
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER



This certainly has been a summer of unusually hot temperatures with parts of the country dealing with serious flooding, other areas facing record drought conditions, and several states fighting devastating wild fires! Between the wide ranging power failures and the extensive property losses we hope you are safe and not dealing with any of the resulting effects.

We have several requests, information to share, and a reminder. Our Secretary/Treasurer, Leon Scarbrough, needs for you to include your UAL file number with your annual dues check (due on your birth month). We have a number of Browns, Jones, Smiths, and Johnsons, etc. To help Leon, if you would include your file number it will expedite the bookkeeping and record keeping he voluntarily performs for our benefit. Thank you!

On our website, we have recently added a list of all the UAL pilots who have flown west. If you notice a disparity please advise Leon and we will correct ASAP.

If you have health insurance through UAL don't be late with your payment. If payment is not received in time you will have your insurance cancelled. There is no grace period! Why UAL is so hard nosed about this we can only guess. They will not reinstate your insurance under any circumstances whether it is your bank's problem (auto payment), a credit card that has expired or changed, or the mail didn't get through because of flooding, fires, or for an over due pony express rider! If you should go on vacation or have other reasons to be distracted from assuring your payment – don't allow your monthly insurance bill to go unpaid. We can not help you if you are cancelled!

Reminder: Our RUPA roster is *not* for commercial or business use, political use, charity use, or any other type of contact resource mining! The roster is published for its members' personal use and communications only. This restriction applies to RUPA members as well as their families and friends! Many groups would love to get their hands on our membership roster. We protect that information zealously! Don't abuse your fellow RUPA members with unwanted contact.

You will note there is another "Centenarian" pilot article in this issue. If you are aware of another 100 year old pilot, please let me know, we would love to include their history in our *RUPANEWS*.

Be safe and take care! *Phyllis Cleveland*

Att'n former Capital pilots (and UAL-ers) who flew the Vickers Viscount.

There's an interesting British newsletter devoted to the history of the Viscount in airline service. To view stories, or maybe even add one of your own, note the following: To view this issue of the newsletter just click on the following link. <http://www.vickersviscount.net/Newsletters/Newsletter1207.aspx>

If you experience any difficulties using this link please go to our website;

<http://www.vickersviscount.net/Default.aspx> and click on the 'Latest Newsletter' button at the top of the page.

We hope that you enjoy this issue of the newsletter, and we are keen to hear any feedback that you may have, please send comments to Membership@vickersviscount.net. *Carl Jordan*

—————→ **Do not send money here, letters only, please** ←————

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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

We again thank Nic Summers for another great cover picture. This should make every pilot feel nostalgic.

CENTENARIAN UAL PILOTS



From an email responding to a letter I had sent to Captain Homer Peterson, our oldest known RUPA member - what marvelous aviation history!

"Dear Phyllis, I have your letter about my being the oldest RUPA member. Quite an honor for sure. I will be 101 in October, the Lord willing.

I received my flight training in the Army Air Corps in 1935 and then spent a year at Mitchell Field out on Long Island, NY flying the Martin B10 Bomber for a year.

United was hiring Pilots in 1937 so some of us left the Army Air Corps

and signed on with United as copilots. I was sent to Chicago. The old Boeing 247, an eleven passenger plane, was being flown. The DC3 was just coming out and I checked out on it in 1938. I was promoted to Captain, and then that was my plane until after the war. I was a reserve Officer in the Air Corps but was not called in. WHY?, I never found out. We thought the Air Lines may have gone to the Army Air Corp telling them they might have to shut down if all the military trained Pilots were drawn in, and I was not called in. So be it. After the war, United bought C54s from the Military and converted them to Air Line use as the DC4. I had been transferred to Newark, and then the Eastern Terminal Airport. New York did not have an Airport but was building La Guardia on Long Island.



I was checked out as a Captain and moved back to Chicago where the new Captains were stationed. I flew west to Cheyenne and Denver and east to New York, still in the DC3 and the Boeing 247, once in a while. I had married a Stewardess in 1937, and started raising a family. I transferred to Portland in 1942, and later to Seattle after the war ended.

The DC6 had come out during those years. Later the DC7 and finally the DC8 Jet, which was a pleasure to fly.

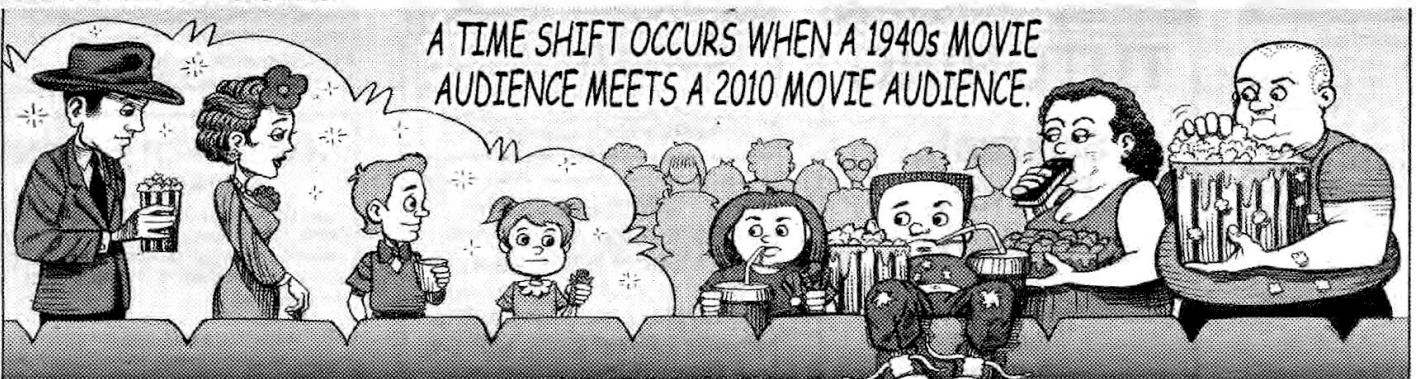
After 32 years and 8 months on the line I retired.

My vision is very poor so excuse the mistakes. Also, my hearing has faded out requiring Hearing Aids but that is just Old Age.

Sincerely, Homer (PETE) Peterson"

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

FUTURE SHOCK®



S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

We had another beautiful So. Florida Tuesday afternoon at Shrimper's for our July Luncheon, and were served by our delightful server, Rose. Manatee Pocket (Shrimper's location) is a super place to have lunch and provides an excellent water side setting....along with the 'Adult Beverages' which are a normal part of our monthly experience. As always, a GR8 time was had by all with terrific food, fantastic scenery and real GOOD service too.

As usual, much conversation took place with regard to Pass riding, ZED fares and the process required to obtain same, along with our Medical Insurance and various other options.

Those that were available, and chose to be part of our Lunch group were; Ted Osinski, Jack Boisseau, Dick Starita, Frank Guglielmino (formerly of our CLE Crew Desk...and one of our REAL GOOD Guys), Don Jefferson, Del Gartner and myself, Bob Langevin.

We are certainly hoping that SE Florida will continue to be 'H' free for the remainder of our 'H' Season, and we are looking forward to the return of our Northern members who bail out on us during the Summer.

If any of you happen to be in the Stuart, FL area on Tuesday, Aug. 14th.....please join us at Shrimper's (Salerno Rd and Dixie Highway) at 11:30AM.....we'd love to have you join us. Until then, wishing you all a SAFE and Happy Summer with GR8 WX. Best Regards, *Bob Langevin*

COLUMBIA RIVER GEEZERS LUNCHEON

We had another good turnout for our always enjoyable lunch at the Macaroni Grill, Clackamas, OR in July. Many in our group are still involved in aviation, be it delivering Boeings around the planet, flying various corporate aircraft, verifying aircraft and flying records for NAA, flying their own, building and restoring their own, or any combination of the above!

As per usual, discourse was lively and animated, with everyone sort of catching up on what the others have been doing since last we met. Narratives, of course, filled up much of the conversation with some of them even being new! No matter, they're always enjoyed, with or without embellishments.

Topics included the usual suspects such as flying, both past and present, non-rev travel (I've never much cared for that term, but there it is), industry news, family news and absent friends of yore.



In the picture from L to R: Seated: Mac McCroskey, Bill Englund, Benno Vyfinkel, Tony Passannante
Standing: Gordy Richardson, Ray Reed, Doug Howden, Dick Ionata, Phil Gracia, Rich Warden.

An important closing note: Starting the August 8 Lunch, the Columbia River Geezers will now be meeting monthly, second Wednesday at 1100 at the Macaroni Grill, Clackamas Town Center in Clackamas, Oregon. Drop-ins and visitors will always be happily accommodated.

