
rupanews



Journal of the Retired United Pilots Association



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Send your \$25 renewal check (made out to RUPA) and/or your updated information to:

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The P.O. will only forward the "NEWS" for 60 days, so tell everybody!

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PRESIDENT'S LETTER

The company has decided that the three travel desks RUAEA and RUPA have supported over the years at SEA, PDX, and ORD will no longer be authorized and that this free travel service to employees and retirees will end May 31st. Your only option for telephone help will be with the company who, after May 31st, will charge \$25.00 per call! For those of you without internet capability or other internet help will have to plan accordingly! Both RUAEA and RUPA have tried to persuade the company to waive the fee or at least postpone the fee until all or most of the travel pass issues are resolved, but the “bean counters” say “no”! “Service” will be paid for!

To date the company still has not notified the UAL retiree groups about the planned procedures for obtaining retiree IDs. We do know there will be a fee and a picture required - the locations for processing IDs has not been announced.

In the United website there were two dates for the deadline to certify dependents for healthcare coverage - April 27th and July 27th. According to UAL's Darby James the July 27th date is accurate and the April date has been removed.

Thank you all for responding to our convention survey. As the results are completed we will evaluate and make a decision. For those of you living in the Washington D.C. area or planning on visiting the area in October RUAEA's convention is October 3rd – 7th. Check www.RUAEA.org for details.

We continue to work closely and jointly with the three UAL retiree groups and the three CAL retiree groups. In working together we represent a majority of the retirees. With the continuous communications among the retiree group officers, and with UAL on individual basis, we continue to draw attention to problems and issues affecting our retirees. While we advocate for changes in policies, which has proved frustrating and non-productive, we will keep the dialogue and pressure on for as long as necessary.

Happy Father's Day! *Phyllis Cleveland*

Pending Vacation Passes/ how to restore them if unused after RES is cancelled

Since United's implementation of Shares, pass travel problems continue to affect our Members. We have received a number of questions concerning the restoration of Vacation Passes, in United's employeeRes, after the cancellation of a reservation. Each time a Vacation Pass is selected to be used, it is placed under “Pending Vacation Passes”. Once the pass is used, it is placed under “Used Vacation Passes”. If the pass is not used, or the reservation is cancelled, YOU must contact the Employee Travel Center at:

(713-324-7277 or 866- 359-3727)

They must run a specific program to bring the Pending Vacation Pass “out of suspension” to credit it back to your Vacation Pass Allocation.

—————→ ***Do not send money to the Editor, letters only, please*** ←————
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or

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.....

Dues, Address changes, Snowbirds & Others:

The Post Office will forward the RUPANEWS for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods:

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

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

ABOUT THE COVER

This Ford Tri-Motor (N414H, 5-AT-74) was acquired in 1977 by John Seibold, former co-owner of Grand Canyon Airlines (GCA) and founder of the modern Scenic Airlines. The aircraft now spends most of her time on the ground giving visitors a good close up look at her corrugated aluminum skin, external control cables, immaculate authentic interior and beautiful radial engines. She has a wingspan of 77 feet 10 inches (only a few people ever notice that her left wingtip is squared off and not round), a length of 49 feet 10 inches, and a height of 13 feet 8 inches. She burns about 80 gallons of fuel an hour. Not as heavy as she appears, she is only 9,188 pounds empty and certified up to 13,250 pounds max. She would typically carry up to 15 passengers and 2 crewmembers.

CENTENARIAN UAL PILOTS



We have a tremendous amount of aviation history within our RUPA pilot membership. Because this memory is fleeting I thought we would try and capture some of that history in mini biographies starting with our members who have attained their 100th birthday!

Our first centenarian pilot is David H. Ellis who was born in Tacoma, Washington and presently lives in Sacramento with his wife Joanne. He started flying lessons in 1935. His first military solo was in a Wright J-5. Before his career with United he flew Cubs, Cessnas, and other small general aviation airplanes. He started his professional aviation career as a mechanic and F/E for the USAF - later becoming an F/E for UAL. Through-

out his career he was based in PDX, SFO, LAX, DEN, CHI, and SFO. When asked about any significant aviation events in his career he stated he was the "... F/E on the first UAL jet in service on William Patterson's return to Hawaii, he had left HNL on an early DC-6".

For all you other centenarian pilots please drop me a line and I'll forward a mini questionnaire to you for your completion. Phyllis Cleveland

THE END OF THE TRAVEL DESKS

Over the last 10 to 14 years RUAEA and RUPA have supported three Travel Desks, SEA, PDX and CHI to assist pass travelers with listings. These volunteers had proved very helpful to those without computers and those enroute and needing to making changes. With the change to Shares initially equipment and training were setup in SEA and PDX but last the company decided to deny access to Shares for these locations. Consequently they, all three, closed operations on May 31.

We appreciate all the work these volunteers have done over the years. Ron Bertacini, President RUAEA

PICKLES | Brian Crane



SECRETARY/TREASURER'S REPORT

This is the "once in a while" report from your lazy Sec/Treasurer, with a picture of his little two seater.

For those curious, after what I called my four "lights out" procedures last year, I am now recovered as much as possible and I have been told with the shoulder, it will take a year. It's not up to full strength yet, and not having used it for about three months, I was surprised I had any strength at all. But, I am progressing. When I saw my shoulder surgeon December 14 I said with a smile, "Well, guess I don't have to see you again," and he smiled back, "Oh, you will come back once a year as these don't last forever."



Not what I wanted to hear. The surgical biopsy on November 30 was most interesting, and probably most lucky for me, as I had the best pulmonologist and lung surgeon at CPMC, and the biopsy said it was the dreaded Valley Fever. Hmm, it's otherwise known as South West Dirt Fungus. It's very serious down in the AZ area, and West Texas. How did it find me??

I have requested that members furnish us with their UAL File Numbers and the numbers are dribbling in. For 49 years, RUPA did not keep or ask for file numbers, but they seemed to be on a small percentage of checks. I got Ms Nicole to add a spot in the data base so that, if it becomes necessary in the future, we'll have them. Thanks to those who have sent them in. When I send out emails asking for file numbers, I sometimes find them bouncing back to me and then I have to call the member. I understand as RUPA is probably at the very bottom of important things to remember when changing e-mail addresses. If you were PAA or EAL or Capital, just put a note in for me. It's interesting to see who came from where. We're not going to ask if you came from Canada. :)

For snowbirds, or others changing addresses, here is something to remember. Editor Cleve closes out the News on the 15th of the month and, within a week, Wendy in Denver will e-mail me saying the printed copies are here and can she have the mailing labels. So I send them, and after that, if we receive a change of address, we can only hope and pray that the Post Office will forward that month's *RUPANEWS* to you. I wait until the last possible moment to send the addresses in order to accommodate as many changes as possible.

The *RUPANEWS* is being sent to the seven domiciles. We haven't added any of the CO domiciles yet, as we thought that might seem a little pushy. The domiciles appreciate what we do, and I always add some of the brochures with the News. We are sending copies of the *RUPANEWS* and brochures to six working pilots, and one working F/A who flies to Beijing with senior folks. They tell me they are taking the News on their trips and leaving them giving us free advertising. So the word is getting out and, in December, I believe we have about 13 hitting age 65. We have also had a few retire early and join RUPA.

Last, and definitely not least, check out our wonderful website at www.rupa.org. Also of interest might be the RUAEA web site, www.ruaea.org, and the RAFA web site, www.rafa.org. Kirk Moore of RAFA has done a great job of getting material out regarding pass travel, some of which we have added to our web site. Another site of interest might be the RETUP discussion group. Contact Charles Tolleson, bi-bag@comcast.net for information about joining. However, one must be a retired pilot.

HACKING IN ALERT. Over the past year or so, I have received unsolicited e-mails advertising nothing that I was interested in buying. What happened? Someone hacked in to an e-mail account, and started using the owners address list to send out the unsolicited websites. Ironically, most have been on AOL, and one is on Yahoo. How do you avoid the problem? Make sure you have a password that's not easy to guess.

Combo's of numbers and letters works for me, and mine was assigned after I had some problems. Oh well, good luck, and keep those checks and letters coming. Send the checks to me, and the letters to Cleve. Make your check payable to RUPA, and address the envelope to: RUPA, PO Box 400, Vineburg CA 95487-0400.

Leon Scarbrough



United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"



In 1943, United's utilization averaged 10 hours and 47 minutes per day per plane or 87.8 % of United's total payload capacity for the year. War-traffic priority passenger travel was 64% of the total, increasing during the year and in December it was close to 100% on certain sections of the system.

In 1944, United's percentage of priority passenger travel was 74%, the highest of any U.S. airline. Large numbers of civilians and others without priorities were deterred from air travel by the uncertainty of seating availability. With passengers being boarded according to priority, the operating staff was given the task of informing non-priority passengers regarding the most favorable flight-times and schedules for their flights. When it was necessary to remove non-priority or low priority passengers, the staff attempted to arrange alternate transportation or hotel accommodations within limits of the congested conditions of passenger trains and hotels.

From Sept. 1944 United News & 1943 & 1944 Annual Reports. 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

Marvin Berryman DENTK Retired

DANA POINT RUPA MAY LUNCHEON

Southern California exists next to the Pacific Ocean with basically a Mediterranean climate, with a slight California “twist.” As such, those of us who have lived here for a time are well familiar with the “May Gray” and “June Gloom” that generally starts out the summer season, and is brought to us by the infamous Cut-Off Low. And so, our Tuesday luncheon at the Wind and Sea Restaurant started out beautifully as the morning stratus layer gave way to a warming sun and mid-70s temperatures, allowing us to enjoy our usual dining experience, gazing out at the fantastic harbor milieu from the umbrella covered veranda. But sure enough, as the 1330 adjourning hour approached, so did the incoming puffy wisps of clouds and a somewhat cool, chilly breeze, which signaled the return of the evening’s stratus layer once again. Ironically, after the group adjournment, and travelling just a scant mile in from the coast, we again experienced the warm 70- and 80-degree temperatures which this area is noted for.

Because our meeting date (2nd Tuesday) was so early this month, my May issue of the *RUPANEWS* only came in the mail after returning to my home after the luncheon. I have to say that with just a quick glance, I noted that several of the other luncheon groups had stolen my thunder in trying to compile a report of the day’s doings. It was like “Déjà vu all over again.” That is, that we all seem to have one thing in common, and that is many of the same concerns and confusions about Travel and other benefits that all the other groups also discuss. And so it was with our Dana Point group who seemed to feel that they would hold in abeyance any travel plans until all the “dust settled.” The difference in this issue of the NEWS was that our capable and beloved editor took pains to include a wealth of information that he has compiled from many sources, to help us dig through the complicated mess which has kept many of us from using one of the single benefits we anticipated for our retirement years.

We did have other topics and stories which were discussed, foremost among them being the Can You Top This syndrome, when talking about our various aches, pains, ailments and procedures we are currently enduring or expecting to encounter.

Our usual coordinator, Ted Simmons, was once again absent, but because he was traveling all the way across country (not by air, of course). I guess with many places to visit, air travel is a real hassle, so he and his wife, Gwen, decided to go via the long slow natural way by driving. The rest of us, a total of eleven, had to just be content with the wonderful food and service provided by the Wind and Sea and our super wait person, Laura, who has handled our needs, food-wise, for several years.

The group included Bruce Dunkle, Bob Fuhrmann, Denny Giese, John Grant, Rudy Haluza, Jack Healy (our senior member at 92), Bob McGowan, Al Pregler, Bill Rollins, Bill Stewart, and today’s scribe, *Joe Udovch.*

THE INTREPID AVIATORS OF SOUTHERN OREGON

We had our lunch today at the Olive Garden and on arriving found they had given our room reservation away! Apparently, though we had been told that they could accommodate up to twenty, I had listed us at up to twenty and they now claim the room doesn't hold that many. Though they cancelled us they neglected to call and let us know, and in any event, we didn't have twenty. They put us in the middle of a large room with diners and noise all around. Not a good solution.

Sooo, back to square one. For our entire group, please use the 'reply all' key to express your ideas and wishes. Over the next couple of weeks we'll look into other options. Rob suggested the Rogue Valley Country Club which would be great if they'd take us. We'll inquire and get back to you all. Another would be to return to the Pony. Marty and I had lunch there a week or so ago and spoke with Chris. He said if we give a call he'd be happy to set up a table for us and bring in additional chairs for our group. Black Bear Diner is another place. What are your wishes? We had originally thought we were doing more harm than good for their business at the Pony when we took most of the chairs for our group, but if they can get others we could return there.

