called Airhaven in Hubbard, OR near where we live. Ron Blash (UAL) and Gary Timm (UAL) fly their T-34 and Aeronca 7AC respectively there, and we play with the Stearmans, Ryans and Wacos on the field when weather permits.

In conclusion I would like to thank all you guys and gals I had the privilege of knowing and flying with over my 30 year career. Al Pregler (UAL) who taught me to fly, Gary Meermans, (Chief Pilot LAX) for the ATP, Claire Lee, Bud Granley, Jim Mc Kinstry to name but a few who put up with my unconventionalism, sarcasm, long hair and no hat, thanks fellas. I am grateful to have known you all and wish you the best in your retirements. Hope to catch up with some of you again one of these days at a RUPA gathering.

Cheers, and all the Best, *Gordy*

**PETE SAEGER**—Boca Grande FL

Well, I stuck my neck out and went for a 2 year subscription. That's about as risky as I get anymore.

11 years circling the drain since parting company with UAL and loving every minute of it. Jeanne and I both in good health, enjoying winters in SW FL, and summers in Summit CO. Colorado works for us! Still able to play lots of tennis, 300 miles a month on my \$65 Walmart bike and plenty of volunteer activities keeping us busy.

Our daughter moved here in 2010 and bought a little business which is thriving and it's a blessing having her close by.

Enjoy reading about everyone's activities and appreciate all the good work of the folders and stuffers.

Regards, *Pete*

**GINO SALEGUI**—Surfside, CA

Dear Leon, One of your delinquents is catching up with the rest of the group. No excuses other than two brain surgeries that tended to distract me from responsibility.

Fighting the Parkinson curse with the latest tools and "deep brain stimulation" by Medtronic is my weapon of choice.

Thus, a stipend for two years worth of RUPA (a bargain), is included with this note. Also, the directory data is perfect.

*Gino*, LAXFO '67-'95

**DENNY SCHAAR**—Rapid City, SD

Dear RUPANS, It's March again with another year added to my calendar of life, and time to update you on the latest goings-on in the Schaar clan.

It seems hard to believe that it has been 11 years since I set the parking brake for the last time, but, as it's been said, time goes fast when you're having fun. I must be having a ball then, because I don't know where the time has gone. We've been blessed with good health, so are feeling like youngsters, but not acting so much the part.

After retiring from TSA last year, I have been serving on our Church Board of Elders, as First Vice President of our Lions Club, and involved in activities with the Masons and the Shriners. I do leave some time in there for hunting and fishing though. Kathy and I did manage to make a few trips last year, driving to take in the North American Imperial Shrine Convention in Denver over the Fourth of July, and pass-riding to Honolulu in November for a break from the SoDak winter.

As I write this in mid March, the temperature is hovering around 70 degrees with no snow left on the ground, so I'm tempted to start our summer garden. That would be a bit premature though, because we usually get some heavy wet snow storms during March and April. The Black Hills National Forest has been experiencing a serious Mountain Pine beetle infestation that has resulted in a loss of about one third of the forest. Moisture is sorely needed to help mitigate the fire danger that will occur from all the dead and dying Ponderosa pine trees. Timber harvesters are trying to remove as much of the dead vegetation as possible, but it is very labor intensive and the financial resources to do so are finite. The only way to eradicate the pine beetles is an extended



period of sub zero temperatures and we didn't experience that this winter. So we'll have to wait for Mother Nature to run her course and try to stay ahead of the problem as much as is humanly possible.

The latch string is always out at our house, so if your travels bring you to the Mount Rushmore State, please drop in for a visit.

Warmest regards, **Denny** - ORD 1990-2001

### **JOHN SEAL**—Mesquite, NV

I've been in aviation most of my life. My brother Paul flew in the war as a Western pilot, ditto my other brother Gene, American. Our Dad flew his Waco in the Civil Air Patrol. My first flying lesson at age 16 and one month was in a 50hp J3 Cub, in October, 1944. It was off a short dirt and gravel strip. I was part of the "War Effort" as I was issued a priority gas ration card to drive to my flight training. (Sort of thing to put fear into the hearts of the Axis nations).