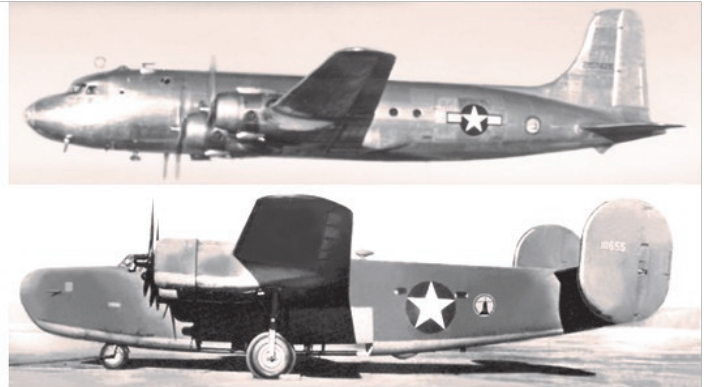
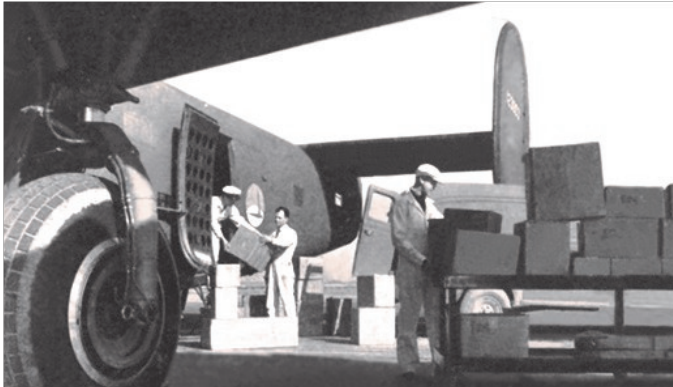
Best Regards, *Tony Passannante & Ron Blash*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

On a memorable 1942 flight, Capt. Ralph Johnson, Co-Pilot W.E. "Dusty" Rhoads (later the pilot of General MacArthur's "Bataan") and Navigator Emery Wishon stunned Australians by flying a C-87 from Perth, on the west coast, directly to Brisbane. The 12-plus hour flight covered 1960 miles over the "Australian Out-back" with no landing strips or settlements enroute.



In early January 1943, under secret orders from the ATC, Rhoads and his crew flew a C-54 (DC-4) with a load of mail and top-secret cargo, plus 14 U.S. State Department officials, to the "Casablanca Conference" held by President Roosevelt and Winston Churchill in Casablanca, Morocco January 14 to 24, 1943.

Rhoads' route was San Francisco - Washington D.C. - Miami - Puerto Rico - Belem Brazil - Natal Brazil - across the Atlantic to Dakar Morocco - Marrakech Morocco - Algiers - Tunis - Cairo Egypt. From Cairo, Rhoads flew short trips to Lydia - Palestine and Luxor (in the Nile Valley). He completed his "around-the-world-flight" via India - Australia - New Caledonia - Fiji - Canton - Honolulu - San Francisco.

The C-54 used 32,504 gallons of fuel in 150 flying hours and covered 31,380 miles. Capt. Rhoads reported ... "All flights were completed in a routine manner and well within the allotted time without special mechanical or weather delays." ... "The only romance encountered was that within our own imaginations."

The first ATC C-54 Pacific flight was made by Capt. Jack O'Brien, (Superintendent of Pacific Flight Operations). The flight was in a C-54 transferred from ATC Atlantic Service. O'Brien and Co-Pilot Benny Howard left SFO at 12:05 A.M. on June 25, 1943. After refueling in Honolulu they headed for Canton Island, from Canton they flew non-stop to Amberly Field near Brisbane, Australia. They completed the 9000 mile flight in 39 hours (flight time - 35 hours). On July 15, 1943 the Army delivered the first "Ops-Pacific" C-54 to the United base in San Francisco.

The C-54 quickly became popular with Pacific ATC crews. The "Over-Ocean" experience acquired during the 7000 C-54 Ops-Pacific flights prepared pilots for United's post-war San Francisco - Honolulu flying.



*Marvin Berryman DENTK Ret. from "High Horizons" - C-54 TO at Guadalcanal from "UAL 1945 Annual Report". 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*

DANA POINT RUPA LUNCHEON

The harbor gets busier with the summer, but the deck opens at 11:30 so many of us drift in earlier than the 12:00 published time, before the tourists arrive. This permits us to get 'our spot' on the upper deck before they get there. Once again everyone seemed to enjoy the excellent service and the delicious food.

We welcomed Bob Horn to our group. He retired from UAL 1981 (hired in 1949). He was able to sit next to one of our other senior members, Jack Healy, who retired in 1980.

Once again the several topics discussed were the traveling with UA (or other means) holding forth on our end of the table. Jerry Meyers had brought out a booklet that he had Kinko's finish up, and bind. It showed all the steps you take to get to Space Available Personal Plans. A personal travel guide. It looked quite official with an exact print out from the Pleasure Traveling on UA in easy to carry form. At least it worked for he and his wife flying to Pennsylvania and back! Was this luck of the draw or 'good planning'?

My son down loaded the Travel Section to my new Smart Phone. A great site ...but my fingers/eyes have trouble working with the tiny numbers when I did a practice sign on. Now I need something bigger like an iPad or my old Lap-Top!

The Retiree Pass Travel UPDATE section in *RUPANEWS* is appreciated, but you HAVE to read it all. VACATION passes SAOV are very valuable and they do give you good priority. This was agreed on by several members that used them. However, airplanes are full! Load factors approaching the all full mark! No fun flying of the 'old days' with load factors of 60% with whole families getting F/C to the Islands. Dream on!

The picture was taken just in front of the Dana Harbor entrance which the Wind and Sea restaurant faces. Both Rusty and Bruce both took pictures and with help from Photoshop produced this picture... to get in the 'picture'. Thanks Guys! Good Picture!



Left to Right: Bob Horne, Jack Healy, Bob McGowan, Bill Myer, Jerry Myer, Ted Simmons, Bruce Dunkle, Bill Stewart, Denny Giesea, Joe Udovch, Don Morgan. (Front of Bruce) Rusty Aimer. (Present but unable to stay for Picture-taking Al Pregler and Larry Freeman.) Cheers, *Ted*

SEATTLE GOONEY BIRDS

The official first day of summer and eleven Gooney Birds came to the SEATAC Marriott for lunch and conversation which was lively.

The host rang the bell, { his water glass } and had the sad duty to report the passing of Captains Hank Dyson and Pudge Berlin.

A couple of jokes were told and the conversations continued for some time afterwards.

In attendance: Ray Hanson, Eric Malm, Howard Holder, Gerre Pryde, Herb Marks, Jim Barber, Chuck Westfphal, Fred Sindlinger, Al Haynes, Ken Case, and *Bill Brett*

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

Fifteen attended the July 12th luncheon at Mimi's on a warm, overcast, sultry day. Those were: Jack & Joyann Moore; Herb Goodrich; Tom & Mary McQueen; Doug & Marcene Rankin; Rex May; Bob Mosher; Mike Herriott; Don McDermott; Denny Fendelander; Trudy Buck & Norm Marchment; and Richard Unander.

The Moores brought Herb Goodrich, who we were happy to see after many months of his not attending.

Don McDermott started us off with the subject of the PBGC. Don brought to our attention the article on Page 19 of the July *RUPANEWS* where the head of the PGGC Josh Gotbaum indicated that he would do all possible to prevent AMR from dumping its underfunded pension plan onto the PBGC. The next subject about the United & Continental Pilot's attempt to merge a contract had to do with the Mediator's view that the parties were not bargaining in good faith.

Our experienced traveler, Mike Herriott, who is planning to be in London during the Olympic Games, will be able to see some of the events before he & his wife board their cruise ship. He also recounted some of his trials and tribulations in traveling SA.

Denny Fendelander & several others commented about the news that UAL recently ordered quite a number of 737's.

This month's winner of our 50/50 was Mike Herriott.

Our next lunch at Mimi's will be Thursday, September 13th. 'Til then, *Doug & Marcene Rankin*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

We did something we have never done before for our July luncheon get together. We met on the first Thursday of the month because the first Wednesday was the Fourth of July. The date change allowed us to celebrate the fourth in the traditional way of barbecues, picnics and fire works with our family and friends. Even with the date change we managed to have 24 for lunch including a couple from the Tucson area. We go back to the first Wednesday for August.

For some reason, we always seem to gather in the lounge area before sitting down for lunch. Perhaps the drive to Petaluma makes some of us thirsty. And of course there is always plenty of interesting conversations going on before, during and after lunch on a wide variety of topics such as politics, the sad state of UAL, and what a great pilot we were.

When the dinner bell rang we headed to the dining room for lunch. Bob clicked the meeting to order and announced the "regrets" from some who could not make the luncheon. There were no Flown West to announce, which is always nice to hear. Doc Hise had a report on the GlaxoSmithCline drug company with a list of drugs they make, which some of us could be taking. They are being fined billions of dollars for false representations of what the drugs were for, and how well they worked. Bob had several hand outs to pass around, including one which had drawings of what the new control tower at SFO is going to look like. It looks more like a work of art than a control tower, and I would guess that the cost to the tax payers is going to be very high.