To a better lunch next month where we can, hopefully manage a conversation between each other.
Cheers, *Bob Niccolls*

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

Another beautiful Treasure Coast Sunbirds Luncheon was held at Shrimper's Restaurant on Manatee Pocket in Stuart, FL on Tuesday, May 8th, 2012. Once again we were blessed with a glorious sun-shiny day with a gentle breeze as we sat at water's edge here in Southeast Florida. What the H---, somebody has got to do it,

Right? :-/ ...so it might as well be us!!! 🍷

As you might expect, much of the conversation (as usual) had to do with the Pass Travel Policy, the constant changes, the lack of consistent information..... and ALL of the Frustration and Disappointment involved that we are all experiencing. We did talk 'some' about our Summer travels and plans along with a variety of things involving our own Personal goings on. Nothing really of any significance for any of us.....just the usual 'stuff.'

Those of us who attended and experienced the GR8 food and ambiance provided by The Shrimper's location were: Ted Osinski, Bill Cole, Dick Starita, Len Chamberlain (welcome back Len, it's been a while), Del Gartner, Jack (The World's Greatest Airline Pilot) Boisseau, Jim Dowd and myself, Bob Langevin.

Our June Luncheon will be on the 12th and once again will be at Shrimper's. If you happen to be in the Stuart area and would like to join us (11:30 AM - start time) we'd love to have you. Our plan is to CONTINUE our Luncheons throughout the Summer months. Needless to say, our turnout will be down somewhat....but what we lack in Numbers, we make up for in Frivolity and BS!!! Have a Safe and Happy Summer with good travels and perfect beach and boating WX as well. Take it EZ for now and I'll be back in touch with all of you next month, may the Good Lord willing.....Best Regards, *Bob Langevin*

CLEVELAND CRAZIES APRIL LUNCHEON

A beautiful Ohio April afternoon and 8 of the guys and 2 wives gathered at TJ's in Wooster to break bread and embellish the stories.

The usual wonderful food and libation and terrific service by our favorite waitress, Vickie, accompanied glorious tales of survival training at -52 degrees in igloos built by the trainees themselves. Others chimed in about Reno Stead and the jungles of the Philippines. We flew everything from Vampires and SA-16's to C119's and F101's -and traveled country from Viet Nam to Hunter Air Base. Wonderful stories in the retelling.

A bit of Pirate and Cat humor and Gill Robb Wilson's poem, Buckaroo, surrounded the always reliable Kenny Wheelers stories and jokes. A bunch of readers in the group. Titles like Fighter Pilot, The Shepherd, To Kingdom Come, Everything but the Flack and Reach for the Sky came in to the discussion. All in all a most pleasant time.

Joining in the frivolity were; Vic Popelars, Monica and Jim Burrill, Phil Jach, Dorothy and Bill Christie, Joe Getz, Kenny Wheeler and his son Bill, and scribe pro tem *Dick Sanders*.

Join us if you are in the area on the 3rd Thursday of each month. Fly in's welcome.

PICKLES | Brian Crane



THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our April 19, 2011 luncheon was held at the Marco Polo Restaurant located in Vienna Virginia. Members and their guests met to chitchat 45 minutes prior to the luncheon.

After dining, we were presented with an excellent presentation by Grant Begley, Captain USN (Retired). Grant A. Begley is a director of AUVSI. AUVSI is the Association for Unmanned Vehicle Systems International. AUVSI's mission is to promote and support the unmanned systems community through communication, education and leadership. His presentation included a breakdown of the rapid increase of unmanned aircraft from 30 in 1992 to 167 in 2002 to presently over 8,000. We also saw a short video of various unmanned air and ground vehicles. The presentation was very interesting and thought provoking.

This was Captain Begley's second appearance at our luncheon. Last April he described the history of Libya under the rule of Muammar al-Qaddafi, and the strike against Libya in retaliation for the Libyan sponsorship of terrorism against American troops and citizens.

A special thanks to: Hal Cockerill and Earl Jackson for handling the check-in.

Theresa Ruddy for providing flowers from her garden.

Jerry Goebel for handling the raffle.

We were especially pleased to have as our guests the Widows of our Friends Flown West.

Included in the 55 attending were; first timers Bob Gilbert and Michael Huff with his guest Elaine Lingis. Also, Al Badrow, Jon Beckett, Grant Begley (Speaker), Peg Begley, Ray Best, Lee Boyd, Hal Cockerill, Kate Connelly, Gil Coshland, Pat Coshland, Gene Couvillion, Mary Crowther, Eleanor Forsythe, Cathy Foster, Jim Foster, Paul Gilson, Jerry Goebel, Bill Golemon, Betty Goodman, Bob Goodman, Bob Huguley, Bogardus Huguley, Earl Jackson, Tony Keffer, Roger Lemieux, Joyce Lopez, Fred Martin, Lew Meyer, Bill Nolan, Edna Nolan, Faith Osborn, Marilyn Pasley, Ralph Pasley, Herb Petitt, Laura Pettit, Lee Prior, Jinnie Raney, Bud Ruddy, Theresa Ruddy, Barb Ryan, Bill Salisbury, Bernie Schwartzman, Bonnie Schwartzman, Jerry Shuts, Jack Sodergren, Gloria Soltis, Joe Soltis, Fred Streb, Frank Tetreault, Betty Williams, E.K. Williams, and Betty Wolfe.

Our next scheduled luncheon will also be at the Marco Polo Restaurant on Thursday, July 19, 2012, and will be a buffet. Members only. *Jon P. Beckett*

SEATTLE GOONEY BIRDS

Sixteen of Seattle RUPA's finest gathered for lunch and hanger flying stories at the Marriott SEATAC. Welcomed to our group after some absence were George Nicolai, Fred Hope, Bill Stewart, and Ray Randal.

We had the sad duty to announce the passing of Bob Smithart and Chuck Souter. May they Rest In Peace!

The host tried to solicit jokes from the small crowd, but since none were forthcoming he told a couple which drew some laughter and we adjourned until next month.

In attendance: Tom Smith, Bill Stewart, Fred Hope, Jim Barber, Gere Pryde, Chuck Westfphal, Howard Holder, Jack Brown, George Nicolai, Herb Marks, Bud Granley, Bill Stoneman, Dick Anderson, Ray Randal, Dave Carver, and *Bill Brett*.

SAN DIEGO COUNTY RUPA LUNCHEON

Well, Cleve, it was a small bunch yesterday. Bob Bowman, Don Trunick, and myself. Bill Pauling's car wouldn't start, so he had to cancel. However, we were never at a loss for friendly conversation.

The weather was perfect, and we ate at the outside patio. I happen to have a calendar with aircraft pictures on the daily tear-off pages. Some planes are very familiar, while others are either rare or quite different. I save all the odd ones to show Don, and he knows them all.

Our group also swaps aviation magazines. I get Air & Space, and Aviation History. Bob Bowman gets Aviation Journal. Bob also gave me a copy of Bill Dunkle's book. There are some seaplane pictures and stories, my favorite subject, so I will enjoy reading it.

I hope all is well in your house. Fraternaly yours, *Bob Harrell*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

A nice sunny day brought out nineteen for our luncheon at the Tolay in the Petaluma Sheraton. After some beer and wine tasting and plenty of lively conversations in the lounge we took our seats in the dining room. Bob called the "official business meeting" to order with his infamous clicker and introduced Ed and Sharon James, two new additions to our group. Hope they had an enjoyable time and will join us on a regular basis. Items of business included a reminder that UAL is going to do a presentation on May 12 down the peninsula regarding pass travel for employees and retirees.

Leon had acquired a box of the book "The Age Of Flight" which is a history of the early days of commercial aviation and they were available for free. A handout was available to those who wanted one regarding the FICA law suit and where it stands at this time. It was pointed out that UAL lost millions of dollars in the first quarter so they gave the CEO a pay increase. Seem to me that with that reasoning we should have been given a bonus every time we arrived at our destination late.

There was an article in the San Francisco Chronicle about the F-8 Crusader that sat in a park on 19th Avenue for many years and is being restored at the Pacific Coast Air Museum in Santa Rosa. We have several members who flew F-8s. There was a photo of the aircraft with a person standing next to it, and I was amazed that several people were able to recognize that person. It was me.

Our Health and Welfare Chairman advised us that pop corn was good for us, but you have to leave out the butter and salt. George also had a list of ten myths regarding dieting and exercise.

It seems that Canada is eliminating the mandatory retirement age. Not sure if this will apply to airline pilots. There is an Australian movie titled "Angel Without Wings" about the toxic air in the cabin of airliners and the old classic "Wings" is now available on Blue Ray.

Wendy took our orders and the socializing continued. Present today were Leon and Vicky Scarbrough, John Baczinsky, Norm DeBack, George Hise, Clyde Wilson, Bones Bride, Walt Wells and Linda Morley-Wells, Larry Whyman, Bill McGuire, Tom and Joyce Grey, Ed and Sharon James, Barney Hagen, Bob and Doris Donegan and your reporter *Bill Greene*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Gorgeous weather prevailed Wednesday May 9th but still it was a little too cool to sit in the patio at Edgar's. Joining us after several months of "art gallery duty" was Milt Jines. Another returnee was Barrie Nelson still recovering from his broken ribs. It was great to visit and catch-up with both men. Others enjoying the conversations were Dave and Linda Mackie (back from their Hawaiian honeymoon), Jerry Quitney (who we hadn't seen for a few months), Connie and Beth Ege, Pete and Donna Walmsley, and me. Many of our regulars were out-of-town, on the sick list, or otherwise engaged. Best wishes for those who are dealing with illnesses and health issues.

It seems Quail Lodge is not now in escrow and the sale may be lost or, at the very least, on hold. Edgar's has a new expanded lunch menu and both of our servers, Sam and Salmon, continue to provide attentive and prompt service. Pete advised that our RUPA Golf Day is still on for September 26th and he has no reason to believe any ownership change or not would affect our date.

Our Point Lobos private tour was on a marvelous sunny day with temperatures in the low 70s! Having had a light rain the day before the park was fresh and green with numerous wild flowers in abundance. Near the Whaler's Cabin in a small cove we observed numerous seals giving birth to their pups, watched sea otters resting in kelp rafts, enjoyed numerous bird sightings, and absorbed the history and the flora and fauna details from our docent and guide. By all accounts everyone enjoyed our perfect day!

Travel pass issues continue to be evolving! There is still no word from the company on UAL retiree IDs procedures – maybe by the 3rd quarter! We discussed other ideas that our local members would like to do as a group outing which included a wine tasting tour, art gallery tour, historic Monterey tour, movie location tour, and dinner options.

Next luncheon will be Wednesday June 13th at Edgar's! Out-of-towners are always welcome! Please RSVP by the Tuesday before. *Phyllis Cleveland*

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

A warm spring day saw 12 of us gathering on May 10th at Mimi's. They were: Mike Herriott; Jack & Joyann Moore; Larry Lutz; Doug Bielanski; Denny Fendelander; Don & Gloria McDermott; Doug & Marcene Rankin; Norm Marchment; Dick Unander.

As could be expected much of our conversation today concerned the newest information on the new pass policies and how they affect Retirees. Mike Herriott, our intrepid traveler, filled us in on some of the latest trials and tribulations of trying to fly space available, and gave us hints on using ZED fares.

Don McDermott began by advising us to be sure we show the latest Blue Cross/Blue Shield card to any health care provider we go to. There are reports that some people who had procedures were charged for the full price because the system rejected their older card. Denny Fendelander added that it seems that Blue Cross aims to go "paperless."

We had a new winner this month of the 50/50 drawing and it was our leader Don McDermott. We will meet again at Mimi's on Thursday July 12th. Til then, *Doug & Marcene Rankin*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

The turnout for our May luncheon was a little light, but none the less, a good time was had by all. We were delighted to see Carol Walter, who has been recuperating from a broken hip as well as a long spate of ill health. It's good to have you back, Carol.

The main topic of conversation was again about the new pass travel policy. There was a special meeting at the IAM Hall in Burlingame, CA Saturday May 12 about the new policy. They had some CSRs there who explained how to list and talked about all the problems they are having with getting SAs on board. I didn't learn much more than what we have printed in the *RUPANEWS*. They did say that the company's long range goal is to go all paperless. The moderator said he had talked to someone in management and asked what people who do not have a computer could do. Apparently, that is not a concern of the company.

In attendance were: Floyd, Marty Berg, Rich & Georgia Bouska, Bob & Burkie Callaghan, Rich & Cyndi Erhardt, Carol Gillett, Dick & Jeri Johnson, George Mendonca, Ken Miskow, Bill O'Connell, Jerry Quitney, Walt & Mary Ramseur, Cleve & Rose Spring, Jerry & Krista Terstiege, Gene & Carol Walter, Larry 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*

UNITED DAILY -- May 10, 2012

We welcome our 7th new 737 this year. We added another brand new Boeing 737-900ER to our fleet Thursday. This aircraft, No. 452, is the seventh of 19 737s that we will take delivery of in 2012. Our next delivery is scheduled for the end of this month, and we have two more coming in June.