I flew various puddle jumpers right up to when I went in the Navy. I signed up in a Navy officer program where I went to college in 1946 for two years, then flight training in Pensacola in 1948. I really wanted to be an airline pilot, so in 1951 elected to go into the Navy Reserve. One month after I got my Honorable Discharge, I was off to UAL training in Denver, July, 1951. Wow!

After that I flew out of Newark. Spent a year flying, via various stops, between NY and Midway learning how to make wheel landings in a DC-3, and a lot of other good stuff. After a year I wanted to finish my degree so I left United and went back to the University of Utah.

Then, I also signed on with the Navy Reserve (Week End Warriors). I stayed with that for a total of 24 years Navy service, mostly flying the C 47, C 54 and C 118).

After college, I decided to return to my life ambition. I hired on with Pan Am on Jan 27, 1956. Flew the DC 4, Boeing 377, DC 7, 707, 747. Flew to all the continents, except Antarctica, and over all the oceans, touched down at a lot of the islands in those oceans.

When the Pacific buy out came along I had an opportunity to go United. It was like standing on the deck of the Titanic and the QE2 comes along and shouts, "Hey John, want a lift." Took less than a

nanosecond to decide!!!! Retired November 1, 1991. Seems like only yesterday. I couldn't have worked with better people or been treated better by any airline.

While flying the line I also flew general aviation aircraft, Bonanzas, 210, etc. After I retired, I built a Vans RV8 and a RV6. Neat little airplanes.

My oldest son followed in my footsteps, Captain 767/757 US Airways. My nephew Mike Seal retired off the triple 7 about 8 years after I retired.

Hey Mike, Thanks for getting me on board with RUPA.

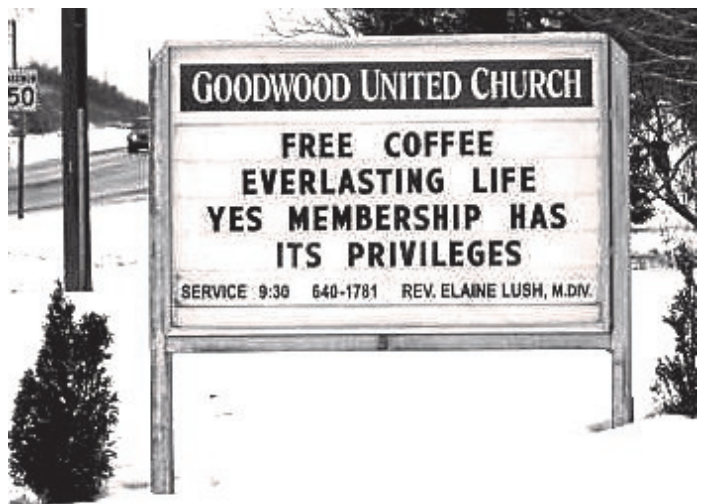
Some of you guys I flew with may know me as "Boyd," my middle name. Computers don't do well with middle names. *John Seal*

### **RON SHINKLE**—Salado, TX

Being based in MIA for most of my career I wanted to give a shout out to the South Florida RUPA members. First, reports of my demise were in fact premature. I am firmly established in my home state of TX. You may remember I had a medical episode down in Sao Paulo about a year after Andrew. I was out about 5 years before finally convincing the doctors I could return. Spent 3 years commuting to SFO to fly to SYD (seniority has it's perks) until another episode grounded me for good.

But enough about me...let's talk about flying. I see in the last newsletter a couple of names that remind me of the good old days.

First from the Southwest Florida group is Don Sullivan. I had the privilege and honor to serve as F/O on Don's retirement flight from ORD-MIA. I had the good luck to serve as F/O on retirement flights into and out of SYD in later years but none as



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memorable as Don's last flight. It was good to see his name and hope all is well.