Another interesting item is that UAL is now the fifth most disliked corporation in the U.S. Hasn't taken long to destroy what we all worked so hard to make UAL a great airline. Apparently, now dead heading crews have to pay for food on the dead head just like the public. Maybe that is why the company is having a hard time junior Manning pilots. UAL is also having problems with sick leave. Some news on Delta's new contract was also passed around. A nice 13% raise and there will be a shift away from the small regional aircraft to bigger aircraft.

Attending were: Leon Scarbrough, Rick Saber, Ken and Shirley Corbin, Tom and Joyce Gray, Deke and Merle Holman, Jules and Sybil Lepkowsky, Bill Smith, Chris and Sharon Swenson from TUS, Bill McGuire, Galen Wagner, Dick Lammerding, Dick Hanna, George Hise, John Baczynski, Bob and Doris Donegan, Jim Mansfield, and me *Bill Greene*

THE INTREPID AVIATORS OF SOUTHERN OREGON

Greetings to all from Southern Oregon. Enclosed is a group photo from our June luncheon, again at our old haunt, The Pony Espresso in Jacksonville. We missed a few of our regulars this month, but enjoyed Michael Bennett back from his winter sojourn to Florida. The day was perfect, lunch good, the company sterling and the conversation sparkling....now, how could it be any better than that I ask?

I was sad to see John Cherry's wife passed away recently here in town. Our sympathies go out to John. We did a couple of photos of George and Bud together....fellow crew members from some East Coast trips from just a few years ago. (No really, just a 'few' years ago!) We continue to pass out 'The Age of Flight' with a few locals still needing to get theirs. Greatly appreciated and thanks to Leon for getting these to us.



Oh, the photo, starting on the left front is Catherine Dimino and then her Dad, George Elliott, Bud and Mary Berlingeri, Bob Niccolls, Bob Keasbey, Michael Bennett, Harvey Saylor, Art Lumley and last but not least Scot Lee.

We again invite any and all to join us at the Pony every third Thursday to gather and enjoy our common bond. Cheers to all, Bob

RENO'S BIGGEST LITTLE GROUP

Reno's Biggest Little Group met on the 4th Wednesday in June, which is our usual lunch day. Time and location announced by e-mail a week before as a reminder.

We have been meeting at Sparky's for the last several months, where we have been treated very well, good food and good beer.

Guests from out of town were Barrie Nelson and Jon Rowbottom. Yes, we even welcomed them and, of course, extend a welcome to any out-of-towners to dine with us.

Other than the usual war stories being told, we discussed our habit of moving the lunch to different restaurants, and considered moving the meeting day as well. We concluded that we are happy here at Sparky's and the 4th Wednesday accommodates the majority of attendees.

Those in attendance included: Jim Nugent, Jim Engleman, Jim Whiteley, Charlie Kettering, Larry Fritz, Gene Lamski, Gary Dyer, Jon Rowbottom, Tom Taber, Rick Schwarze, Barrie Nelson, Tommy Diehl, Bill Shepherd, Ken Miller and your reluctant scribe, *Lyle U'Ren*.

ADULT TRUTHS

Can we all just agree to ignore whatever comes after Blue Ray? I don't want to have to restart my collection...again.

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

With many of our regulars out-of-town or on the sick list thirteen lucky United alumnus enjoyed a free lunch at Edgar's! After our unsatisfactory experience in June Pete Walmsley, who is a member at Quail and who sponsors our monthly luncheons at Edgar's, discussed with management the unusual problems we had. Our normal servers, Sam and Salom, were off that day and unfortunately that factor contributed a great deal to the pre and post meal service problems. For our July 11th luncheon Sam came in on his day off to ensure our restored service and normal quality experience.

Those enjoying the unexpected bounty were; Jim and Tommy Gwinn, Lee Casey, Phil McClain, Milt and Sunee Jines, Mike Donnelly, Jack Cowles, Will and Fran Blomgren, Pete and Donna Walmsley, and me.

After lunch Pete passed Lee's hat around the table resulting in a very nice tip for Sam! Management was very generous in offering us our free lunches and we thank Pete for drawing attention to our problems of last month.

We received very sad news that Mary Alice Gifford, Robert's wife of 31 years, passed away on July 8th after a long battle with cancer. Mary Alice was a marvelous and talented artist winning several awards for her art work. She was a member of the Monterey Peninsula Art Foundation and the Central Coast Art Association. Our sincere condolences to Robert and their family. Mary Alice was a vibrant and positive member of our lunch group and she will be greatly missed.

Our third annual RUPA Golf Tourney is scheduled for September 26th. Contact Pete at 831-624-7786 or email kiwigolf@sbcglobal.net for reservations. Out of towners are welcomed!

Our next luncheon is Wednesday August 8th at Edgar's! As always please RSVP by the Tuesday before!

Phyllis Cleveland

SAN DIEGO COUNTY RUPA LUNCHEON

We had our lunch on July 10th with Bob Bowman, Bill Pauling, Gary Johnson, and me. Lots of laughs, good talk, and the feeling of brotherhood, at least in me, and I think we are all rather attached to one another, having so much in common.

Perhaps I will suggest we call our gathering "THE HOOD". Or maybe not. It seems it is lean pickings regarding additional and/or new members. A few nice female retiree Captains would be nice, and that would make the wives of the guys suspicious and come along to check up on their husbands, which would make it a win, win situation. Yeah! Come on all you ladies who might read this. We need you! If you have husbands, bring them too.

Best wishes to you and the rest of the hard working Ruparians, or is it Rupa Newsarianians? Whatever!

Bob Harrell

SAN FRANCISCO BAY-SIDERS' RUPA LUNCHEON

We assume that scheduling conflicts caused by summer activities were, for the second month in a row, the reason for a smaller than usual turnout (20) at our SF Bay-Siders' July luncheon. If this trend continues into Fall, we may resort to putting pictures on milk cartons! None the less, the conversation sparkled and the camaraderie flowed. We distributed copies of "The Age of Flight" to those who didn't receive them last month.

Also, for the second month in a row, we acknowledged the passing of a loyal Folder and Stuffer, Vilma Patrick (SFOFR). Vilma and her late husband, Sam, faithfully commuted from the East Bay every month to help get out the *RUPANEWS*. Her affable presence will be greatly missed by all.

In attendance were: Bob Ahrens, Floyd & Charlene Alfson, Marty & Jean Berg, Bob & Roz Clinton, Bob Ebenhahn, Dick & Jeri Johnson, Karl Kastle, Bessie McEachern, , George Mendonca, Walt & Mary Ramseur, Cleve & Rose Spring, Jerry Terstiege, Gene & Carol Walter.

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*

LAST CHANCE TO JOIN US ON THE 2012 RUPA EUROPEAN RIVER CRUISE

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

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

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

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

VAST MAJORITY OF UNITED'S FLEET NOW HAS ECONOMY PLUS, NEW LIVERY

At mid-year, United has added Economy Plus seating to 235 aircraft and are three-quarters of the way to completing the project on the former CO fleet. Starting with the next delivery in September, all United's new Boeing 737-900ERs will be delivered with Economy Plus already in place, as will its new 787s.

UA expects all the CO Boeing 777-200s will feature Economy Plus by August, while the Boeing 767-400 fleet will be complete by December. The Boeing 757 fleet should be finished in early 2013, and the 737s by that summer.

This summer, UA is taking some planes out of the retrofit schedule to accommodate the flight schedule, and is planning to do the conversions during other scheduled maintenance checks whenever possible. UA's Technical Operations co-workers handle the narrowbody conversions, mainly at HOU (Houston Maintenance Base), LAX and MCO (Orlando, Fla.). A vendor in Asia retrofits the widebodies, usually concurrently with other scheduled work.

United has also suspended its painting program until September, so it can keep those planes in service during the busy summer months. United ended the first half of 2012 with 86.5 percent of its combined mainline fleet in either the new livery or a special livery, such as Star Alliance or "retro."

Repainting is complete on the entire CO mainline fleet of 339 aircraft and on three-fourths of the UA mainline fleet, or 261 out of 355 aircraft. UA expects to paint the remaining narrowbodies by the end of this year and wrap up the program with the last of the widebodies in 2013.

TWO IMPORTANT UNITED EMAIL ADDRESSES

(ETC) is Employee Travel Center: etc@united.com

(EPC) is Employee Payment (questions) Center. They handle specifically all money related research/response issues presented by employees via email: epc@united.com

UNITED AIRLINES EARNS SPOT ON MOST DISLIKED COMPANIES LIST

by Olivia Pulsinelli/Houston Business Journal Web producer

United Airlines ranks No. 5 on the American Customer Satisfaction Index's 2012 list of most disliked companies.

Airlines — along with utilities and banks — take most of the top 15 spots on the list, Business Insider reports. But United is the worst-rated big airline.