We flew the new plane first from BFI (Boeing Field, Wash.) to MCO (Orlando, Fla.), where Tech Ops will prepare it to enter revenue service in a few days.

These planes are equipped as ordered with 20 United First seats and 153 Economy seats. Tech Ops will convert them to an Economy Plus layout later this year with 20 United First seats, 51 Economy Plus seats and 96 Economy seats. The 737s delivered after June will arrive with Economy Plus seating already in place.

Each next-generation 737 is more than 25 percent more fuel-efficient per seat than the Boeing 737-500s we are retiring this year. On the widebody front, we will take delivery of our Boeing 787-8s in the second half of this year.

APHORISMS

Do you realize that in about 40 years, we'll have thousands of old men and old ladies running around with tattoos? (And rap music will be the Golden Oldies!)--- . . . --- No! Say it isn't so!

(Here is more Pass Travel Information. Some of it may be redundant, Ed)

Pass Travel Information from RAFA Travel Benefits Committee

Pass Travel Strategies: First Class vs Economy and using Vacation Passes

Note: if you can't afford or do not want to fly in a premium cabin, then simply list for economy travel.

On United: We suggest you list in FC. If you don't get boarded in FC *keep your economy class boarding pass and your confirmation number!* If you paid for FC you'll have to request a refund at [united.com>reservations>refund policy](http://united.com/reservations/refund-policy). If you list in Y and Y is full, you may not be boarded in BC or FC because some CSRs don't know how to move you up using "Shares" yet.

On other airlines and ZED carriers: We suggest you buy *both* tickets; one in Y and one in BC (or FC, if allowed). List in the premium cabin and, at the podium, give them the premium ticket and say, "I have a Y coupon I'll use if I can't ride in a premium cabin." If you get assigned Y, be sure to get the premium ticket back and give them your Y coupon.

Send the coupon you don't use back to United for a refund (it can take 3 weeks). Find the refund form and the address in Texas to send your paper tickets here: [FlyingTogether>Travel>Other Airline/InterlineTravel](#)> click on: "Learn about the ZED and ID ticket request process". Scroll near the bottom of page to find the form and the address.

Traveling on United using a vacation pass: You may want to switch the pass type (personal or vacation) in your listing when you get to the airport if the load changes.

Retirees only get 8 vacation passes per year (good for 4 roundtrips), *use them carefully!* Reasons to use a vacation pass: 1) it has a *much* better boarding priority for you and your accompanied pass riders and 2) it's cheaper than using a personal pass for premium cabin travel (if you have 25 Years of Service).

If you list with a vacation pass and the load drops enough so you can board without it, try to change it to a personal pass. Save your vacation pass for a "rainy day."

If you list with a personal pass and the load increases, possibly bumping you off the flight, try to change to a vacation pass so you can make the flight.

How will you know which pass to use? Check the loads as late as possible...but you have to make the decision *no later than* one or two hours before departure:

Page 2 of Boarding Priority pdf on [Flying Together/Travel](#):

To change pass types you must create a *new* listing; then be sure to cancel your original listing.

If you have a laptop use employeeRES, smartphone use mobileres (<https://mobileres.ual.com>), call the ePass Line at 866-359-3727 (long hold times), or beg a CSR.

Remember, you cannot change your listing less than 2 hours before international departures or less than 1 hour before domestic departures.

If you listed with a vacation pass and you are boarded, then the vacation pass is used up *regardless* of the class of service you get. Got Y instead of FC? Sorry vacation pass is poof!

If you listed with a vacation pass and you're not boarded on the airplane, the listing is rolled to the next flight (same day) and used there. At the end of the day, if you're still stuck at the airport, you have to cancel your listing and make a new listing for the next day.

RAFA Travel Benefits Committee How much does pass travel cost?

NEW:Find the exact amount by going to: [employeeRES>Quick Links>Pass Calculator](#)**** When using a **VACATION PASS:**

ALL retirees/travel eligibles fly "service charge waived" in *all cabins systemwide*. But any applicable departure taxes, fees, etc. have to be paid.

When using a **PERSONAL PASS:**

Retirees with 25+ years of service fly "service charge waived" in *all cabins systemwide!* Ditto for their travel eligibles (whether accompanied or not); sweet deal. But...on international flights there are departure taxes, fees, etc. everyone has to pay.

Retirees with *less than 25* years of service fly "service charge waived" systemwide in Economy; but they pay service charges for premium cabins (BC & FC) systemwide; (plus all departure taxes, fees, etc). Ditto for their travel eligibles (whether accompanied or not).

Retirees must **Pre-pay with credit card:**

employeeRES will ask retirees listing for flights to pre-pay with a credit card (unless the trip is free). It will show the amount owed and you should WRITE IT DOWN!

As soon as you pay with your credit card the price changes to "0".

If you list in FC and it's full, you should be automatically boarded in lower cabins. If you paid to list for FC, at this time your cc is *not automatically* credited, you will have to apply for a refund online at: [united.com>reservations>refund policy](http://united.com/reservations/refund-policy).

If you list in Y and actually fly in BC or FC, UAL will send you an invoice for the increased cost.

IMPUTED TAXES

ALL retirees (regardless of years of service) will annually be sent a 1099 or W2 by UAL for "imputed taxes" on ALL pass travel (vacation, personal, and 20% discount tickets) **by their enrolled friends, domestic partners, and non-dependent children 18 to 26, if the total imputed taxes exceeds \$600 per year**. Retirees will have to pay taxes to the IRS on that income. The Pass Calculator in employeeRES displays imputed taxes for each flight.

How are service charges and imputed taxes calculated?

Info and examples here (svc charges on page 2 & 3, imputed taxes on page 6 & 7):

[FlyingTogether>Travel> Service Charges](#) (under Travel Policies).

Keep track of everything and watch UAL charges on your cc (from Houston, Texas) like a hawk!

For disputes: contact the Employee Travel Center: etc@united.com 877-324-5555 opt 2

sUA RETIREE Buddy Passes extension thru 6/30/12 is announced on Flying Together

IMPORTANT NOTE: Until the company can fix the technology problems in employeeRES>My ePass Balances, the validity for buddy passes may still show 1/31/2013.

Nonetheless, retirees are only authorized to use the passes thru 6/30/12. Make sure your buddies do not use them after 6/30/12.

Also: Do not confuse buddy passes with your two enrolled friends.

Enrolled friends are part of your travel eligibles, they fly at the same cost you pay (often free).

Enrolled friends, when accompanying the retiree, have the same boarding priority as the retiree. Unaccompanied, they fly at SA4P, or SA3V on your vacation passes.

Buddies are NOT part of your travel eligibles; buddy passes have service charges. Check employeeRES>QuickLinks>Pass Calculator for costs per segment.

Buddies travel at a lower boarding priority: SA7U.

Retiree Buddy Passes are left-over 2012 companion passes (24 single segment passes) for friends or relatives from the old pass policy.

Check employeeRES>My ePass Balances to see how many buddy passes you have left.

Add buddies in employeeRES: When listing, click the "add buddies" button on "Select Pass Riders" screen; then add your buddies by clicking on the "+" sign below the box.

You may also add buddies in employeeRES>QuickLinks>EmployeeProfile...scroll down to Edit Buddies box, click on the "+" sign below the box.

PLEASE SPREAD THE WORD so as many retirees as possible get this news.

Kirk Moore
Chairman RAFA Travel Benefits Committee

EMPLOYEE BULLETIN: PASS TRAVEL ENHANCEMENTS May 16, 2012

In an April 13 Employee Bulletin, we outlined our efforts to resolve the issues some co-workers, retirees and eligible pass riders experienced after we fully rolled out the new United's pass travel program in conjunction with our transition to a single passenger service system (PSS) in March.

Over the last several weeks, a "SWAT team" comprised of co-workers across numerous divisions has made significant progress in addressing these challenges. We also are introducing enhancements that will help you get more out of our pass travel program.

Issue Resolution:

Based on the reports we received during the last two months, we have resolved the following issues:

Eligible pass rider information: Some of you reported to us that travel dependents were missing from your travel profiles or listed incorrectly. We have resolved most of these issues, but we continue to monitor our systems to make sure that they are displaying up-to-date information for all registered travel dependents.

Other highlights include:

- We restored unused vacation passes and buddy passes under ePass Account Balances on employeeRES, and we continue to monitor this issue.
- We changed the boarding process for co-workers traveling on company business. Those traveling in first- or business-class will board in Group 1, and co-workers in Economy will board in Group 4 with Priority Boarding, instead of in the last boarding group. Meanwhile, space-available pass riders now board with the group corresponding to their seat assignments, instead of waiting until the last boarding group.
- We corrected seniority dates that appear in travel plans.
- We resolved calculations on taxes for travel in premium cabins on flights from Great Britain.
- We corrected the dates and times that appear in employeeRES for flights to, from or within Asia.
- We removed invalid city pairs that displayed in employeeRES.
- We added a "traveling with working crew member" option for co-workers creating travel plans in employeeRES.

New Tools and Information:

We also are introducing new tools and information to enhance our pass travel programs:

Pass travel calculator: You may now view service charges on employeeRES. Available under Quick Links, the calculator estimates one-way charges based on your origination, destination and travel dates, allowing you to:

- Compare charges to help you decide whether to use a standard personal pass or a vacation pass that waives most charges and taxes.
- View charges for regular buddies and extended family buddies.
- Seek an estimate for imputed tax withholdings if a domestic partner or enrolled friend is on your itinerary.

Pass travel reports: You may now generate and print reports that include the travel dates, origination, destination, pass riders, pass type and service charges for completed pass travel. Go to All About Me on Flying Together and click on "Pass Travel" under Reports along the left side of the screen.

Continental subsidiary co-workers may create reports for travel plans they've completed since they were hired by the company. United subsidiary co-workers may generate reports for any travel plans since the new travel program was introduced on March 3. United co-workers may seek pre-PSS travel reports through the My Info link under the Subsidiary United column on Flying Together's Employee Services tab.

With our new pass travel privileges, we developed a comprehensive program that gives you the flexibility to choose the options that are right for you. To learn about our new programs, policies and procedures, we encourage you to take the time to review the detailed information available through the Travel tab on Flying Together.

In the event that you cannot find what you're looking for, or if you have an important pass travel matter, please contact the Employee Travel Center (ETC) at ETC@united.com. In order for us to help those whose needs are more immediate, we ask that you hold off contacting the ETC unless your specific travel plans are within 72 hours.

Another Captain William S. Arnott Scholarship Recipient

Many of us are old enough to remember Jack Armstrong, The All American Boy. Our current recipient of the William S. Arnott Scholarship at Southern Illinois University is Stephanie Armstrong, the all American girl.

If aviation is not in Stephanie's genes, it was certainly in her environment. She was born in Anchorage, Alaska, in 1991, where her dad was a pilot for Mark Air Express. Mark Air folded and four airlines later, her father was hired by South West Airlines. He has been with SWA for 14 years and presently serves as a B737 Captain. Her mom is also a pilot with many hours and many ratings.



The family settled in Seneca, Illinois, where Stephanie attended school, graduating from high school in 2009. Seneca High didn't have an aviation program but they did have a marching band which gave her four years of performing arts.

Stephanie enrolled at SIU because of their outstanding aviation program and has gained her private pilots license, her instrument rating, 210 pilot hours, and hopes to complete her commercial rating within the next three weeks.

She served as Banquet Coordinator for last year's Aviation Management Society fall banquet and presently serves as Vice President of the Aviation Ambassadors, an organization which promotes aviation at SIU.

As this is being written Stephanie is at the University of Kansas, at Salinas, with the SIU flight team, competing with teams from colleges and universities from all over America, in the annual National Intercollegiate Fling Association competition. And incidentally, the SIU team is the reigning champion in that competition.

Stephanie never really dreamed of anything, other than being an airline pilot, and when she completes her studies, at SIU she hopes to build a little time and join her dad on the seniority list as SWA.

The United Airlines Historical Foundation is proud of Stephanie and happy to be able to help such an outstanding young aviator achieve her goals, and she is exceedingly grateful to all who made this scholarship award possible.

Submitted by: Dale A. Dopkins, Chairman, Scholarship Committee, UAHF, (847)683-0904.

PILOT QUALIFICATION PROPOSAL COSTS UNAVOIDABLE, FAA SAYS

FAA concedes that the costs of the requirements in its pilot-training proposal far exceed the benefits, but says about 75% of the costs come from congressional mandates, making the costs unavoidable.