And from the S.E. Florida Gold Coast group it was good to see Capt. Bill Lancaster's name. Bill and his almost constant sidekick at the time Dave Dryer and I as S/O found ourselves on the 727 many months together. (I hope the statute of limitations has run out on this story.) Back in those days the flight attendants had their own cockpit keys and would often enter unannounced. Also, because they served a long and luxurious first class service, they found themselves under quite a time constraint by the time they could break away to look in on us. So typically what we heard was the cockpit door being slammed open followed by, in a rather loud voice, something like "You guys want something to drink?" Now this is in no way meant to disparage our wonderful flight attendants. In 25 years I had not a single incident where they were not most competent and professional. It's just that on our rather short flights they were pressed for time. That typically tended to make their entrance rather dramatic. So there she stood (here I am not being a chauvinist, it's just that back then they happened to be all female) in the middle of the cockpit after making her rather elaborate entrance, patiently waiting for our acknowledgment. It was now that Bill invariably would lean forward toward the glareshield and, in his best W.C. Fields impersonation, say, where only Dave and I could hear, "Keep it up. It reminds me of home". Dave would immediately take this opportunity to attempt to make a visual inspection of the right wingtip, so as not to be seen laughing. I of course, no matter how many times this scenario repeated itself, found myself laughing out loud accompanied by my shoulders uncontrollably hopping up and down. My rather inappropriate response to the flight attendants benign query never failed to leave her with a puzzled look. This entire scenario took perhaps 10-15 seconds to play out and the results were always the same.

Ah, the good old days. Thanks to all those guys in MIA for all the laughs. You know who you are. Remember they can't take these away.....

*Ron Shinkle*, LAX, MIA, DEN, SFO

**WHIT SIMPSON**—Nashville, TN

The first decade of my retirement is coming to a close. It seems like eons ago that I landed the beautiful 777 on 9R at ORD for the last time. Now all of

my landings are in my Cessna 182. I even have a Garmin "Magenta Line" to follow in the Skylane. Light airplanes have finally caught up with the "Big Boys." SMILE!!

All is well in Nashville with Darlene and me. I hope everyone has a Great Year and stay healthy. 25 BPGC dollars are heading your way via "Snail Mail." Thanks for all you do! *Whit*, Class of 2002

**ELLEN THOMPSON**—San Francisco, CA

Hello, Leon, Great to see you at last Wednesday's meeting.

I just got the latest *RUPANEWS* and was interested to see the cover aircraft, the De Havilland Rapide. This was the first aircraft my husband, Ken, ever flew in. Among other things, it was used by the RAF to test potential aircrew for susceptibility to air sickness. The candidates were taken up, subjected to some yank and bank and if they successfully managed to avoid becoming ill, they were qualified to enter aircrew training. Of course, with a casualty rate of nearly 50%, being an aircrew member had its drawbacks.

I noticed that there is a Rapide based in Yolo County. We are now motivated to go see that aircraft. What a trip down memory lane that would be for Ken.

Hope to see you next month. *Ellen*

**TERRY TRUE**—Libertyville, IL

The past year has been challenging to say the least. Last May I was terminated as CE560XL PIC by Landmark Aviation, since the owner of the aircraft I was flying decided to move to another certificate holder. I entered the "contract pilot" market and had some limited success with several Part 91 operators. As those of you who have searched the aviation websites know, full-time flying jobs are few and far between unless you are willing to relocate. (Like to the Far East or South America.) Fortunately, I have recently accepted a part-time position with an operator at my old base of KUGN. They need an SIC occasionally and are willing to pay for an annual recurrent. Not much salary-wise, but at least I can keep flying.

May was also the month when my wife, Jerry, had surgery to remove a malignant tumor. Our son's wedding was nine days after the surgery, but she toughed it out and made it to the ceremony. The

prognosis is good and she hasn't had any reoccurrence to date. However, her knee has been giving her problems for some time, and it was recommended that she have knee replacement surgery. (Of course, being a United F/A probably aggravated the problem considerably.) At any rate, she had the surgery in October, and what was supposed to be a three day hospital stay turned into two weeks when complications caused her digestive system to shut down. After several months of physical therapy, she returned to flying in March.

Like everyone else, we have been watching the CO takeover (merger?) with great interest. The consolidation of reservation systems last week has caused many problems. The F/A's have noticed an increasing level of frustration and irritation among the Premier and Elite passengers. Hope that management will get their act together, but I wouldn't hold my breath. Sure makes one long for the "good old days."

Until next year, keep the grass under your feet!  
**Terry True**/ ORD, LAX

**WALLY TWEDEN**—Portland, OR

Sensitive to the convalescence from shoulder replacement surgery Leon was going through, I included a best wishes note with my annual RUPA dues. We learn early in life to avoid volunteering, but sometimes it takes different forms. Leon saw my solicitousness as a symbol of availability. He phoned me while he was on holiday in the Islands, and persuaded me to pen a few words for *The RUPANEWS* regarding my employment as a ground school and simulator instructor for Boeing.