United received a score of 62 out of 100. Business Insider cites consumers' high amount of aggravation with United after a computer switchover in March to merge the airline's operations with those of Houston-based Continental Airlines caused widespread flight delays.

According to the U.S. Department of Transportation's monthly Air Travel Consumer Report, Chicago-based United Continental Holdings Inc. (NYSE: UAL) logged 260 consumer complaints that month — the most of any U.S. airline.

BOEING PROJECTS LARGE AND GROWING MARKET FOR COMMERCIAL AVIATION SERVICES
FARNBOROUGH, England, July 10 - Boeing forecasts a \$2.4 trillion market for commercial aviation services as this large industry sector continues to grow over the next 20 years.

At the Farnborough Air Show, Lou Mancini, senior vice president, Commercial Aviation Services, Boeing Commercial Airplanes, said the market for services is expected to grow at an annual rate of four percent in the next two decades, with growing opportunities to help aviation customers succeed in a highly competitive marketplace.

"Airlines are looking for every possible advantage to succeed, from efficiencies in maintenance services to breakthroughs in flight operations and information technology," Mancini said. "Demand for this kind of support and services is only going to grow as fuel prices remain high, fleet size increases and airlines look for ways to improve their overall operations and reduce costs while focusing on their core business, serving passengers."

The Boeing outlook for commercial aviation services projects long-term growth in the MRO (maintenance, repair and overhaul) market as demand grows for parts and other MRO solutions. Additionally, emerging systems and information integration within airline maintenance engineering, flight operations and information technology departments will drive an increased need for enterprise-wide solutions.

"Boeing has the ability to create unparalleled integrated solutions," Mancini said. "We know the airplane better than anyone, we have the resources to bring innovations to market and we are there with our customers 24/7 and 365 days a year to give them the ultimate competitive advantage. There is no other company that can do all of this. This is what we bring our customers every day. It is the Boeing Edge."

Boeing also announced at the Farnborough International Airshow a commitment by GE Capital Aviation Services (GECAS), the commercial aircraft leasing and financing arm of General Electric, to purchase 75 737-MAX 8s and 25 Next-Generation 737-800s. The commitment builds on the momentum for the 737-MAX.

Boeing looks forward to working with GECAS to finalize the details of the agreement, at which time the airplanes will be posted to the Boeing Orders & Deliveries website as a firm order.

"GECAS is a leader in the airplane leasing and financing industry with a successful track record of placing the 737 with airlines worldwide," said Boeing Commercial Airplanes President and CEO Ray Conner. "The GECAS leadership team understands the importance of having advanced, fuel-efficient airplanes to meet their customers' needs. This commitment confirms the value of the 737-MAX in today's competitive marketplace."

The 737-MAX is a new-engine variant of the world's best-selling airplane and builds on the strengths of today's Next-Generation 737. The 737-MAX incorporates the latest-technology CFM International LEAP-1B



engines to deliver the highest efficiency, reliability and passenger comfort in single-aisle aircraft.

"The 737-MAX is a perfect complement to our airplane portfolio," said Norman C.T. Liu, President and CEO of GECAS. "These new Next-Generation 737 and 737 MAX airplanes will continue our long-standing strategy of providing our customers the most fuel efficient, most capable airplanes with the lowest operating costs."

Airlines operating the 737 MAX will see a 13 percent fuel burn improvement over today's most fuel efficient single-aisle airplanes and an eight percent operating cost per seat advantage over tomorrow's competition.

To date, the 737 MAX has orders and commitments for more than 1,000 airplanes, and the Next-Generation 737 family has won orders for more than 6,600 airplanes.

United orders 150 Boeing 737 aircraft

CHICAGO, Ill. - United Continental Holdings, Inc. and its wholly owned subsidiary, United Air Lines, Inc., today, July 12, announced an order to purchase 150 narrowbody Boeing 737 aircraft. Under the new agreement, United will purchase 100 Boeing 737 MAX 9 aircraft and 50 Boeing 737-900ER aircraft for delivery between 2013 and 2022. These new aircraft will allow United to replace older, less-efficient aircraft to reduce fuel and operating costs, enhance the customer experience and maximize network opportunities. In addition, United is the North American launch customer for the 737 MAX 9, continuing its long tradition of launching new programs such as the 767, 777 and 787.

"This order is a major step in building the world's leading airline, and we look forward to offering our customers the modern features and reliability of new Boeing airplanes, while also making our fleet more fuel efficient and environmentally friendly," said Jeff Smisek, United's President and CEO. "New aircraft deliveries support our flexible fleet plan, permitting us to tailor future capacity up or down, based on changes in demand or other market conditions."

"These new aircraft, combined with our new widebody aircraft already on order and our existing fuel-efficient aircraft, will solidify United's future fleet as one of the most efficient and environmentally responsible fleets among our global competitors," said Smisek.

United will begin taking delivery of 100 Boeing 737 MAX 9 aircraft in 2018. Boeing's newest family of airplanes will deliver a significant improvement in fuel efficiency in the single-aisle aircraft market. The 737 MAX 9 will be powered by the new CFM International LEAP-1B engine. The 737 MAX 9 is expected to achieve fuel burn and CO2 emission reductions of up to 13 percent compared to current 737 aircraft.

United's 737 MAX fleet will feature the customer-pleasing Boeing Sky Interior, which creates a greater sense of space in the cabin and features an energy-efficient LED lighting system with different lighting and color schemes, a quieter cabin with improved ventilation, and larger overhead bins that accommodate additional carry-on bags.

United also plans to purchase 50 additional Boeing 737-900ER aircraft with deliveries beginning in late 2013. These next-generation models will be used primarily to replace older, less-efficient Boeing 757-200 aircraft that are flown domestically and are expected to burn up to 15 percent less fuel per seat than the aircraft they replace. CFM56-7B engines will power the aircraft. United was the North American launch customer for the 737-900ER when its predecessor placed its first order in 2006 and currently operates a fleet of 43 737-900ER aircraft.

The new 737-900ER will also feature the Boeing Sky Interior, which has been included on United's 737-900ER aircraft since United became the first U.S. airline to operate 737-900ER aircraft with the new interior in 2011.

This order solidifies United's well-balanced order book with 272 new aircraft deliveries anticipated through 2022, including 50 Boeing 787 Dreamliners and 25 Airbus A350XWBs. United will be the first North American carrier to take delivery of the 787 Dreamliner, a revolutionary airplane that will provide customers a superior travel experience while reducing fuel and operating costs by up to 20 percent, with the first delivery scheduled in late September.

NO A380 IN UA LONG-HAUL FLEET FUTURE

United Airlines President and CEO Jeffery Smisek is seeking aircraft larger than the Airbus A350-900 for the carrier's future long-haul fleet, but is discounting the double-deck Airbus A380.

The European manufacturer's A380 is "probably a little large for what we need," but the A350-900 on the other hand "might be suboptimal for some of our routes," Smisek told Aviation Week during a visit to Frankfurt.

United has ordered 25 A350-900s and 50 Boeing 787s, of which 14 will be the larger -9 version. United's first 787-8 is to arrive in September and six will be delivered by year-end.

Among the aircraft that are under consideration for the higher capacity long-haul segment are the A350-1000, the Boeing 777X and the 747-8, Smisek said.

But the more near-term decision is the replacement of United's 92-strong Boeing 757-200 fleet. "We don't have a sufficient narrowbody order," Smisek admitted. The airline is evaluating the A320NEO and the Boeing 737 MAX, but Smisek would not comment on a possible order or if the airline would consider current model narrowbodies. "It all depends on timing," he noted.

"Airbus's plans to build a final assembly line for the A320 in Mobile, AL will have no influence on United's narrowbody decision," Smisek added.

IN ASIA-PACIFIC REGION, NEW LOW-COST AIRLINES ARE OPENING RAPIDLY

By Bettina Wassener/New York Times

SINGAPORE - The airline industry is suffering from global economic turmoil. But people like Kelvin Mok, who just graduated from college in Hong Kong, are helping to ensure that in Asia, at least, the sector is continuing to grow.

Mr. Mok and seven of his friends traveled to Thailand for a 12-day graduation trip that will took them to Phuket, Bangkok and Chiang Mai, on several flights on AirAsia, a regional low-cost airline.

Or consider Venkateswara Konduru, who comes from Bangalore, India, and works in the information technology sector in Hong Kong. Mr. Konduru's wife and two children were visiting him in Hong Kong and flew back to Bangalore on Dragonair, a subsidiary of Cathay Pacific.

Europe is struggling to contain its debt crisis. Many Americans are jobless. Consumers are thinking twice about buying plane tickets. And freight volumes have slumped. Still, although the once rapid pace of growth in China and India has slowed, airlines in the Asia-Pacific region will generate profits of \$2 billion this year according to the latest forecasts by the International Air Transport Association. That is far more than airlines in any other region.