FAA published the proposal in the Feb. 29 *Federal Register*, significantly increasing the training, experience and type rating requirements for first officers and captains flying in Part 121 operations. The notice of proposed rulemaking also increases the requirements for obtaining an airline transport pilot (ATP) certificate for all pilots, including those in Parts 91, 135 and 91(k) (fractional) operations.

The single biggest cost of the proposal comes from a stipulation that all Part 121 pilots have an ATP rating, which currently requires 1,500 hours of experience. FAA estimates that this requirement will cost more than \$87 million per year, the major portion of which will fall on regional and smaller carriers.

But the Airline Safety and Federal Aviation Administration Extension Act of 2010 already mandates that all pilots under Part 121 have an ATP by Aug. 1, 2013. That requirement was spurred by the investigation of the 2009 Colgan Air crash outside of Buffalo, N.Y.

Currently, Part 121 captains must have ATPs, but first officers only need a commercial license. "The requirement for all Part 121 flight crew members to hold an ATP certificate will take effect whether or not a regulation is issued," FAA says.

FAA already had begun the groundwork for increasing pilot standards, particularly for first officers. The

agency early in 2010 released an advance notice of proposed rulemaking exploring possibilities for increasing standards, possibly giving credit for academic study and first officer training. Shortly before the congressional mandate was adopted, the agency also charged an industry-based Aviation Rulemaking Committee (ARC) to look at the requirements for first officers.

FAA notes that the airline extension act limits its flexibility in incorporating a number of the recommendations of the ARC. But the proposal does attempt to balance some of the recommendations, while still following the directives of Congress.

The proposal for instance creates an ATP restricted privileges category for pilots that first officers could hold in place of a full ATP. The category opens the door for military pilots who have 750 hours total time to serve as first officer. This is in line with the Obama administration's push for potential employers to reach out to military personnel leaving the service.

The restricted category also permits 1,000 hours total time for graduates of aviation degree programs. This balances recommendations of the ARC for credit from academic training.

However, to hold a full ATP, a pilot must have 1,500 hours, keeping with the congressional requirements. FAA says the congressional mandate does not give it latitude to change this requirement. The issue of credit for academic training was among the most contentious of the ARC recommendations, split among the industry stakeholders.

FAA seeks input on a number of aspects of the proposal, including whether 1,500 hours is adequate for an unrestricted ATP and how the new ATP requirement would affect the pilot supply for Part 121 and 135 operations. FAA further asks whether the restricted category should be offered and whether the category stipulations are appropriate.

FAA asked a number of questions about type rating and certification training requirements. The proposal calls for ATP holders to have a minimum of 50 hours in aircraft type. FAA questions whether this is appropriate and whether first officers should be required to hold a type rating. Also, FAA questions how to implement certification programs and how it would affect Part 121 training programs.

Kerry Lynch (kerry_lynch@aviationweek.com)

FORGETFULNESS — 7 TYPES OF NORMAL MEMORY PROBLEMS

It's normal to forget things from time to time, and it's normal to become somewhat more forgetful as you age. But how much forgetfulness is too much? How can you tell whether your memory lapses are within the scope of normal aging or are a symptom of something more serious?

Healthy people can experience memory loss or memory distortion at any age. Some of these memory flaws become more pronounced with age, but — unless they are extreme and persistent — they are not considered indicators of Alzheimer's or other memory-impairing illnesses.

Seven normal memory problems:

1. **Transience:** This is the tendency to forget facts or events over time. You are most likely to forget information soon after you learn it. However, memory has a use-it-or-lose-it quality: memories that are called up and used frequently are least likely to be forgotten. Although transience might seem like a sign of memory weakness, brain scientists regard it as beneficial because it clears the brain of unused memories, making way for newer, more useful ones.
2. **Absentmindedness:** This type of forgetting occurs when you don't pay close enough attention. You forget where you just put your pen because you didn't focus on where you put it in the first place. You were thinking of something else (or, perhaps, nothing in particular), so your brain didn't encode the information securely. Absentmindedness also involves forgetting to do something at a prescribed time, like taking your medicine or keeping an appointment.
3. **Blocking:** Someone asks you a question and the answer is right on the tip of your tongue — you know that you know it, but you just can't think of it. This is perhaps the most familiar example of blocking, the

temporary inability to retrieve a memory. In many cases, the barrier is a memory similar to the one you're looking for, and you retrieve the wrong one. This competing memory is so intrusive that you can't think of the memory you want.

Scientists think that memory blocks become more common with age and that they account for the trouble older people have remembering other people's names. Research shows that people are able to retrieve about half of the blocked memories within just a minute.

4. Misattribution: Misattribution occurs when you remember something accurately in part, but misattribute some detail, like the time, place, or person involved. Another kind of misattribution occurs when you believe a thought you had was totally original when, in fact, it came from something you had previously read or heard but had forgotten about. This sort of misattribution explains cases of unintentional plagiarism, in which a writer passes off some information as original when he or she actually read it somewhere before.

As with several other kinds of memory lapses, misattribution becomes more common with age. As you age, you absorb fewer details when acquiring information because you have somewhat more trouble concentrating and processing information rapidly. And as you grow older, your memories grow older as well. And old memories are especially prone to misattribution.

5. Suggestibility: Suggestibility is the vulnerability of your memory to the power of suggestion — information that you learn about an occurrence after the fact becomes incorporated into your memory of the incident, even though you did not experience these details. Although little is known about exactly how suggestibility works in the brain, the suggestion fools your mind into thinking it's a real memory.

6. Bias: Even the sharpest memory isn't a flawless snapshot of reality. In your memory, your perceptions are filtered by your personal biases — experiences, beliefs, prior knowledge, and even your mood at the moment. Your biases affect your perceptions and experiences when they're being encoded in your brain. And when you retrieve a memory, your mood and other biases at that moment can influence what information you actually recall.

Although everyone's attitudes and preconceived notions bias their memories, there's been virtually no research on the brain mechanisms behind memory bias or whether it becomes more common with age.

7. Persistence: Most people worry about forgetting things. But in some cases people are tormented by memories they wish they could forget, but can't. The persistence of memories of traumatic events, negative feelings, and ongoing fears is another form of memory problem. Some of these memories accurately reflect horrifying events, while others may be negative distortions of reality.

People suffering from depression are particularly prone to having persistent, disturbing memories. So are people with post-traumatic stress disorder (PTSD). PTSD can result from many different forms of traumatic exposure — for example, sexual abuse or wartime experiences. Flashbacks, which are persistent, intrusive memories of the traumatic event, are a core feature of PTSD.

PICKLES | Brian Crane



787 FEATURES & DIFFERENCES

This report is from a UAL pilot in training at Denver on the 787...received April 2012

Hi All, I just completed the first pilot training class on the 787 at United Airlines, an airplane which is destined to replace the 767 and live for many years after I retire. Here's what I've learned in 787 training so far. By the way, last night we passed our MV (maneuvers validation) check ride, with emergency after emergency, and the FAA observing. Tonight was our LOE (line-oriented evaluation), again with FAA - this time 2 FAA observers. It's 0200 and I just got back to the hotel and poured a well-earned glass of wine to celebrate. I now have a type rating in the 787. Phew. I'm pretty confident this will be the last one for me.

I've summarized some of the major differences and unique features of the 787 versus more traditional "old school" airplanes like the 777 (not kidding) - from the pilot's viewpoint. Our "Differences" course takes 11 days to gain an FAA type rating, which is a "common" type rating with the 777. The course has been like drinking from a fire hose, but has finally come together. Some of our pilots attended Boeing's 5-day differences course, and deemed it unacceptable. The FAA approved the Boeing 5-day course, but our guys decided it lacked too much information. FAA is observing our check rides now, and taking our course as well, to certify the training. We're just the guinea pigs.

A computer nerd would describe the 787 as 17 computer servers packaged in a Kevlar frame. The central brains are the Common Core System (CCS). Two Common Computing Resources (CCRs) coordinate the communications of all the computer systems, isolating faults and covering failed systems with working systems. When battery power is first applied to the airplane in the morning, it takes about 50 seconds for the L CCR to boot up. After this, a few displays light up and you can start the APU. If there is a major loss of cockpit displays, this may require a CCR reboot, which would take about a minute. Here are a few of the major features and differences from the 777.

Electrics - Though a smaller plane, the 787 has 4 times the electric generating power of the 777 - 1.4 gigawatts. Generators produce 235 VAC for the big power users. Other systems use the traditional 115 VAC and 28 VDC. There are 17 scattered Remote Power Distribution Units which power about 900 loads throughout the plane. The big power distribution system is in the aft belly, along with a Power Electronics Cooling System (PECS). This is a liquid cooling system for the large motor power distribution system. There's also an Integrated Cooling System (ICS), which provides refrigerated air for the galley carts and cabin air, and a Miscellaneous Equipment Cooling System for In-flight Entertainment Equipment.

If 3 of the 4 engine generators fail, the APU starts itself. The APU drives two generators, and can be operated up to the airplane's max altitude of 43,000 feet. If you lose all 4 engine generators, the RAT (ram air turbine) drops out (like a windmill), powering essential buses. (It also provides hydraulic power to flight controls if needed).

If you lose all 4 engine generators and the two APU generators (a really bad day), you are down to Standby Power. The RAT will drop out and provide power, but even if it fails, you still have the autopilot and captain's flight director and instruments, FMC, 2 IRSs, VHF radios, etc. If you're down to batteries only, with no RAT, you'd better get it on the ground, as battery time is limited. Brakes and antiskid are electric - 28V - so you don't lose brakes or antiskid even when you're down to just standby power.

Normal flight controls are hydraulic with a couple exceptions. Engine driven and electric hydraulic pumps operate at 5000 psi (versus normal 3000 psi) to allow for smaller tubing sizes and actuators, thus saving weight. If you lose all 3 hydraulic systems (another bad day), you still have two spoiler panels on each wing which are electrically powered all the time, as is the stabilizer trim. You can still fly the airplane (no flaps, though). If you're having an even worse day and you lose all hydraulics and all generators, flight control power is still coming from separate Permanent Magnet Generators (PMGs) which produce power even if both engines quit and are windmilling. If the PMGs fail too, your flight controls will be powered by the 28 V standby bus.

If you lose all 3 pitot/static systems or air data computers, the airplane reverts to angle of attack speed (converts AOA to IAS), and this is displayed on the normal PFDs (primary flight displays) airspeed indicator

tapes. GPS altitude is substituted for air data altitude and displayed on the PFD altimeter tapes. Very convenient.

If you lose both Attitude and Heading Reference Units (AHRUs), it reverts to the standby instrument built-in attitude & heading gyro, but displays this on both pilot's PFDs for convenience.

If you lose both Inertial Reference Units, it will substitute GPS position, and nothing is lost.

If someone turns one or both IRSs off in flight (I hate it when they do that), you can realign them - as long as one of the GPSs is working!

There is no pneumatic system. The only engine bleed is used for that engine's anti-ice. Wing anti-ice is electric. Each of two air conditioning packs control two CACs, which are electric cabin air compressors. The four CACs share two air inlets on the belly. Each pack controller controls two CACs, but if a pack controller fails, the remaining pack controller takes over control of all 4 CACs.

There are no circuit breakers in the cockpit. To check on them, or if you get a message that one has opened (more likely), you select the CBIC (circuit breaker indication and control) display on one of the MFDs (multi function displays). There you can reset the virtual C/B if it is an "electronic" circuit breaker. You can't reset a popped "thermal" circuit breaker.

If you have an APU fire on the ground or in-flight, the fire extinguishing bottle is automatically discharged. If there is a cargo fire, the first two of seven bottles will automatically discharge also.

There's a Nitrogen Generation System which provides automatic full-time flammability protection by displacing fuel vapors in the fuel tanks with nitrogen (Remember TWA 800?).

Like the 767 and 777, the 787 also has full CPDLC capability (controller-to-pilot datalink communications). In addition, its full FANS capability includes ADS-B in & out. The controller can uplink speed, heading, and altitude changes to the airplane. These show up on a second line right under the speed, heading and altitude displays on the mode control panel. If the pilot wants to use them, he can press a XFR button next to each window. The controller can even uplink a conditional clearance, like - After passing point XYZ, climb to FL390. If you accept this, it will do it automatically.

Fuel system - like the 777, the 787 has a fuel dump system which automatically dumps down to your maximum landing weight, if that is what you want. In addition, it has a Fuel Balance switch which automatically balances your L & R main tanks for you. No more opening crossfeed valves and turning off fuel pumps in flight. No more forgetting to turn them back on, either.

Flight Controls - An "Autodrag" function operates when the airplane is high on approach and landing flaps have been selected. It extends the ailerons and two most outboard spoilers, while maintaining airspeed, to assist in glidepath capture from above, if you are high on the glideslope. This feature removes itself below 500 feet.