I have been a contract instructor for Boeing for over four years. While we don't technically work for Boeing, but rather a separate services provider named PDS, Boeing trains us, schedules us, and pays us - indirectly. Contract instructors are identified as a PSIP - Purchased Services Instructor Pilot. While there are PSIPs in all Boeing fleets, the majority of us work in the 777/787 fleet. (For those who may not know, the 777 and the 787 are a common fleet, requiring only a five-day differences course from one to the other.)

Instructors are assigned to conduct training at any of several Boeing training facilities around the world. Training is also conducted at various customer training centers. There are Boeing training facilities

in SEA, ATL, MIA in the US and the company has used some other leased facilities. Internationally Boeing has centers in London, Singapore and elsewhere, and conducts training in customer facilities in Hong Kong, Japan, China, UAE (Dubai), Korea, Qatar, Australia, and others.

A PSIP can live wherever desired; one of our instructors lives in Montevideo, Uruguay, another in France. Boeing provides transportation to and from for all assignments. A typical class, either ground school (procedures training utilizing a fixed base simulator) or full flight simulator training takes about two weeks. While Boeing would like to realize the economy of longer assignments, and I have enjoyed extended deployments in several locations, two weeks is about the minimum assignment. However, you decide when you are available for assignment. Additionally, permanent rotating assignments are available with some customers.

Boeing pay is competitive, and better than many others. There is premium pay for international assignments. They provide hotel accommodations and travel, and pay a daily per diem to cover meals, laundry, tips, and incidentals. This per diem varies with the local economy. Pay for domestic work comes through PDS, which deducts income taxes, Social Security taxes, and Medicare taxes. PDS pays weekly if the instructor (you) submits their pay request in a timely way. International work is paid through a company on the Isle of Man, Cambridge Communications Limited, CCL, and is submitted and paid bi-weekly. CCL pays gross pay; no deductions. Taxes are the responsibility of the instructor. Boeing is embarked on a mission to provide comprehensive operational training to operators around





the world. This is in addition to the entitlement training that they have always provided to buyers of their commercial aircraft. They have benefitted significantly from the experience of their retired airline cadre, many of whom have been instructors or training managers at their former airline. I have found the work to be challenging, fulfilling, and enjoyable. As has often been the case in training, the challenge is to keep everyone standardized, either to the Boeing training syllabus or to that of the specific customer buying training services.

The modern trend in training is to have the instructional program designed by a team of experts who prepare the lessons for presentation via computer-based briefings and/or power point presentations. This insures that the training contains all that Boeing or the customer desires, and that it is standardized to a high level. Instructors are permitted to supplement these presentations with their own techniques, as long as they are consistent with the intended content.

Are there any negatives? Of course. One, for me personally, is the constraint placed upon the instructor when required to use a proscribed briefing, but that currently exists only in Dreamliner (787) training. In addition, while this work is part-time in the sense that you decide your own availability, it is full time when on assignment. And, unless you live in a city where training is conducted, you always leave home to work; but, of course, you are used to that. And, as you know, they use those training devices most hours of the day and night, so work hours are varied.

I can recommend this experience to anyone who has an interest in sharing their wealth of experience and knowledge with newer, younger aviators. It is a great opportunity to work with people from all around the world. If you have such an interest, the boeing.com website has an employment link. Search jobs under Flight Operations – Training.

**KENNETH WHEELER**—Zanesville, OH  
Just about to complete 15 years of retirement and looking forward to number 16. The Lord has richly blessed me and my family.

Last May my son completed his associate degree in law enforcement and public safety at the University of Akron. In September he was hired on by Homeland Security at CAK and loves it. He is the current Safety Chairman there. He and his wife have a son and a daughter and three granddaughters who are

extremely intelligent because they think their great grandfather [me] is just about right.

Our daughter lives in the Columbus area and works for Senior Independence home health care. Her son will receive his masters degree in a couple of weeks from Ohio State University in psychology, and will be working as a family counselor.