And new airlines are popping up at a faster pace than ever. The latest is Scoot, a no-frills offshoot of the venerable and proudly high-end Singapore Airlines. Scoot's first flight took off from Changi Airport in Singapore, carrying about 400 passengers to Sydney, Australia. Two more low-cost airlines, AirAsia Japan and Jetstar Japan, are scheduled to start flying soon. Peach, a low-cost airline in Japan, started flying in March. And a venture by China Eastern Airlines and Qantas is in the pipeline for next year.

Are the skies above Asia big enough, and are the pockets of Asian consumers deep enough, to support even more airlines? Many airline executives and analysts say they are, because of a combination of rising affluence that has created a growing middle class; the construction of many more airports; more affordable tickets; and the region's vast geography.

Scoot, for one, was undaunted by the ominous economy as it began commercial operations. Bookings are solid, Scoot's chief executive, Campbell Wilson, said in an interview in a bustling coffee shop at Changi Airport here. In part, the burst of activity in Asia shows that the region is still catching up with Europe and the United States.

In particular, no-frills airlines resembling those that shook up the United States and European markets in the 1970s and '80s have been flying in Asia only since 2001, when AirAsia introduced the concept locally from its base in Malaysia. Much of the recent growth in Asian airline activity has been in the low-cost sector.

But Asia's airline boom also reflects the rapid growth of many of the region's economies. Just five years ago, Asia-Pacific airlines had a combined fleet totaling 3,800 passenger planes. "That number has increased to 5,600," said Corrine Prig, head of regional transportation research for JPMorgan Chase in Singapore, who estimated that at least 10 airlines had started in the region in the last decade. She expects the low-cost airline market in the region to grow to \$23 billion, or about 30 percent of the overall market, by 2014 from \$18 billion now.

Beijing could soon overtake Atlanta as the world's busiest airport in passenger traffic. In 2001 Beijing was not even among the world's top 30, according to the Airports Council International.

"There's a huge potential driven by economic growth" said Chris de Lavigne, an analyst at the research firm Frost & Sullivan in Singapore. "Purchasing power is increasing quite rapidly. More and more people can afford to fly."

Attesting to that fact was a group of 36 Thais who were checking in for a Hong Kong-to-Phuket flight after a few days of sightseeing and shopping in Hong Kong and Macau. Most of them had never been abroad before, said their harried guide, wielding stacks of passports.

Changing lifestyles have also contributed to rising demand for air travel. As most Asian economies power ahead, companies are finding it tough to attract and retain workers. One way to appeal to employees is to emphasize work-life balance - encouraging employees to take vacation, for example. "That shift," said Mr. Wilson of Scoot, "is feeding through to more leisure travel and helps to explain the soaring demand for low-cost flights in the region."

And then there is the sheer geography of Asia, where huge distances separate nations and where some countries consist of numerous islands. As Mr. Wilson put it: "You can't drive to the Philippines from Singapore, you can't drive to Indonesia."

Governments have been expanding airports and adding dozens of new ones in recent years. Many more are likely to come. "There are 270 cities with a population of 1 million in Asia today that don't have an airport," Mr. de Lavigne of Frost & Sullivan said. "Emerging Asia is clearly where the opportunities are in the next 20 to 30 years."

The Asian airline sector has not been without casualties. In India, nearly all airlines are losing money, despite growing traffic volumes. In Australia, Qantas, one of the oldest and most established airlines in the region, is struggling to revive its ailing international operations. In Japan, the bankruptcy of Japan Airlines in 2010 started a regulatory rethinking that opened the country to a clutch of new no-frills operations. In mainland China, state-controlled airlines like Air China and China Eastern and China Southern dominate the domestic market, shielded by regulations that allow little competition. "Beijing may begin opening the market to low-cost operators in two to three years," said Mark Webb, regional transportation analyst for HSBC in Hong Kong, "but until then, the established airlines have a lot of work to do before they can compete internationally."

Still, the Asia-Pacific airline sector is growing, especially in the low-cost segment. Budget airlines like Jetstar, Cebu Pacific Air, Tiger Airways and AirAsia now have about one-quarter of the market, according to Ms. Prig, the JPMorgan analyst. That compares with 35 percent for no-frills airlines in Europe and 30 percent in North America. Low-cost airlines are also attracting business travel as the region becomes more important to the global economy. Ray Davis, an information technology project manager from Texas who lives in Hong Kong, was headed to Singapore on Tiger Airways.

Still, rather than eroding older airlines' revenue, such airlines have helped expand the air-travel market. "Low-cost carriers are stimulating more demand by putting air travel within the reach of people who might not otherwise be able to afford to fly," Ms. Png said. "It is not a zero-sum game."

APHORISMS

The nicest thing about the future is that it always starts tomorrow.

SENATE PASSES "PILOTS" BILL OF RIGHTS"

On June 29, 2012, Senate Bill 1335, which has come to be known as the "Pilots" Bill of Rights", was passed unanimously in the Senate.

This bill remedies many of the most serious deficiencies in the relationship between general aviation and the FAA, and ensures that pilots are, like everyone else, treated in a fair and equitable manner by the justice system.

Besides offering protections to pilots during and prior to enforcement actions, the bill includes provisions calling for the streamlining of pre-flight planning and a revamp of the NOTAM system. The bill also directs the Government Accountability Office to review the FAA medical certification process.

YOUNG, SOCIAL AND PAPERLESS

By Martha C. White/New York Times

Travel Industry Adjusts to Serve a Rising Generation

The children of the baby-boom generation are the first generation that never knew life before the Internet. And because they are a growing portion of the work force, the companies that employ them, as well as the hotels, airlines and other travel-related businesses that serve them, are having to change the way they talk to them, work with them and sell to them.

Although this group - classified as those under 32 years old and known as millennials - makes up about 20 percent of the adult population and 13 percent of the business travel hotel bookings, their business travel numbers were up more than 40 percent in 2011 from a year earlier, according to data from the travel research firm D. K. Shifflet & Associates.

"Younger business travelers are less apt to follow policy for the sake of policy," said Evan Konwiser, a travel technology entrepreneur. "It's much more around buy-in and wanting to be a part of the team and understanding the big picture. I think the trend is toward simplifying some of these policies and infrastructures."

This is what Maria Chevalier, a corporate travel manager at Hewlett-Packard, found after completing a six month study about her company's roughly 100,000 business travelers. "With these younger generations, you have to communicate more frequently, but shorter. You have to use different forms of communication," she said.

The younger travelers are asking more questions about the need for specific travel arrangements, such as why they are being asked to book at one hotel instead of another or to fly a particular airline. Ms. Chevalier said her challenge was to find ways to deliver fast, bite-size pieces of information about how following the company's travel policies benefits its bottom line.

Millennials were more likely to respond to a quick e-mail or a text message than an hour long online video about rules and regulations, she said. The company hopes to integrate social networking tools into the travel management tools its employees use, she added.

Darren Osleger, a consultant who has trained hospitals, nursing homes and other health care providers in disaster preparedness techniques since graduating from college five years ago, said his best and most indispensable traveling partner is his iPhone. It has apps that let him simply enter a flight confirmation code and avoid having to print a boarding pass.

"All of my tickets can go on my phone," he said. "I scan it at the T.S.A. and scan it at the gate. There's no reason to print out airline tickets again." Mr. Osleger, who travels four days a week all over the country, said it took some convincing before his fellow travelers, who are primarily baby boomers, embraced practices like this. Now, they're fans of paperless boarding passes, too, he said.

This kind of viral adoption is what travel managers like Ms. Chevalier at Hewlett-Packard hope will happen with their internal management tools. If the managers can get younger employees to use their phones and laptops to do everything from book a ticket to file expense reports, they say they hope the experience will prompt them to evangelize and eventually convert their older colleagues.

Joe Bates, senior director of research at the Global Business Travel Association, said younger travelers are more willing to use new technology tools to manage their travel logistics by them-selves, which benefits their employers.

"Adoption rates happen much more quickly," Mr. Bates said, because the younger employees wind up persuading their older colleagues to try new tools.

Mifiennials are heavy users of mobile apps and social media when they book a trip, check in and deliver feedback on their travel experiences, Robert W. Mann, an airline industry consultant, said in an e-mail.

George W. Hamlin, president of Hamlin Transportation Consulting, agreed. "These are people where paper could very well disappear from their lives for all practical purposes," he said. "They expect to do things online and 24/7 wherever they are."

Mr. Bates noted that travel companies as well as corporate travel managers are adjusting how and when they offer customer service - including offering more service outside ordinary business hours - to respond to younger travelers' expectation that they can go on a smart-phone or a laptop, log onto Facebook or send a text, and find what they are looking for immediately.

"They're used to things happening quickly," he said. "You go online; you find an answer and boom. Information by and large is so much more readily available and accessible."

Chris Klauda, vice president for quality services at Shifflet, said younger travelers can be tough to please. They are quick to provide feedback about their experiences - good and bad - via social networking or peer review sites, she said.