Cruise flaps is an automated function when level at cruise. It symmetrically moves the flaps, ailerons, flaperons, and spoilers based on weight, airspeed and altitude to optimize cruise performance by varying the wing camber, thus reducing drag.

Gust suppression - Vertical gust suppression enhances ride quality when in vertical gusts and turbulence. It uses symmetric deflection of flaperons and elevators to smooth the bumps. This should result in fewer whitecaps in passengers' coffee and cocktails. Lateral gust suppression improves the ride when on approach by making yaw commands in response to lateral gusts and turbulence.

Instrument Approaches - The airplane is actually approved for autoland based not only on ILS but on GLS approaches - GPS with Ground based augmentation system, which corrects the GPS signals. GLS minimums are the same as CAT I ILSs - 200' and 1/2 mile visibility. Our airline is not yet approved for GLS autolandings, although we will be doing GLS approaches.

Special Cat I & II HUD approaches - These allow lower than normal minimums when the Heads Up Devices are used at certain approved airports (HUDs). The HUDs include runway centerline guidance which helps you stay on the centerline on takeoff when visibility is greatly reduced. It uses either ILS or GLS for this.

Cabin - Pressurization differential pressure maximum is 9.4 psid, so the cabin altitude is only 6,000 feet when at the max cruising altitude of 43,000 feet. There is a cockpit humidifier switch, and cabin air humidification is fully automatic. Cabin windows are larger than other airplanes, and window shading is electronic. The passenger can select 5 levels of shading, from clear to black. The flight attendants can control the cabin lighting temperature - mood lighting - to aid in dealing with changing time zones (evening light after dinner, morning light to wake up, etc.)

Much of the cockpit seems like it was designed by Apple. The Control Display Units (CDUs) are virtual, so you can move them from one MFD to another. In fact, you can configure the displays in 48 different ways, I think, though we have found a few favorites we will use to keep it simple. To move the cursor from one MFD to another, you can either use a button, or you can "flick" your finger across the trackpad (Cursor Control Device) to fling the cursor from one screen to the next - much like an iPad.

I'm going home this morning, and will return for a 777 simulator ride before I go back to work. They want to make sure we've still got the old-fashioned legacy airplane in our brain before we fly the 777 again, even though it shares a "common type rating." We won't get the first 787 until October, and begin operations in November or December. At that time I'll return for at least 4 days refresher training before beginning IOE - initial operating experience in the airplane - with passengers.

What a ride. It may be "fuel efficient", but I'm glad someone else is paying for the gas.

CHARLES E. TAYLOR, THE MAN AVIATION HISTORY ALMOST FORGOT

by Bob Taylor

Three men were involved in the invention and development of the first powered airplane-that's right three. Everyone knows about the Wright brothers, but that third man was Charles E. "Charlie" Taylor, a quiet genius who loved cigars and the sound of machinery. Although he contributed to one of man's greatest achievements, "Powered Flight," his name was almost lost in aviation history--until now--and if it hadn't been for Charlie that first powered airplane would never have gotten off the ground.

Charlie Taylor was born on a little farm in Cerro Gordo, IL, on May 24, 1868. As a boy, Charlie moved to Lincoln, NE, with his family. Charlie quit school at the age of 12 and went to work as an errand boy for the *Nebraska State Journal*. However, Charlie was mechanically inclined so later, when he began working with machinery in the *Journal*'s bindery, it came easy for him.



When Charlie was in his twenties he moved to Kearney, NE, where he went into a business of making metal house numbers. While in Kearney, Charlie met a young lady named Herietia Webbert in 1892 and married her two years later. In 1896 the Taylors moved to Dayton, OH, where Charlie worked for a Stoddard Manufacture which made farm equipment and later bicycles. It was in Dayton where Charlie met the Wrights. Mrs. Taylor's uncle rented the building on West Third Street to the Wright brothers for their bicycle business. This was a convenient connection, because, in 1898 when Charlie started his own machine shop, Orville and Wilbur Wright brought him special jobs, including a bicycle coaster brake they had invented but later dropped.

Charlie eventually sold his tool shop for a profit and went to work for the Dayton Electric Co. However, he didn't like his job so he accepted, when the Wright brothers asked him to work for them at \$18.00 per week. This was a good decision for several reasons: The Wright brothers' shop was only six blocks from where Charlie lived, he could ride a bike home for lunch every day, he was making eight dollars a week more, and he liked the Wright brothers a lot.

Charlie started to work for the Wright brothers on June 15, 1901, doing routine repairs on bicycles. This let the Wright brothers pursue their experiments with gliders, which included many trips to Kitty Hawk. After one of these trips, the brothers decided they needed more accurate information than was available and decided to build a small wind tunnel with delicate force balance. With this, they would measure the amount

and direction of air pressures on plane and curved surfaces operating at various angles and improve their theories based on their gliding experiences.

Building the wind tunnel was the first job that Charlie Taylor did for the Wright brothers that had any connection with aeronautics. The wind tunnel was a rectangular box with a fan at one end driven by a natural gas engine. Charlie ground hacksaw blades and used them for balance in the tunnel. The Wright brothers did many experiments in their wind tunnel and from this data they began to make their 1902 glider with Charlie machining many of the parts.

On August 13, 1902, the brothers shipped the glider to Kitty Hawk. They did several flights with the glider and on October 31, 1902, the Wrights returned to Dayton to make plans for a powered airplane. Through their experiments, the Wrights were able to accurately predict the horsepower--eight--which was needed to produce and achieve powered flight. The next problem was where to get a light engine that would produce eight horsepower. The Wrights knew that a steam engine might suit their purpose, but a gasoline engine would be safer and more efficient.

On December 3, 1902, the Wrights sent letters to almost a dozen automobile companies and gasoline engine manufacturers asking if they could produce or modify an engine that would develop eight to nine brake horsepower, weigh no more than 180 pounds, and be free from vibration. Most companies replied that they were too busy to undertake building such a special engine.

Falling back on their own mechanical experience, the Wright brothers decided to design and build their own engine. They estimated they could build a four cylinders engine with four inch stroke and four inch bore, weighing no more than 200 pounds with accessories included. By their calculation, it would develop the horsepower necessary to power the glider in flight. Now the problem was who was going to build the engine, but it was easily solved. The brothers decided that they would give the task to Charlie and they would build the airframe. Charlie was excited about this new challenge. From his knowledge of mechanics and design he knew that the engine design was basic, straight forward, simple, and capable of being successful. Charlie had very limited knowledge about gasoline engines, but he used his craftsmanship, genius, enthusiasm, and efficiency to tackle the task.

Charlie started building the engine in the winter of 1902-03. Without any formal drawings available, it was necessary for each part to be crudely sketched out by the Wrights or Charlie on a piece of paper. After a thorough discussion about it, Taylor would pin the drawing above his workbench and go to work to complete it. Using these sketches and specifications, he finished the engine in six weeks--an amazing accomplishment.

I want to describe in some detail of how Charles Taylor made the engine so you can appreciate the craftsman he was. The first problem that Charlie and the Wrights faced was the crankcase. The case had to be light and strong. Aluminum was still a rare metal in those days and it was difficult to get a good sound casting. John Hoban, foreman of Buckeye Iron and Brass Foundry in Dayton, took on the job of making the crankcase using the strongest aluminum he had. The cylinders were turned from fine-grain gray cast iron and had a bore of four inches. The top and bottom of the cylinders were threaded so they could be threaded into the crankcase and a water jacket could be threaded on them.

The next major task for Charlie was making the crankshaft. Being a mechanic most of my life, I would never even attempt taking on a project of making a crankshaft with the equipment that Charles Taylor had--a drill press, a lathe (both run by a natural gas engine), and hand tools. Charlie secured a plate of high carbon tool steel that measured 1-5/8 inches thick, six inches wide, and 31 inches long. On the plate he traced an outline of the crankshaft and carefully, painstakingly drilled hundreds of holes along the outline of the crankshaft. This weakened the plate enough so he could knock the excess material away with a hammer and metal chisel.

Once this was done, he had the rough cut crankshaft ready for the lathe and the finish cut. With the small natural gas engine chugging away at full power driving the large wide leather belts that turned the lathe, Charlie turned out a near perfect crankshaft to the thousandth of an inch. The next part that Charlie worked

on was a fly wheel from a solid block of cast iron.

The connecting rods, intake valves, exhaust valves, pistons, valve guides, rocker arm, and numerous other parts that made up the complete engine were carefully thought out by Charlie and tailored to fit the operation of the engine. Charlie painstakingly assembled the engine part by part, fitting and refitting each piece with the meticulous care of a jeweler making a watch. He scrutinized every detail. He assembled and disassembled the parts, time and time again, making sure of their operation until all the parts were working in harmony.

It took a lot of genius and ingenuity and the engine was finally complete and assembled in February 1903. It was mounted on a test stand and ran well, producing eight horsepower at 670 rpm and 11 hp. at 1,000 rpm. Charles E. Taylor had successfully built the first aircraft engine.

As a result of the engine producing 12 horsepower at full rpm, the Wright brothers were able to add another 150 pounds to the aircraft which allowed them to strengthen the wings and framework. The engine with its dull propeller drive drove two counter rotating pusher propellers by means of chains. The Wright brothers designed and tested propellers in the wind tunnel and built several propellers that would be used for the first successful flight. Charlie also made all of the metal parts such as all of the metal fittings where the wooden struts joined and spruce spars and Roebbling truss wires were attached.

On September 23, 1903, the Wright brothers left Dayton for Kitty Hawk to start preparation for man's first powered flight and the *Flyer* followed on September 25. The *Flyer* was assembled and the engine was installed on November 2. To reduce the danger of the engine ever falling on the pilot in case of a wreck, it was placed on the lower wing to the right of center. When the engine was started, the vibration from the irregular firing caused failure of the prop shaft extensions. Charlie made new shafts out of solid steel which held up during the first flights.

On December 17, 1903, in the mid morning after a run of about 40 feet at a rate of approximately seven to eight mph, the first successful powered aircraft lifted off and flew 120 feet in 12 seconds thus introducing a new era of transportation. Although the first flight wasn't publicized that much, Charlie and the Wright brothers were very excited.

The Wright brothers decided to build another flying machine, but decided against going again to Kitty Hawk. They looked near Dayton for a level place for flying. After a few days of searching the Wrights found a suitable ninety-acre pasture, often called "Huffman Prairie," belonged to Torrence Huffman, a Dayton bank president. He allowed them to use it free--provided they didn't run over his cows.

Charlie and the Wrights built a hangar to house the airplane and moved into the new facility on April 20, 1904. Charlie took care of the field and facility while the Wrights were going around the country and world. He was the first airport manager.

In a 1948 interview Charlie said that he had "always wanted to learn to fly, but I never did. The Wrights refused to teach me and tried to discourage the idea. They said they needed me in the shop and to service their machines, and if I learned to fly I'd be gadding about the country and maybe become an exhibition pilot, and then they'd never see me again." How prophetic those last words were!

The Wrights were trying to sell the aircraft to the military and started to do demonstration flights on September 3, 1908. Orville flew and Charlie kept the aircraft in good flying condition. On September 17, Charlie was slated to fly with Orville, but before the flight, larger propellers were installed to compensate for the heavier weight of the two men. At the last minute Charlie was replaced by Lieutenant Thomas Selfridge, a 20 year old West Point graduate from San Francisco.

During the flight Orville heard a strange noise. He looked around, but didn't see anything. However, he decided to shut the engine down and land. Suddenly, there were two large thumps and the aircraft shook violently, as Orville tried to control aircraft to the ground. About 20 feet from the ground the aircraft started to correct itself, but it was too late. The aircraft hit the ground, killing Lieutenant Selfridge and badly injuring Orville Wright. Lieutenant Thomas Selfridge became the first passenger casualty in a powered aircraft.

After the accident, Charlie investigated the crash scene and found the new propellers that they put on before the flight had delaminated. Charlie reported his findings to Orville, who was in the hospital recovering from his injuries. Charles was the first person to investigate a powered fatal accident flight.

Charles Taylor continued to work with the Wright brothers until 1911. At this time an adventurer and a pilot, Calbraith Perry Rodgers, wanted to make the first continental flight across the United States. He purchased an aircraft from the Wright brothers and enough parts to build two more aircraft. Orville realized that the aircraft would not last more than 1,000 miles without proper maintenance, so he lent Charlie to Rodgers knowing that he would be the only one that could keep the plane flying for that distance successfully.

Charlie sent his family ahead to California and got on the three car train that was to accompany the flight. One car of the train was a repair car where the aircraft parts would be stored and the aircraft repaired. It took Cal Rodgers 49 days to cross the United States. Three days, ten hours of that was actual flying time. His longest single flight was 133 miles. He had 16 crashes and the aircraft was repaired so many times that at journey's end only the vertical rudder, the engine drip pan, and a single strut of the original plane remained--a test to the skill which Charlie used in keeping the aircraft flying.