Nancy and I are fighting arthritis. We now have his and hers lift chairs so we can have races up and down. I'm not too bad but she must use a walker to get around.

I still have the country music band, but my guitar playing days are over. I still sing with the band and with the barbershoppers and last fall was voted into the Hall of Fame for the Ohio Country and Western Music Association. It's just a matter of outlasting the rest of them!

People ask me if I miss flying. I say no. In 39 years of flying I've done most things that can be done in an airplane, except bend metal, and I don't want to press my luck.

I thoroughly enjoy the monthly *RUPANEWS* and the Cleveland Crazies get-togethers. Keep the nose up in turns and the shiny side up.  
Hummmmmmmmbly, **Ken** June '65 - May '97.  
DENTK,ORDFO, CLEFO, ORDFO.

**JIM WILDER**—Roxbury, CT  
Greetings to all, Mostly life is busy and routine. Been using pass travel to visit children and grandchildren every couple of months. Even pass traveled on March 3rd (PSS day); had to relist when we got to the airport but it worked.

Thanks to all who keep us informed and connected.  
*Jim*

## IN MEMORIAM

**KENNETH J. BREITSCHOPF**  
Ken passed away in Mountain View, CA Feb. 20, 2012, at age 93.

He was born in St. Paul, MN on Dec. 4, 1918. Ken joined United Airlines in 1942 as one of the original Tracy Aces. He flew for United for 37 years and retired in 1978 on the 747.



Ken married Mary Agn Boyle, who preceded him in death in 1963. Ken married again to Marion J. Papendorf, a stewardess for United. They enjoyed a life together of extensive 'travel visiting exotic locations such as Turkey, Russia, Chili as well as many European vacations and world cruises. A longtime member of the Palo Alto Elks #1471. In his later years Ken enjoyed the California sun and a glass of good wine.

Ken is survived by his wife, Marion, a daughter, and granddaughter. Ken will be greatly missed.

### **AUGUST H MILLER**

August H. Miller, 90, of Scotch Plains, N.J., died peacefully at his home on February 22nd, 2012.

Known to everyone as "Augie", he was born on February 12th, 1922 in Yukon, PA. While he was receiving flight instruction at Fairmont State College (W.Va), World War II broke out.



Prior to being commissioned in the spring of 1943, he served as a civilian instructor to Army Air Corps pilots. He spent the last year of the war flying "The Hump"- hauling fuel and supplies from India to China across some of the most dangerous terrain in the world, the Himalayan Mountains. He flew over 100 of those flights, flying at 20,000 feet in violent weather conditions, in an unpressurized cabin without radar control. He was a member of the Hump Pilots Association.

After the war, in 1948, Augie became a pilot for Capital Airlines which later merged with United Airlines in 1962.

He also served as a fighter pilot in the Pittsburgh Air National Guard until the end of the Korean War. Augie retired from United Airlines in 1982 after 33 years of service. Following his airline career, he continued to pursue his passion and flew his own small aircrafts. Augie was a longtime member of *ye Anciente* and *Secret Order of Quiet Birdmen*.

Augie is survived by his wife Margaret, a daughter, s son, and five grandchildren.

### **BRUCE H. OHLSON**

After a brief struggle with illness, Bruce "Swede" Hjalmar Ohlson took his last flight west for his final check on February 4, 2012

Bruce was born on April 23, 1931 in Huntington, West Virginia.

Bruce enlisted in the US Navy and attended flight school courtesy of Uncle Sam. He was commissioned and assigned to VP- 4 as a plane commander and flew anti-

-submarine patrols on 2 tours of the Far East. Bruce continued in the Naval Reserve and retired with the rank of Commander. After Active Duty, he worked briefly for Mohawk Airlines. He then flew for United and retired on the 747 after 36 years.

After his retirement from UAL, Bruce indulged his passion for Amateur radio. Bruce was a member of the Washoe County search and rescue team, helping to coordinate their communications from a mobile radio shack.

Bruce is survived by his wife of thirty years, Diane, one son, two daughters, and 6 grandchildren.

In lieu of flowers the family asks for donations to be made to the Leukemia and Lymphoma Society in Bruce's name.

### **LEWIS E. SCOTT**

Lewis passed away November 8, 2011 from a short battle with cancer.

Lew flew A-7s off the America during the Viet Nam era. He started with United in October 1969.