"They're savvier because they've traveled more as young people," she said. "When we look at some of our approval ratings, they are more critical because they have stayed in a number of hotels and have some experience level, to the point where they know what's good and what's not."

To respond, hotels are adjusting their amenities and layouts and studying what younger travelers like.

"They're used to doing stuff in groups," Ms. Klauda said. Hotels have been redoing their lobbies to make them more conducive to both business and social gatherings. More are expanding technology networks to handle demand.

"They're making it easier for people to use Wi-Fi throughout the hotel," said Joseph A. McInerney, president and chief executive of the American Hotel & Lodging Association. "If you don't have Wi-Fi throughout the hotel, this generation isn't going to stay with you."

But despite this devotion to all things digital, young business travelers like being able to connect face-to-face with a wide network of people.

"They tend to use social media to meet up with friends while traveling, so they look at travel as a benefit," said Mr. Bates, of the business travel association. He said these travelers often plan social activities during their trips that aren't connected to work, and that many of them view business travel as a perk for this reason.

"I absolutely love that I'm able to go and see parts of the country and meet people," said Jamielee Gorga, a sales-woman for Rema Foods, an importer and distributor. Ms. Gorga, 31, said she travels about three times a month, doing things as diverse as attending trade shows and conducting sales training.

Like Mr. Osleger, she said her iPhone was her most indispensable travel tool. But her job's biggest perk, she says, has nothing to do with technology. "I believe it's just the great people I'm able to meet that make this something I want to continue to do," she said.

BIZARRO | Dan Piraro



Flying Between Smaller Cities Is Becoming a Marathon Sport

By Jab Moua Wad/The New York Times

It took Josh Hunter three separate planes, two connections and a two-hour drive to get from Mobile, AL, to Cincinnati. When he added it all up, his 720-mile trip had lasted 12 hours - about the same time it would have taken him to drive.

"The whole point of flying should be to save a lot of time, and I didn't," Mr. Hunter said. For anyone trying to fly between the smaller cities in the United States, it's not easy to get from here to there anymore.

The major airlines have been paring service for much of the last decade. But their cutbacks accelerated three years ago as carriers merged, fuel prices spiked and the recession reduced demand for seats. Even after the economy started to recover and passengers came back, the big airlines did not restore many of their flights, particularly on routes to small airports, as they sought to bolster their profits.

The strategy has squeezed the regional airlines, whose purpose is to ferry passengers on behalf of the major airlines and provide the backbone of air service to the nation's small airports. Three regional carriers have filed for bankruptcy protection since 2010, including Pinnacle Airlines in April.

So while airports in large metropolitan areas like New York, Chicago and Atlanta have emerged relatively unscathed from these changes, the smaller cities have borne the brunt.

From 2006 to 2011, the nation's top 25 airports lost 4 percent of their nonstop domestic capacity, according to Jeffrey Breen, the president and co-founder of the Atmosphere Research Group. In that same period, the next 25 airports, among them Oakland, CA, and Kansas City, MO, lost 13 percent. At the next 50 airports, places like Tulsa, OK; Providence, RI, and Reno, NV, the drop in direct service was even steeper, 15 percent. Smaller airports, like the one in Flint, MI, have fared even worse, down 19 percent.

"We are all in the same boat here: most airports have lost nonstop capacity in the last five years," Mr. Breen said. "But the smaller airports are really the ones that have taken it on the chin the most. It's been a perfect storm for them."

The result is that travelers now face more complicated itineraries, often involving a connection at a big hub airport, and trips that used to take two or three hours can now stretch all day.

Fares in the smaller cities have also risen the most. Ticket prices out of Bellingham, WA, Harrisburg, PA, and Fort Myers, FL, for instance, jumped 16 to 18 percent from the third quarter of 2010 to the third quarter of 2011, while the average nationwide increase was 6 percent, according to the latest data compiled by the Bureau of Transportation Statistics.

The three most expensive airports to fly from? Cincinnati (where the average ticket price was \$488 in the third quarter); Huntsville, AL (average price \$473); and Memphis (\$472). The nationwide average ticket price was \$362. (And none of this includes extra fees for checked bags or seats with extra legroom, which have also been rising in recent years.)

"Smaller airports have taken the brunt of the fare increases over a long period of time because they lack the kind of competition that tends to drive down prices," said Rick Seaney, chief executive of FareCompare.com, which tracks ticket prices.

The regional airline industry once enjoyed explosive growth, starting in the 1990s. The number of passengers flying on regional jets doubled from 1990 to 2000 and doubled again from 2000 to 2010. Regional jets still account for half of all domestic flights, though because those jets are smaller (on average, just 56 seats), they carry only about a fifth of all domestic passengers.

The regional business was profitable because airlines used them extensively in exchange for a fixed fee per flight. But as the big carriers looked to cut costs, they renegotiated their deals with their regional partners. With little control over their own schedules and routes, and with fuel prices rising, these smaller carriers have struggled. Many routes, particularly those on 50-seat planes, are no longer economical.

"The regional model," said Helene Becker, an airline analyst at Dahlman & Rose, "is broken."

Sean Menke, the president of Pinnacle Airlines, made the same point when his carrier filed for bankruptcy.

"Quite simply, our current business model is not sustainable." The economics of the airline industry have also changed in recent years. High fuel prices have made it nearly impossible for new airlines to muscle their way into the business by slashing prices and offering service to airports that were overlooked by major carriers as Southwest Airlines and Jet Blue Airways once did.

Don Bornhorst, the senior vice president of Delta Connection, the regional service owned by Delta Air Lines, said many markets did not have enough passengers to justify the flights. Delta recently canceled its two daily flights from Sioux City, IA to its hub in Minneapolis-St. Paul.

He noted that the big airlines had also cut back service to their midsize hubs, like Memphis and Cincinnati, to concentrate on the bigger ones, like Atlanta.

"With the industry consolidation, the need for the smaller regional jets flying to the number of smaller regional hubs has gone down," Mr. Bornhorst said. The cuts by the big airlines are not the only problem. Adding to the regional industry's difficulties is the fact that passengers are often willing to drive for an hour or two to get a cheaper fare. With ample service to large regional hubs like Raleigh, N.C., there is less need for additional service to places like Greensboro or Winston-Salem, which are within two hours of Raleigh-Durham International Airport.

The regional airlines have also been hamstrung by labor contracts at the main airlines that restrict the size of planes that can be flown by the smaller carriers. United, for instance, cannot lease regional jets with more than 70 seats.

American Airlines, which is currently in bankruptcy, is seeking to amend its labor contracts so its regional subsidiary, American Eagle, can fly jets with more than 50 seats.

The case could prove a litmus test for the industry, said Robert W. Mann, an airline consultant. "The outcome will influence the makeup and growth trajectory of the regional industry for the next several decades," Mr. Mann said.

In the meantime, more people will have travel experiences like Mr. Hunter, a 30-year-old flight instructor, whose Easter weekend travel turned into an odyssey. He first flew from Mobile to Houston, then to Cleveland, and finally to Columbus, where he drove two hours to his destination.

While he could have connected only once, in Atlanta, that one-stop ticket would have been more than double the price. "That's the ridiculous state of regional airlines today," Mr. Hunter said.

FLIER SATISFACTION SUFFERS AS MORE SEATS SQUEEZE IN

By Joe Sharkey/New York Times

Let me spill a secret here. The truth is, I really do not like to travel, even though I have to. Days before I'm due to fly, I turn gloomy. "You'd think you were going into the hospital for open-heart surgery rather than going to the airport for a flight to New Orleans," my wife told me recently.

Evidently, I am not alone. J. D. Power and Associates released its annual North American airline satisfaction report, which showed that overall passenger satisfaction with airlines declined this year after two years of small improvements. The study measured customer evaluations of fares and fees, in-flight services, boarding and baggage, flight crew, check-in and reservations, and the airplane cabin and seating.

Another evaluation comes from the American Customer Satisfaction Index. It found that while overall passenger satisfaction increased slightly this year, "air travel continues to be problematic, with low passenger satisfaction, rising prices, expanding fees and generally poor customer service."

The small gain in that index was the result of fewer people complaining about checked-bag fees. It wasn't because passengers had accepted the fees, but because they were "becoming savvier and avoiding checking luggage," the report said, adding, "The number of passengers surveyed who checked luggage dropped by nearly 20 percent from a year ago."

That certainly underscores the fact, addressed here recently, that a lot of passengers are making the flying experience worse by lugging on bags, including oversize bags that would have once been checked. To ad-

dress the problem of overhead bins that can't handle the added cargo, airlines are considering adding fees at the gate area to check oversized bags. Alaska Airlines already has such fees. The bags are now checked there free if they can't fit on board.

Interestingly, both J. D. Power and American Customer Satisfaction found that passengers favored two airlines that did not charge for checked bags, JetBlue Airways and Southwest Airlines. Southwest allows two free checked bags; JetBlue allows one. The J. D. Power and American Customer Satisfaction Index both put JetBlue on top in customer satisfaction, edging Southwest.