This was the last of Charlie's big adventures. Charlie returned to Dayton and worked for the Wright-Martin Company until 1920. Charlie eventually moved to California and lost touch with Orville Wright, but things turned bad for Charlie. The Depression hit and Charlie's machine shop failed. He lost his life's savings in a real estate venture and his wife died. Charlie Taylor's contribution to aviation was forgotten until 1937 when Henry Ford was reconstructing the old Wright bicycle shop in Dearborn, MI.

Detectives found Charlie working at North American Aviation in Los Angeles for 37 cents an hour. None of his co-workers realized he had built the first aircraft engine. Charlie worked for Ford until 1941 when he returned to California and worked 60 hours a week in a defense factory. However, in 1945 Charlie suffered a heart attack and was never able to work again.

In November 1955, a reporter discovered Charlie in Los Angeles General Hospital's charity ward--he was almost destitute. His income was his Social Security and an \$800 a year annuity fund belatedly established by Orville Wright before his death in 1948. The aviation industry immediately started a campaign to raise funds for Charlie. He was moved to a private sanitarium where he died a few months later on January 30, 1956, at the age of 88. Having no close relatives, Charles E. Taylor was buried in the Portal of Folded Wings Mausoleum dedicated to aviation pioneers, located in Valhalla Memorial Park, Los Angeles.

Charles E. Taylor was the last of the three that shrunk the world by building the first successful powered airplane--the mechanic who made the flight possible.

AIRLINE PILOTS: IS ANYBODY INTERESTED IN BEING ONE?

By Captain X

Captain X is a training Captain for a well-known regional airline and occasional correspondent to AVweb and our aviation publications. We're publishing his compelling observations as a guest blog. Paul Bertorelli

We can't quite put our fingers on what's occurring in the industry right now. I've talked to my counterparts at other regional airlines and they all are seeing the same thing. For lack of a better description, a large percentage of newly hired airline pilots just aren't as excited about their career prospects as they used to be.

During our last hiring boom in 2007 and 2008, it seemed as if we had people climbing all over each other just to get an interview. Now, we'll frequently call 10 for an interview and only five will show up. I don't know if other airlines are hiring them before we can interview them or what, but it just seems the level of interest in our industry isn't there.

Of those who do come to the interview, we are appalled at how many show up and can't pass a written test. Our interview test isn't that hard. It's straight out of the FAA commercial pilot written. We have a couple of questions we took straight from the AIM. I'm amazed at how many people who want to be airline pilots struggle to interpret a TAF! I mean if you want an airline job, wouldn't you at least review the rules on holding pattern speeds and what an ILS Critical Area sign looks like?

Then we send them on to a basic instrument proficiency checkout in an Elite PCATD. Again, it's shocking how many people can't scan a basic six-pack. Is it because Cessnas today have G - 1000's ? I actually interviewed one candidate who got so slow on an ILS that he stalled and went out of control. He probably would have gotten lost in the holding pattern, except he never got there because he turned the wrong way when I told him to go directly to the VOR. He couldn't read the HSI well enough to know whether he was TO or FROM.

Even those who do get hired seem to lack a basic knowledge of operating in an IFR environment. One of my instructors came to me one day in the middle of a lesson and he was extremely frustrated. He said he couldn't introduce any emergencies to the crew he was working with in the procedures trainer because they were struggling so hard just to navigate. And this was with the FMS fully functional!

It seems that there are a lot of students who think "close enough" is close enough. We tell them on day one of Basic Indoc (and every day thereafter) how important it is to learn their callouts, flows and profiles. Twenty-one days later, they're still arguing with us that they have the callouts down "pretty well." In our program, they don't even go to the simulator until they've spent 13 days in the procedures trainer, and we still have students who struggle to get ready for the sim.

We've discussed this amongst ourselves and think there are many issues at work here: (1) Maybe the younger generation just has a sense of entitlement. I know I sound like an old man here, but there really is a perceptible difference in work ethic from young pilots today and new pilots just four years ago. One of my most senior ground instructors mentioned that it's just different this time around.

(2) The industry has driven the good people away: The last four years have not been kind to the airline industry. Maybe today's best and brightest have decided to go to medical school instead of pursuing their real dream of aviation. I live in the midwest and I think everyone around here knows someone who used to fly for either Delta or Comair who has been devastated by what happened at Delta over the last few years. A friend of mine on furlough tried to get a state grant to get re-trained with a 737 type rating so he could apply to Southwest. In the past, other pilots have been able to do that. This time around, the state of Ohio denied his request by saying that basically they didn't think there would be enough flying jobs in the future to support him and that his retraining grant needed to be spent pursuing another career. It doesn't take long for word to get around that flying isn't exactly the positive career choice it used to be.

(3) The upcoming 1500-hour / ATP minimum requirement for all airline pilots might be scaring away good people. The ATP rule won't go into effect until 2013, so this is a perfect time to get an airline job. In two years of flying 85 hours a month, it'll be easy to beef up the logbook. This may be the last time in history that a guy with less than 1000 hours has a shot at an airline career. But I'm concerned that some pilots have only heard part of the story and have given up, thinking the rule is already in effect.

(4) Now that we're all wired and connected to the cloud, we just process information differently: My company is taking a hard look at our training procedures to see if we can present the information in a way that's more exciting for tech-savvy pilots. Unfortunately, many regional airlines see their training departments as expenses rather than investments, so there's not exactly an open checkbook for new training initiatives.

(5) Economic hard times have made it difficult for instrument pilots to stay proficient if they're paying for their time themselves. I'll be honest; I don't know if I could have afforded to get all my ratings in today's fuel environment. I paid between \$50 and \$85 an hour to rent most of my training planes, and I struggled to do that. That was when avgas was about \$1.50 a gallon. Throw in reduced hours at work or downright unemployment, and staying proficient takes a back seat. We're seeing a lot of people coming in the door who haven't touched an airplane for three years!

(6) No one is getting Commercial Pilots' licenses any more. The FAA will tell you that the number of commercial pilots licenses issued has plummeted in the last three years. It is only a fraction of what it was four years ago. That means that the regionals are going to be competing for a smaller and smaller pool of pilots. When that happens, the quality of the candidate pool remaining quickly drops.

Everyone on the inside of the industry sees it, but none of us knows exactly what "it" is yet. I personally

think it's a combination of all the above factors. I'm not sure what the answer is, but we are working hard to find one.

We can't quite put our fingers on what's occurring in the industry right now. Really? As I see it, a complete lack of leadership is what's missing in today's environment. Gone with leadership are respect, example, dignity, dedication and enthusiasm. I give credit to management, especially upper management who has no clue what real leadership is all about. That goes for unions, too. Its all about me, me and me. Me? I think I'll have another martini. I love retirement!

WORDSMANSHIP

After sending a friend a copy of a brief article in a 2012 annual report from one of the country's leading financial institutions and pointing out all of the hip catch phrases used by the author – such as “robust investment performance,” “global solutions,” laser focus on managing expenses,” and my personal favorite, “seamless delivery,” he sent a reply with the enclosed Wordsmanship list attached. It is perfect – in need of only a few possible additions - like the words being used in current annual reports.

"How to Win Wordsmanship"

After many years of hacking through etymological thickets at the U. S. Public Health Science, a 63-year-old official named Philip Broughton hit upon a sure-fire method for converting frustrations into fulfillment (jargonwise).

Euphemistically called the Systematic Buzz Phrase Projector, Broughton's system employs a lexicon of thirty carefully chosen "Buzzwords":

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
0. integrated	0. management	0. options
1. total	1. organizational	1. flexibility
2. systematization	2. monitored	2. capability
3. parallel	3. reciprocal	3. mobility
4. functional	4. digital	4. programming
5. responsive	5. logistical	5. concept
6. optional	6. transitional	6. time-phase
7. synchronizied	7. incremental	7. projection
8. compatible	8. third-generation	8. hardware
9. balanced	9. policy	9. contingency

The procedure is simple. Think of any three-digit number, then select the corresponding buzzword from each column. For instance, number 257 produces "systematized logistical projection," a phrase that can be dropped into virtually any report with that ring of decisive, knowledgeable authority. "No one will have the remotest idea of what you are talking about," says Broughton. "But the important thing is that they are not about to admit it."

MUTTS PATRICK MCDONNELL



LETTERS

SAM ANDERSON--Santa Rosa CA

Shirley and I just returned from VA- had tickets on Virgin America. Stayed at Hampton Inn on route 50 south of DIA where it had a free van ride to the Steven F. Udvar-Hazy Museum. Really very nice-space shuttle Discovery was there looking tired.

The information desk will tell you where your name is on the RUPA plate.

Sam'57-'90 BOS EWR MIA SFO

HOWARD ARONSON--New Canaan, CT

Hi Cleve, It is again MAY! Time for another yearly update as to happenings with me. I sent in my annual RUPA dues renewal together with a small contribution via snail-mail the other day.

This year I turn the corner - 80 years young!! Since ending my 39 year career with United in 1999, being retired has been a very pleasant experience for me and my family. My wife, Marjorie, and I have done quite a bit of world traveling throughout the years. Recently we were in Berlin, Germany for about eight days and did some city touring, visited several outstanding museums, and needless to say, had some great "Deutsche" food and magnificent German beer! Who can ask for more than that! The trip over to Berlin and return was a good one - non-stop from EWR to TXL and back to EWR.

(The Continental crew did a fine job - name on the fuselage was "United," but everything else was CAL. I guess that we all have to adjust to being totally taken over by the Houston folks.) However, it is too bad that the only thing that remains of our once great airline is the "United" name. As they say: " There is nothing more consistent than change."

I am glad to have flown in United's "the golden years," and had a great career, even though there were periods of "turbulence" within the company from time- to- time.

At any rate, my wife and I are still very healthy, thank goodness, with only the few minor aches and pains of aging.

I am still very active flying with the CT Wing of the Civil Air Patrol, and doing a bit of flight instructing as well. It is nice to keep my "hand in" and trying

to stay proficient. Thus far I can still "keep the blue side up!"

In addition, I try to get some fishing in periodically, but my hunting excursions have gone "by the board" for the past several years, yet I do miss it. Maybe I can get back into that, we'll see.

Marjorie is still very busy with her art business, and still creating her unique fine art prints.

As for my only son, Miles, he is still living out in Denver, and doing well. He is not married yet, so until that happens, Marge and I will have to wait a bit to become grandparents.

My next door neighbor, Rip Munger, (Capt. UAL Ret.) and I get together often at the local "Dunkin' Doughnuts" to hash out, and attempt to solve the happenings of the world. He is doing well (will be 85 this May), and currently is out in Maui basking in the Hawaiian sunshine with his wife Doris (former UAL F/A).

We both attend the local RUPA luncheons in the NY area twice per year. However, we do miss many of our fine former United comrades who have " Flown West."

That's about it from this end. Thanks so very much for all that you people do for our retirement group. It certainly is appreciated.

My best regards to all !

Most Sincerely, *Howie*

JFK/LGA +SFO for the last six months

BOB BOWLES--Hampshire, IL

Hello to everyone. OK, enough nicey nice stuff. Let's get down to "brass tacks." Life is hard... money's tight. Let me give you a couple of money-saving tips that have worked for me.

Save on heating bills: First, take the cover off of your thermostat and loosen the mounting screws. Next, rotate the thermostat about 10 degrees to the left (radials, not Celsius), and retighten the screws. Finally, replace the cover. You will now find that you can set your dial to a much lower temperature and certainly save on your heating bills. I don't know how much I'm saving, but it must be a bundle. I keep it set to 55 degrees and I am perfectly comfortable. I'll be interested in hearing how this works for you.

Save on toothpaste: Save your caps from your old tubes of toothpaste. (They're all the same size)

When you have saved 2 caps, using good plastic cement, glue them together, small end to small end. Next, drill a 3/16 inch hole right down through the middle of the glued-up assembly. You will now have an hourglass-shaped doodad with threaded ends on both sides. We'll call this the "tool".

Next, get yourself invited to go see a friend or neighbor. While you are there, excuse yourself to go the bathroom. (Use the master bath. It's the one with the toothpaste.) Take with you your tool and your now empty toothpaste tube. Simply screw one end your "tool" onto his full tube, and your empty tube on the other end, and squeeze his tube. Toothpaste will be forced through the tool, and yours will inflate like one of those skinny balloons the circus clowns use to make animals for the kids. Then, remove the "tool", place both original caps back on the tubes, pocket your tool and now full tube, and you're out of there. Your neighbor will never know. A word of advice, however, if you really DO have to use the facilities, do that first. The toilet is usually not directly under the medicine cabinet, and trying to do both things at the same time doesn't alwayswell, you get the picture.