Lew is survived by his wife, Judith, two sons, two stepdaughters, and seven grandchildren.

### **JOHN F. WILHELM**

My husband Capt John F. Wilhelm(Jack) died February 27, 2012 from treatment induced Myelodysplastic Syndrome. Jack was sprayed with Agent Orange in Vietnam. He thought he had escaped any ill effects of the Agent Orange but five years ago he was diagnosed with Mantle Cell Non-Hodgkins Lymphoma which was attributed to his exposure.

Jack flew for United from 1986 to 2004 and until his death he worked for the FAA in Minneapolis.

Thank you, *Candace Wilhelm*





Lewis E. Scott	Nov. 08, 2011
*Ronald L. Pulliam	Dec. 12, 2011
*Gene H. Johnson	Nov., 2011
Bruce H. Ohlson	Feb. 04, 2012
August H. Miller	Feb. 19, 2012
Kenneth J. Breitschopf	Feb. 20, 2012
John F. Wilhelm	Feb. 27, 2012
Walter F. "Woody" Woodruff	Mar. 01, 2012

*\*denotes non-member*



### HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds, - and done a hundred things  
You have not dreamed of - wheeled and soared and swung  
High in the sunlit silence. Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air....  
Up, up the long, delirious, burning blue  
I've topped the wind-swept heights with easy grace  
Where never lark or even eagle flew -  
And, while with silent lifting mind I've trod  
The high untrespassed sanctity of space,  
Put out my hand, and touched the face of God.

*John Gillespie Magee, Jr., September 3, 1941*

#### **United Airlines Retired Pilots Foundation, Inc.**

Send memorial and other donations to: Capt. Bernard "Bernie" Sterner, Treasurer  
839 Euclid Avenue, Villa Park, IL 60181-3328, 630-832-3002





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## **RUPANEWS Deadline: 15th of Each Month**

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### **RUPA's MONTHLY SOCIAL CALENDAR**

#### **Arizona**

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188

Tucson Toros (Jan. 24, 2012)—*Tucson Country Club* - Randy Ryan, 520-797-3912, randyryan40@msn.com

#### **California**

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691

Los Angeles San Fernando Valley (2nd Thurs, Odd Months)—*Mimi's, Chatsworth* - 818-992-8908

Los Angeles South Bay (2nd Thursday, Even Months) - *Hacienda Hotel* - 310-821-6207

Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747

San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420

San Francisco Bay-Siders (2<sup>nd</sup> Tuesday)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590

San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

#### **Colorado**

Denver Good Ol' Boys (3rd Tuesday)—11:30am *American Legion Post 1* - 303-364-1565

#### **Florida**

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797

S.E. Florida Treasure Coast Sunbirds (2nd Tue. Nov thru Apr) - 561-756-4829

S.E. Florida Gold Coast (2nd Thursday, October thru April)—*Galuppi's Restaurant & Patio Bar*

S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112

Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

#### **Hawaii**

Hawaii Ono Nene's (Last Thursday)—*Mid Pacific Country Club*

#### **Illinois**

Chicago Area (1st Wednesday, Mar, Jul, Nov)—*Wellington Restaurant, Arlington Heights* - 630-832-3002

McHenry, IL [ORD] (2nd Tuesday, Jan, May, Sep)—31 N. Banquets & Conference Center - 815-459-5314

#### **Nevada**

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175

Reno's Biggest Little Group (3rd Wednesday)—*Sparky's Sports Bar* - 775-787-9669

#### **New York**

New York Skyscrapers (June)—*Montclair Golf Club, West Orange, NJ* - rupapetesoman@optonline.net

New York Skyscrapers (October)—*The Assembly Steak House, Englewood Cliffs, NJ* - 203-322-0724

#### **Ohio**

Cleveland Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

#### **Oregon**

The Columbia River Geezers (2nd Wed. of every odd month)—*Macaroni Grill, Clackamas, OR*

Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com

The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

#### **Washington**

Seattle Gooney Birds(3rd Thursday)—*Airport Marriott* - 360-825-1016

#### **Washington D.C.**

Washington D.C. Area (3rd Thursday, Jan, Apr, Jul, Oct)—*Marco Polo Rest, Vienna, VA* - 540-338-4574