Both reports suggested there was, beyond baggage concerns, a more general area of dissatisfaction, and that was the overall in-flight experience, especially in the coach cabin. J. D. Power, for example, said attitudes toward "a carrier's process and people, rather than price" were the main drivers of passenger satisfaction.

Those of us consigned to the cheap seats in coach are tired of being uncomfortable on air-planes, even as those in the high price business- and first-class cabins - and the new higher-price premium economy seats - enjoy extra space and service, which are especially lavish on in international flights.

Consider, for example, the gushing reports filed by world airline reporters after a recent media trip to Lufthansa head-quarters in Frankfurt about the comforts in first and business class on Lufthansa's new 747-8 airplanes. But they generally overlooked the fact that these behemoths hold 362 passengers - 262 of them stuffed into coach seats with a scant 31 inches of legroom, in rows that are 10 seats across. That makes for a very long trip back there in Row 43 from Frankfurt to Washington Dulles, I'd guess.

Similarly, Southwest Airlines recently received effusive publicity as it began rolling out its new cabin designs, which it called Evolve: The New Southwest Interior. These cabins are definitely nicer, with redesigned lightweight seats that provide a better sense of "personal living space," as Southwest puts it.

On the other hand, the new seats for the BRIAN TAYLOR Southwest 737s have 31 inches pitch, instead of the previous 32 inches. This allows Southwest to squeeze one extra row of seats onto the planes, increasing passenger capacity to 143 from 137 while adding "greater revenue potential," as Southwest said.

I would suggest that simple physics is at work in coach cabins, however smart the interior design. Joe Brancatelli, the publisher of the subscription Web site Joesentme.com, agreed.

"I don't want a sense of space. I want the space:" he said. With all the cutbacks, "there's nothing left in coach except space, so it really comes down to how much you can get."

That is, how much you're willing to pay for, as major airlines increasingly slice and dice those coach sections to entice business travelers with slightly more space - but at a much higher price. A looming question is whether corporate travel managers will be willing to approve those extra fees for better space in the cramped coach cabin.

Incidentally, the Global Business Travel Association recently compiled a handbook to help travel managers "demystify" the expanding array of airline fees, said Joseph Bates, the senior re-search director. Until making the list, "we didn't fully understand the universe of these fees, even while some travel managers are trying to put these fees into their policies to say what they will reimburse and what they will not reimburse," he said.

"Passengers want it all, but they are not necessarily willing to pay for it all," Stuart Greif, a J. D. Power vice president, said in the report. "Carriers often must make decisions for financial reasons that they know will negatively impact customer satisfaction, and therein lies the conundrum?"



DEFINING WHAT QUALIFIES AS ANGER IN THE AIR

By Joe Sharkey/New York Times

Every time I watch the television news, somebody is urgently talking about some new threat to become alarmed about. I'm thinking, in particular, about the scary report on CNN recently - widely cited in the media - that "air rage" incidents are up sharply. Oh man, I muttered to myself. I thought we had basically gotten that under control a while ago, especially in the no-nonsense environment of the post-9/11 air-plane cabin. Of course, incidents do occur. More than four million people board commercial flights around the world each day, about 1.7 million of them in the United States alone. Obviously, not all of those people are reasonably sane, sober and law-abiding. But most of them certainly are.

So what accounts for this disturbing increase in air rage? The CNN report cited statistics from the International Air Transport Association, the group that represents most of the world's air lines. "Reported instances of unruly passengers rose approximately 29 per cent between 2009 and 2010, and that follows an estimated 27 percent rise between 2008 and 2009," Perry Flint, a spokesman for the association, said in an interview.

Data for last year are not yet available, but there is no indication that this trend suddenly reversed, the association says. It is holding its annual general meeting this week in Beijing.

Hang on a minute, though. After hearing this report, I checked the annual statistics on incidents involving "unruly passengers" that are kept for domestic flights by the Federal Aviation Administration. Last year, there were 131 unruly passenger reports on flights in the United States - the fewest in the last 17 years. And reports so far this year are running at a significantly lower rate - only 12 in all through April 10.

There are at least two ways to explain the discrepancy. One is that perhaps Americans have become the world's best-behaved airline passengers - which is at least possible. The other is that the F.A.A. and the Air Transport Association have different definitions of what constitutes "unruly behavior." This appears to be the case (though I rather liked the first explanation). The F.A.A.'s annual unruly behavior statistics come from official reports filed by flight attendants or pilots of a passenger "interfering with the duties of a crew member" for incidents that do not involve security threats. That is a violation of federal law, with potential criminal penalties.

But the International Air Transport Association defines unruly passengers as those who "fail to respect the rules of conduct on board aircraft or to follow the instructions of crew members, and thereby disrupt the good order," according to Mr. Flint, the spokesman.

The international data showing the increase in unruly passengers come from the group's database, Safety Trend Evaluation, Analysis and Data Exchange System, which is based on anecdotal reports filed by crew members from 143 world airlines. That data defines unruly passengers in eight different categories. By far, most of the reports come from incidents of "illegal consumption of narcotics or cigarettes." No.2 is "refusal to comply with safety instructions," followed by "verbal confrontation." After that, in far fewer numbers, are reports of physical confrontation, threats, lack of cooperation, harassment and "other riotous behavior."

Now, I would argue that any parent of a teenager probably can list offenses in many of those categories, especially refusal to follow instructions, verbal confrontation, lack of cooperation and, on occasion "riotous behavior." Prosecution of some sort might be a reasonable response - but not calling in law enforcement.

So really, should we be alarmed by increases in so-called unruly behavior on the world's airlines, when at least some of those incidents might reflect only a flight attendant's annoyance or a passenger's ignorance of rules against lighting up a cigarette?

Yes, says the world airline group. "It is clear that the instances of unruly and disruptive behavior on board aircraft are evolving in nature and they are increasing steadily and consistently:" according to a report filed by the group last month with the International Civil Aviation Organization.

Now, I don't mean to minimize incidents when a passenger is causing real trouble, with serious implications for flight safety and even good order on board. In fact, the initiative by the world airline group to call more attention to unruly passengers is being driven by a need to arrive at a global industry consensus on how to encourage nations to agree on "uniformity in respect of the fines and penalties applicable for unruly behav-

ior."

Currently, the world's airlines operate under a 1963 treaty, the Convention on Offenses and Certain Other Acts Committed on Board Aircraft, commonly called the Tokyo Convention. The world airline group is pressing for modernization of that treaty "with the intent of closing gaps and eliminating inconsistencies," Mr. Flint, the spokesman, said. That makes sense, of course. But let's cut the fear-mongering and define our terms clearly.

THE 3 PHASES OF RECOVERY FROM EXERCISE-RELATED INJURY

Whether you are a competitive athlete or someone who exercises regularly to stay in shape, you will almost surely have to deal with an injury that interrupts your daily routine. And too often the tendency is to stop exercising once an injury occurs. But doing so can really set your fitness level back, so it's best to find ways to remain physically active while allowing your injury to heal (see "Remaining active while you heal," below).

Injury refers to the loss of function of a body part with or without some visual disruption of the part's structure. The injury may be very obvious. For example, if you rupture your biceps tendon, you will often see an obvious lump in your arm. You will lose power but may have no pain. Or you have pain that decreases function but you can't localize it to one spot. With biceps tendonitis, moving the muscle results in pain around the shoulder and upper arm. Yet looking at the arm and shoulder, everything appears normal.

Whatever the injury, there are three basic phases to getting yourself back to where you were before your injury:

- immediate post-injury phase
- recovery period
- functional phase

You may move through these phases quickly for minor problems or it may take months for severe injury. These three phases apply to recovery from minor injuries, such as muscle strains, ligament sprains, and tendonitis, as well as major injuries that require emergency treatment or surgery.

The immediate post-injury phase

Doctors refer to this as the acute phase. During the first 24 to 48 hours following a minor injury, think RICE — rest, ice, compression, and elevation.

- **Rest** refers to minimizing movement of the injured body part to prevent further harm to the tissues.
- **Ice** should be applied as soon as possible following the injury or onset of inflammation. Ice the area for 15 to no more than 20 minutes. Experts differ on how frequently to apply ice. You should wait 30 minutes before applying ice again, and there may not be any advantage to repeating ice treatment more frequently than every two hours. Ice helps to decrease pain and swelling.
- **Compression** with an elastic bandage will help reduce swelling if wrapped immediately over the injured area. Do not wrap it so tightly that the area beyond the bandage throbs. Redo the wrap as it loosens.

Elevation of the body part should be above the level of the heart, allowing gravity to drain fluid from the injury. Elevation is best started immediately, but it is still effective even after significant swelling has occurred.