As for the "it's all about me" department, my big news for the year involves the purchase of a new house on an airport. It was a move brought about more by economics than anything else. Lower taxes, no hangar fees, etc... But it is a pretty nice house and I will enjoy it, just as soon as I get moved in. I only bought it in September, so what's the hurry? And just 15 steps outside the back door is the "Taj Mahangar." On the second time I brought the 210 home, I actually did taxi it into the hangar, after opening the door remotely from the airplane, shut down, hooked up the tow bar, and turned the darned thing around inside the hangar without hitting anything. Never thought I'd see the day I could do that. So, remember the old adage, "Keep your friends close...keep your things closer."

Til next year, **Bob**

JACK DAVIS--Greenwood Village, CO
Late again on Dues. Check is in the mail plus interest.

Thank you for all your time and interest in keeping us updated on all the changes that are happening to UAL. I am so fortunate be able to say I flew in the glory years of United.

Angie and I are slowing down, but still doing well for 82+. We limit travel to USA and still get out to our Condo in CA. Fly on South West. Get good service and when its only a 2 hour ride who cares where you sit.

Want to say hello and thanks to Rex May for all his service to RUPA.

Till next year God willing - Hello to all my friends. It's been a good ride! **Jack & Angie**

RON DENK--Summit, NJ

Betty and I are still chugging along after celebrating our 40th anniversary a couple of weeks ago.

Most of our activities center on our two daughters and their families. Jake & Kathleen, the Navy contingent, are getting established in Kaneohe, HI for a 2 ½ year tour at Kaneohe Marine Corps Air Station. Not exactly a hardship assignment, but financially not inexpensive. Their son Sean will probably be a beach bum before he's five years old. Maria and Matt are still only 30 minutes away, so we get plenty of opportunities to spoil Neil, our four year old grandson.

I really enjoyed the March cover story on the DeHavilland Dragon Rapide. While Jake and Kathleen were living in Virginia Beach, we spent many hours at the Military Aviation Museum where the Rapide is the centerpiece of an outstanding collection of air worthy warbirds. This is the finest restoration I have ever seen. To illustrate---one small point of interest is the concave strip of fabric covering the top of the wing-aileron gap. I've seen other types of gap fillers but this is the smoothest, with not even a suggestion of finish crazing, despite the constant flexing during many hours of flying.

One of the more memorable events of the past year was a reunion of past and present members of the Union Model Airplane Club. This club was started in Union, NJ, by my father, brother and myself in 1947, and is going stronger than ever after 65 years. Fellow Ruparian Dick Lammerding was a member back in those days of yesteryear. Dick, who would have thought? Those were the days when no one thought of sniffing glue, and dope was the lacquer finish we applied, and not an illegal vice.

Thanks to Cleve and the entire RUPA staff for keeping this organization going so smoothly for nearly 50 years. I have only three hours to get this

in on time, so I'll just have to hit the "send" button.

Ron

BILL EADS--Mesquite, NV

It's always interesting to compose this annual letter to RUPA. Seems only a couple of months ago that I sent the last one!

The past year has been very busy but also lots of fun. Donna and I have been in our new home in Mesquite for over a year and love it more each day. Happiness was seeing "Welcome to California" in our rear view mirror after we sold our place in Palm Desert last July! We certainly do not miss the crowds, traffic, threat of earthquakes, etc. that were part of our lives in Southern California. The 'laid back' small town atmosphere here suits us just fine.

A major project over the past year was to climb to the top of a large mesa that overlooks our neighborhood and the entire town of Mesquite and erect an American Flag. With help from patriotic neighbors, we've improved the flag and now have a 30' pole and a large flag that is visible for many miles. I hope that the attached photo will be in the RUPA newsletter. I'm the guy in the red hat with the can of Coors Light in his hand!



Mesquite has a nice little airport so we are looking for visitors. Golf, tennis and hiking are great here. Zion, the Grand Canyon and Lake Mead are very close. The fact that cold beer is only \$1.50 should appeal to many of our pilot friends!
Cheers and *CARPE DIEM!* **Bill**

PETER FRIEDMAN--Annapolis, MD

This was a reality year. Hard to believe that I have been out of the cockpit for comin' up on 10 years. We are starting to lose friends who are "too young" to fly West. And, now, we are becoming the elder-statesmen now.

But, we retirees are like old pilots without an airline. The coldness and stark LACK of respect for retirees is so evident in the policies and directives coming out of the new Continental/United, as continuing from Tilton and the "old Crew"!! There is no allegiance or gratitude for our years of service, especially within the active pilot ranks and United ALPA. There is no legacy for the young guys and gals to follow. The memories of what we had and the friendships we made are imbedded in our hearts. We had great times. I guess we should be thankful for those special years.

I used to love seeing the guys I used to fly with at the old annual ALPA parties. Our lunches make up for that in some ways. But, it was fun to honor the graduates and be a part of the celebration. Now, the whole playing field has changed from national politics to the aviation business. Our legacy carriers are becoming melting pots. Who would have ever thought American would go chapter 11, much less United. Some of our retirees are still fighting to get back what we lost from FICA. More power to them. Keep that energy pumping.

But, mostly, it with sadness and a heavy heart that I sometimes don't want to even tell people the name of the company I used to work for. I used to be proud of saying the name "United." Now, the name has no character. It represents nothing that we used to be proud of.

We do have great memories to comfort us and a great organization to be proud of --, RUPA. Most of us don't know each other, but we have a common bond, and we have been in the trenches together. RUPA is a great service to us all. All the guys and gals who undertake the publishing of the mag and put together the social events, deserve our thanks and gratitude for a terrific job.

Stay well and have a healthy new year, *Peter*

BARNEY HIGGINS—Bernville, PA

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

(This letter was erroneously printed in the April magazine under the name of Barney Hagen. Ed)

SID HUFF--Lake Tahoe, CA

Hello again from a 93 year old, who misses flying,

and always will.

Health is fair, some back pain. My goal is some golf this summer.

Reva and I are going on an Alaskan cruise in May. Out and back under the Golden Gate Bridge. Reva was raised in San Francisco.

Thanks again for the *RUPANEWS*, it's special every month.

Bless on and all. **Sid**, retired 33 years

JIM MCGREGOR--Walnut Creek, CA

I flew as a co-pilot on the ATC - Pacific OPS from June 1943 through July 1944. Contrary to the article in April 2012 *RUPANEWS* (page 6), the original Australia destination was Brisbane, not Townsville. The destination changed to Townsville in February 1944.

Best regards to anyone who might remember me.

Jim

(Explanation about the ATC Pacific Ops article, Ed)

Jim McGregor is correct, the "map & photo" part of the April RUPANEWS article referred to after they began flying to Townsville.

Perhaps I should have put the photo below the first paragraph to avoid confusion.

Marvin Berryman

HUGH & NORMA MC INTYRE--Auburn, CA

Just a note to thank you for the wonderful magazine you print every month.

We are a few days late with our check. Hugh had his 70th birthday and we celebrated with two parties, mostly family and a few close friends.

Hugh is doing well at home. He was diagnosed with Alzheimer's disease 6 1/2 years ago. We have wonderful care givers who help him and make my life a little easier. He wakes up every morning happy and in a good mood. We are so thankful to the good Lord for this and for all the many blessings He gives us.

I'm including a poem Hugh wrote about twelve years ago. I hope you will all find it enjoyable.

Hugh & Norma 1966-2002

The Aluminum Mistress

By Hugh McIntyre

*She sits there waiting patiently for me
Her taut smooth skin bathed in pale moonlight
She's so beautiful, almost sensuous*

*Her lines are sleek and clean; she's bred for speed
 We've been together over thirty years now
 Oh yes, we've had our ups and downs of course
 But mainly I think she suits me just fine
 She lures me into her wide open door
 Forward of her left wing and port engine
 Inside I stow my bags in the flight deck
 And begin examining her systems
 In preparation for our adventure
 She holds no secrets from me as I probe
 Like a doctor with a trusting patient
 When all is ready and checklists are read
 We light the fires in her mighty turbines
 And roil out to the runway edged in lights
 When the tower gives us take off clearance
 The throttles send a torrent of jet fuel
 Rushing to her thirsty Pratt and Whitneys
 Twin infernos thrust us down the runway
 At the right moment I ease the yoke back
 Slowly lifting her nose gear from the ground
 Her wings forming a graceful upswept arc
 As the weight of one hundred sixty tons of
 Flesh, fuel, and machine shifts from the wheels
 She bears the burden gladly as we launch
 Into a night lit by a gibbous moon
 Like the reigns in the hands of a rider
 Purposeful pressures on the control yoke
 Elicit smooth obedience from her
 This thoroughbred thunders swiftly skyward
 As I guide her to our course and flight level
 How lucky we are to have each other
 Each one filling a need the other can't
 The hours fly by quite literally
 As we make our journey from coast to coast
 Or to some far away exotic land
 Where strange sights, sounds, smells, and experiences
 Broaden my understanding of the world
 All the while making me lonesome for home
 And the familiar, mundane things of life
 She's fast company--no denying that
 But after a day or two together
 She begins to get on my nerves sometimes
 So demanding of time and attention
 It makes me miss the peace and quiet of home
 And the loved ones there that I left behind
 To have another tryst with this beauty
 Someday, and I know that it coming soon
 I'll be too old to keep up with her
 A younger man will come along for her
 And just like that I'll be out of her life
 Gone forever will be the thrills we felt
 And the experiences that we shared
 But I'll remember her with no regrets*

HANS MIESLER--Penrose, CO

Just prior to my last note addressed to this distinguished group, we planned on a rafting trip down the Yampa River last June. We looked forward to seeing the Dinosaur National Monument from a different perspective than I had so many times crossing in a Boeing. It certainly turned out that way as our party of twenty one was about to experience. Our professionally guided group utilizing Adventure-Bound USA based in Grand Junction, encountered on the second day the infamous "Maytag" rapids. Two out of four guided rafts ended violently flipped and Mary and I spent some time under an inverted raft taking one hell of a beating. When we emerged from the worst of the water we both came up on the same side of the raft and I was able to grab her vest while getting hold on the now inverted raft with my other hand. In the process, Mary sustained a serious injury to her left calf and ankle from blunt force trauma and I tore my left rotator cuff requiring major surgery. We are still feeling the affects of those injuries and healing slowly. I would like to do that trip again but would choose another company that put more emphasis on safety. They should have given us a choice since some of us voiced our concerns.

Last summer was lost to climbing and hiking as a result of the raft trip, even motorcycle riding was curtailed since my shoulder could not support the weight of the Harley. Since now the little RV-4 has over two thousand hours and the engine over four thousand it was a good time to overhaul the Lycoming and upgrade the engine to 160hp while I was recuperating. I finished the re-installation and coming up on 50 hours with the rebuilt engine. Since I participate in a local group of formation fliers, a



This is a 16 ship formation that I participated in over Madera CA. It was a formation flying clinic sponsored by the West Coast Ravens this May. It's more fun than a 65 year old can have with his clothes on.

smoke system was also installed and it adds to the display during acro and formation flying. That little airplane has been my \$85/hr therapist for twenty three years now. I would return from Stapleton with a stop at Centennial airport to wring her out prior to driving home.

Our one and only contact with DIA and UAL was on our trip to Germany last Oct. I had not been through DIA since resigning from an overseas Captain position in 2009. It was still before the new joint travel venture with CO and our flight from ORD to FRA was in business class. Our Captain was Mike Glawe whom I recognized from his service on the MEC years ago. We had a pleasant conversation and it was nice to have an old hand at the controls. Going through FRA customs was a non event, they barely looked at us and did not even stamp my passport. On the other hand, returning from FRA again on business, the pleasant experience on UAL to that point was disrupted by our "Homeland Security and Border Patrol/Customs" agents. After serving in the military in a combat zone for this country, I really resent the treatment we as citizens get at the "Security Checkpoints to Allow Ingress to this Beacon on the Hill." I can see now why tourism to the US is down from previous years. On the other hand, we had a wonderful time in Germany with a short side trip to Switzerland and France. We would like to go to Europe in the future and I will be sure to take my Meds prior to returning to one of our "Border Ingress Stations."

The rest of this year will be closer to home with a flight planned to some of the back country strips in Idaho and Montana. Any flying on CO, er, UAL will be deferred until the system is running smoothly.

Wishing you all well and thanks for this venue.

Hans & Mary

RIP MUNGER--New Canaan, CT

Greetings Leon, You have the right dates. I did have to give up the left seat but had a great second career on the 747 side saddle. A story goes with it.

Along with others I fought the age 60 rule for many, many years. I had never flown as engineer and had no intention to do so. Then I met RUPA's famous secretary and editor, Capt. Scotty Devine.

We flew together on a Narita trip. I knew Scotty by reputation through his ALPA work, and as I recall

at that time he was ALPA national secretary. Now on this first leg I started thinking about his famous "no engine" approach to HNL. You remember--the F/O started descent and all four engines flamed out due to a rare (unknown) fuel icing situation. Scotty was in the main deck blue room and had to scramble up stairs! They got one going on the way down and continued their one engine approach. Then they managed to bring a second engine in at 500 feet on final.

Well, that was a good feeling having all that experience in my crew. Not only that, he was a pleasure to fly with and we had dinner in NRT and a nice trip back, even on the all-nighter.

So I decided to take that second career after age 60 and enjoyed flying, albeit sideways, over four continents and 14 years. I thank Scotty for helping me with that decision.

With best regards, *Rip*

BUD PETERS--Eagle, ID

Hi Cleve, Check is enclosed, along with my appreciation, for the next year of the *RUPANEWS*. All of you do just a super job of keeping us all informed on what happening at UAL these days. Again, that's very much appreciated.

Stay well and tell Rose I said hello.

Bud SFODD - 1960-1982 CHIDD - 1982-1998

BETH ANN RAPHAEL--Kailua Kona, HI

Aloha, Another year and I'm still volunteering with AARP tax aide. Lots of people here on the Big Island getting refunds because they just don't earn enough.

I also have a part-time job at the Onizuka Space Center, a museum honoring Ellison Onizuka who died in the Challenger. It's located at Kona International Airport, so we get lots of passengers whose flights are delayed or who had to return their car rental early.

The United Flying Club at SQL, San Carlos, CA is looking for members. We have 2 C-172s, one is an SP. I'm the newsletter editor, so let me know if you want an email copy. (berapha@aol.com)

Hope you have a happy healthy year. *Beth*

JACK RODERICK--Batavia, IL

We are all fine. Have 6 grandkids now and they are all healthy and active. I'm 78 this year and feeling

OK, the run of the mill older age kinks.

Last fall I took my SNJ ride my kids had bought me for a Christmas present. I really enjoyed it but had to fly it from the back seat which was a first. It's been 55 years since I flew one. I told the pilot I would like to do a couple of rolls, which I did, but not very neatly. I had no forward horizon reference and could only see the roll bar and pilot's head and I sat very low in the seat. Then again I didn't expect them to be anything great even if I was in the front seat. But it was fun, and I told my kids so but that I sat so low I had no good visual references to go by. So this Christmas they bought me a backseat ride in the Extra 300 which has a bubble canopy and you sit higher than the pilot in front.

I have been working at the Air Classics Museum at the Aurora, IL airport giving tours and helping organize their library. It's quite a nice facility with many quality displays. We have 12 full size aircraft on display-WW2 and Vietnam era planes. I'm also a member of the Veteran's Breakfast Club that meets every other Thursday. We have quite a few WW2, Korea and VN members and raise money to send WW2 vets on the "Honor Flight" to DC to view their memorial.

I'm still selling aviation and military books and do train shows every month to sell off a lot of stuff I've accumulated over the years. Also do 2 airline shows and 2 model kit shows a year. I'll never get rid of all that I have, and my kids don't seem interested in it. I still build models of trains and airplanes-keeps me off the streets.

That's about it for now. My best to the CLE Crazyies and to all of you who do great work putting out the *RUPANEWS*.

Jack, EWR, CLE, ORD

HAROLD SNYDER--Parker, CO

Hit the big 80 while at my place in Port Isabel, TX. We are back in Parker, Co for the summer, enjoying good health.

Still flying the Mooney and a C-172 in Texas. Sold the Gold Wing MC, continue to ride the Urol and Honda Enduro.

Thanks again to Bill Matheny and everyone who gave me CPR in the DEN terminal. Life is good.

LEE SWOFFORD--Coppell, TX

On April 19, was NINETY YEARS OLD. That is about the biggest news about me this year.

I did make a cruise to Bermuda with a small group of veterans. There were seventy of us from the Second Air Division of the Eighth Air Force. It was the annual meeting of the group. We thought that it would be the last National Meeting. We decided to try for one more. We are the people that flew the B24 out of England. I think that I was the youngest one of the group. It was certainly not a hell raising hard drinking affair, but it was fun anyway. The next and last meeting could probably be held in a phone booth.

My son, who works in the training center of Cathay Airlines in Hong Kong, has been pushing me to write a book about the early days of the airline. I was not around when the airline started, but I did fly as copilot for some of the pilots who were. One pilot even had his license signed by one of the Wright Brothers. I don't know if I will finish but I am doing some bits and pieces. I always tried to sit near when some of the real old timers started talking about each other. Some STORIES, most not printable.

I do appreciate getting the *RUPANEWS* even though I don't know many of the writers.

Lee Swofford, 1945-1982

FRED TERHAAR--Wallingford, CT

Dear RUPA, thanks for all the good work.

After a decade of sailing and 13 years of RVing, I think I'm good for a couple more, do put me down for a couple more years.

I just turned 84 last week and received a stent as a present. Not free, however.

Can't drive anymore because of poor vision. While I still had normal vision in retirement I sailed from Maine to the Caribbean for three years in my Whitby-42. Then switched to a Coachman and toured the U.S. concentrating on the National Parks. And all that after having the best job in the world for 36 years. How lucky can one be??

Sincerely, *Fred*

JIM TROSKY--McHenry, IL

Guys, I know I'm late on the dues, no excuse.

Still in Surprise, AZ for the winters and Illinois for the rest of the time.

I sold my C-170B, hangar is next. Just tired of fighting the FAA every year for a 3rd Class physical.

Keep up the excellent work you all do. Fair winds and following seas.

Semper Fi, *Jim*

ELLIS VAN ALSTINE--Naples, FL

It's letter time, so here goes. Been retired now for 27 years, and it seems like 27 minutes.

Been in Naples, FL for 25 years and still like it! I really enjoy the magazine. It keeps me up-to-date on what's going on. I like to hear what my old friends are doing. I saw Pat Flanagan's name on the Reno list. I think of him every time I cross the Snake River.

We have a great group of guys who get together at Ft. Myers during the season. The Marco Island bunch comes as well.

I'm still tooting my horn 3 to 4 times a week, so I'm keeping out of trouble that way!

My youngest daughter is a 767 etc. Captain at Dulles, so I get an earful about the merger.

Thanks for everything. Sincerely, *Van*

LARS WARN--Clearwater, FL

Sorry to be so late. Lars was diagnosed with brain cancer in September and we have had our hands full ever since. It is an everyday challenge.

Thank you for your patience. *Jo Warn*

JAY WHITE--San Carlos, CA

Leon: Thank you for your thoughtful notice of my oversight in not renewing my RUPA Membership. Yes, I want to maintain my membership. A check is enclosed.

I was hired in August 1951 and retired at age 60 in February 1985. My first assignment was DC-3 co-pilot based in Chicago where I learned about ice and thunderstorms. The last assignment was Rope Start 747 Captain in SFO.

Retired Captain Bob Witherow and I meet every Friday morning at Starbucks for an hour to solve all existing airline problems.

While flying for United I obtained a law degree and was admitted to the California Bar. Since 2003 I have been working as a volunteer lawyer at the San Mateo County Legal Aid Society helping low in-

come seniors. That takes 80 to 100 hours of my time each month.

Thank you for the vital volunteer work you are doing for RUPA. Best wishes, *Jay*

GEORGE & SUZY WILSON--Copperopolis, CA
I know, where the hell's C----- ? Havent written in a while but we are doing reasonably well.

Just passed 82 and still travel back to Co quite a bit and found the new pass travel interesting to say the least. Try to find a Southwest flight leaving about 2 hours after my planned UA/CO flight for a backup. If boarded on UA/CO the SW purchase goes in a bank to use later with no fees charge.

Grandson graduated from Embry-Riddle and has all the ratings but is finding the job market not progressing as advertised. Hopefully that might change after November.

Thanks to all who work on the *RUPANEWS*.

Regards, *George*. (It's in the N Calif foothills, blink and you'll miss it.)

NORMAN "ED" WITT--Palos Verdes Est, CA
I was 85 on May 2, 2012, (LAX 1956-1988, Flew last trip in 1986 on DC8-71) and this will probably be my last letter to RUPA.

Have been spending more time in bed resting and have had to give up playing the saxophone with a swing band.

I had a racing shell built for the UCLA rowing team by a boat builder named Coppock in the Seattle area. The shell was launched on Sunday morning March 4, 2012 after the annual UCLA Rowing Team banquet on March 3, 2012.

Enclosed are pictures of the shell and a picture of myself, my son Norm Jr. and Claire Jarvis, who was on the rowing team in the 1970's when Norm Jr. was assistant coach. Claire Jarvis, Sr. was a long



time Flight Engineer with United Air Lines and lived in Westchester, CA. Claire Jr. now lives in Minnesota and came to UCLA for the event.



IN MEMORIAM

DENNIS E. FITCH, SR

Dennis E. Fitch, Sr., 69, passed away May 7, 2012 with his family around him. Denny, who had suffered from brain cancer, died at his home in the Chicago suburb of St. Charles.

On July 19, 1989, Denny, a DC-10 flight instructor, was a passenger on aboard United Flight 232 when it lost all hydraulic power. The plane crashed at the Sioux City, Iowa, airport killing 111 people, but Fitch's and Captain Alfred Haynes' resourcefulness in bringing the aircraft down helped save the lives of 184 people. "Nobody had a right to walk away from that," Denny told the Daily Herald after the crash.

"He had survivor's guilt after the crash because people died," his wife Rosa said. "It haunted him that he didn't save everyone."

Denny became an international motivational speaker who inspired thousands and a consultant who worked with the National Aeronautics and Space Administration.

"He was a big hugger," Rosa said. "Even if he didn't know you, he'd put his arms around you."



Comments about Denny from "BUD" GAMMILL

Only once in a lifetime should any of us be fortunate enough to know and work with a "DENNY." We flew together on the '67 and he flew a "beautiful ship". DENNY FITCH was a pilot's pilot and a Gentleman's Gentleman! I hadn't seen Denny for a year or so, but met him in ORD dispatch early in '89 and I asked him what he was up to and he said, "Bud, I can hold a Captain BID, but I have been asked to go to DENTK and I think I will, for a couple of years, then would have some seniority flying the line." I said, "Denny, if anyone would do a good job, you would."

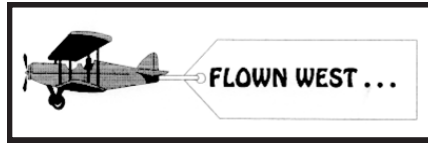
While at our summer cottage in Wisconsin, during July '89, Karen was checking on her Uncle having some medical procedures in Sioux City in the care of family when the UAL 232 accident happened. When I read or heard that Denny was the TCA who came to the cockpit, I knew who saved the aircraft! I spoke with Karen's cousin's husband, Dr Earl Mumford, first about the uncle, and then I asked him about Denny. He said, he didn't know, but said "they gave me the worst accident victims, some who had slid down the runway grinding thru joints, etc." He called me the next day and said, "Dr. Dougherty has Denny, and he said Denny is the finest patient I have ever had in my career, and I want you to know, we have a lot of fine people this side of Iowa!" I was able to phone Denny a few days later and he told me much of what everyone knows. He said when he told the "A" F/A that he was a DC10 Instructor and to ask the Captain if he wanted his help, she came to the bulkhead and held her hands to her mouth and shouted, "he needs you now!" Capt Haynes sent him back to check the spoilers, which were not moving. The NTSB told him later, that they could tell when he got in the cockpit, not only from the voice recorder, but from the fact that the gyrations essentially stopped at 27,000'.

The city of Sioux City had run a practice emergency just 30 days before and DR. Earl M. said it was a blessing as they kind of knew what they were doing.

I only hope that when the time comes, I will be blessed to follow Denny in his FLIGHT WEST to the same destination!

There is a well done, professional, 5 part interview for anyone that might have missed his own story.

<http://www.youtube.com/watch?v=OPu0chBQeUk&feature=relmfu>



Dorsey A. Brown	Dec. 02, 2011
William A. Heyer,	Dec. 12, 2011
Ronald L. Pulliam	Dec. 12, 2011
John J. Oling	Dec. 17, 2011
*Raymond J. Bilboyne	Feb. 15, 2012
*Peter J. Harvey	Mar. 2012
*Robert L. Smithhart	Apr. 15, 2012
Edward A. Ernst	Apr. 17, 2012
*Harold W. Burlingame	Apr. 18, 2012
Roderic W. Gilstrap	May 04, 2012
Dennis E. Fitch, Sr.	May 06, 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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From:

RUPA
P.O. Box 400

RUPANEWS Deadline: 15th of Each Month

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 (2nd 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