Remaining active while you heal

Even during the acute phase, you can and should continue to remain physically active. If the injury is to any part of the leg, aerobics may not be possible during the early post-injury phase unless you have access to an arm cycle. However, you can still do upper body and arm strength training. In addition, you will want to start very gentle stretching of the muscles in the affected limb and perform regular stretching of the rest of your body. Stop stretching if it causes pain.

To maintain muscle tone around the injury, do sets of repetitive isometric contractions (no active joint movement). Isometric exercises are those in which a muscle tenses but doesn't contract. Clasp your hands together and pushing or lifting free weights are examples of isometric exercises.

The recovery period

Once swelling is subsiding and pain diminishes, you move into the recovery phase, during which you regain

range of motion, strength, and endurance. At the same time you are working on the affected area, continue exercising your other body parts.

Go slow as you begin active movement of the injured area. During this stage, warm your muscles with heat or through aerobics before you begin stretching and range-of-motion joint movement. Use ice following the routine if you have pain or swelling afterward. Stretch two to three times a day; do range of motion more frequently.

Muscle power diminishes rapidly when muscles are not used; the proteins in surrounding muscles start to break down within 24 hours if a joint is completely immobilized. Start to add a couple pounds of resistance to active joint movement. The goal is to do more repetitions per set (12 to 20) with less weight. Slowly increase the amount of weight, keeping the number of repetitions on the high side. Back down if pain or swelling recurs. Use ice as needed after exercise routines.

Keeping up your endurance after an injury is often the most challenging task, especially for runners. Swimming and water aerobics will usually put the least amount of stress on an injury to the leg.

The functional phase

This last phase is the time to build toward regaining your full exercise capacity. You will be testing the injured area as you work your way up to your previous fitness level. For example, if you have sprained an ankle, start with quick-paced walking and light jogging for 10 to 15 minutes. Again, use pain and swelling to guide you on how quickly you can increase the time and intensity of exercise that puts pressure on the ankle.

If you can, ice the injured area after exercise for at least the first week or two, especially if there is any discomfort or swelling. Preventing repeat injury is an important component of the functional phase. Consider using a simple elastic brace or consult with your doctor about other devices and orthotics to provide a little extra support. Despite the injured area not causing symptoms, the tissues may not have healed completely.

A continuum with overlap

The three phases, starting from time of injury to return to full exercise capacity, are a continuum, but it should not be viewed as a strict one. One phase will overlap the next. For some arm injuries, you may be able to immobilize the arm while riding a stationary bike or exercising on an elliptical runner, maintaining cardiovascular fitness.

The bottom line: start some form of exercise the day after the injury, no matter how minor the activity. Just try to do a little more on each succeeding day.

TEN COMMANDMENTS TO HELP WITH THE HARD-OF-HEARING

A Connecticut newspaper ran an article listing Ten Commandments to help with the hard-of-hearing. The originator is John Leddo, Director of Audiology at the Easter Seal Rehabilitation Center of Eastern Fairfield County, CT.

1. Thou shalt not speak from another room.
2. Thou shalt not speak with your back toward the person with a hearing problem (or their back toward you).
3. Thou shalt not start speaking and walk away.
4. Thou shalt not start speaking and turn away from the person with a hearing problem.
5. Thou shalt not speak in competition with something else (turn off the water, or turn down the radio, etc.)
6. Thou shalt not get the attention of the person with the hearing problem (do not start speaking while they are reading or concentrating on TV).
7. Thou shalt try to speak face to face at all times.
8. Thou shalt try to remove obstructions while speaking (your hand from your face, the cigarette from your mouth, etc.)
9. Thou shalt try to speak distinctly.
10. Thou shalt try to be patient.

MISSION UNIMAGINABLE

By Steve Hendrix



The events of Sept. 11, 2001, put an F-16 pilot into the sky with orders to bring down United Flight 93.

“I genuinely believed that was going to be the last time I took off,” says Maj. Heather “Lucky” Penney, remembering the Sept. 11 attacks and the initial U.S. reaction. The one thing she didn’t have as she roared into the crystalline sky was live ammunition, missiles, or anything at all to throw at a hostile aircraft except her own plane. So that was the plan.

Because the surprise attacks were unfolding, in that innocent age, faster than they could arm war planes, Penney and her commanding officer went up to fly their jets straight into a Boeing 757. “We wouldn’t be shooting it down. We’d be ramming the aircraft,” Penney recalls of her

charge that day. “I would essentially be a kamikaze pilot.”

For years, Penney, one of the first generation of female combat pilots in the country, gave no interviews about her experiences on Sept. 11 (which included, eventually, escorting Air Force One back into Washington’s suddenly highly restricted airspace). But 10 years later, she is reflecting on one of the lesser-told tales of that endlessly examined morning: how the first counterpunch the U.S. military prepared to throw at the attackers was effectively a suicide mission.

“We had to protect the airspace any way we could,” she said in her office at Lockheed Martin, where she is a director in the F-35 program.

Penney, now a major but still a petite blonde with a Colgate grin, is no longer a combat flier. She flew two tours in Iraq and she serves as a part-time National Guard pilot, mostly hauling VIPs around in a military Gulfstream. She takes the stick of her own vintage 1941 Taylorcraft tail-dragger whenever she can. But none of her thousands of hours in the air quite compare with the urgent rush of launching on what was supposed to be a one-way flight to a midair collision.

She was a rookie in the autumn of 2001, the first female F-16 pilot they’d ever had at the 121st Fighter Squadron of the D.C. Air National Guard. She had grown up smelling jet fuel. Her father flew jets in Vietnam and still races them. Penney got her pilot’s license when she was a literature major at Purdue, and planned to be a teacher. But during a graduate program in American studies, Congress opened up combat aviation to women and Penney was nearly first in line. “I signed up immediately,” she says. “I wanted to be a fighter pilot like my dad.”

On that Tuesday, they had just finished two weeks of air combat training in Nevada. They were sitting around a briefing table when someone looked in to say a plane had hit the World Trade Center in New York. When it happened once, they assumed it was some yahoo in a Cessna. When it happened again, they knew it was war. But the surprise was complete. In the monumental confusion of those first hours, it was impossible to get clear orders. Nothing was ready, and the jets were still equipped with dummy bullets from the training mission. As remarkable as it seems now, there were no armed aircraft standing by and no system in place to scramble them over Washington. Before that morning, all eyes were looking outward, still scanning the old Cold War threat paths for planes and missiles coming over the polar ice cap.

“There was no perceived threat at the time, especially one coming from the homeland like that,” says Col. George Degnon, vice commander of the 113th Wing at Andrews. “It was a little bit of a helpless feeling, but we did everything humanly possible to get the aircraft armed and in the air. It was amazing to see people react.”

Things are different today, Degnon says. At least two “hot-cocked” planes are ready at all times, their pilots never more than yards from the cockpit.

A third plane hit the Pentagon, and almost at once came word that a fourth plane could be on the way, maybe more. The jets would be armed within an hour, but somebody had to fly now, weapons or no weapons.

"Lucky, you're coming with me," barked Col. Marc Sasseville. They were gearing up in the pre-flight life-support area when Sasseville, struggling into his flight suit, met her eye. "I'm going to go for the cockpit," Sasseville said. She replied without hesitating, "I'll take the tail." It was a plan. And a pact.

Penney had never scrambled a jet before. Normally the pre-flight is a half-hour or so of methodical checks. She automatically started going down the list. "Lucky, what are you doing? Get your butt up there and let's go!" Sasseville shouted. She climbed in, rushed to power up the engines, screamed for her ground crew to pull the chocks. The crew chief still had his headphones plugged into the fuselage as she nudged the throttle forward. He ran along pulling safety pins from the jet as it moved forward. She muttered a fighter pilot's prayer — "God, don't let me [expletive] up" — and followed Sasseville into the sky.

They screamed over the smoldering Pentagon, heading northwest at more than 400 mph, flying low and scanning the clear horizon. Her commander had time to think about the best place to hit the enemy. "We don't train to bring down airliners," said Sasseville, now stationed at the Pentagon. "If you just hit the engine, it could still glide and you could guide it to a target. My thought was the cockpit or the wing." He also thought about his ejection seat. Would there be an instant just before impact? "I was hoping to do both at the same time," he says. "It probably wasn't going to work, but that's what I was hoping." Penney worried about missing the target if she tried to bail out. "If you eject and your jet soars through without impact . . ." she trails off, the thought of failing more dreadful than the thought of dying. But she didn't have to die. She didn't have to knock down an airliner full of kids and salesmen and girlfriends. They did that themselves.

It would be hours before Penney and Sasseville learned that United 93 had already gone down in Pennsylvania, an insurrection by hostages willing to do just what the two Guard pilots had been willing to do: Anything. And everything.

"The real heroes are the passengers on Flight 93 who were willing to sacrifice themselves," Penney says. "I was just an accidental witness to history." She and Sasseville flew the rest of the day, clearing the airspace, escorting the president, looking down onto a city that would soon be sending them to war.

She's a single mom of two girls now. She still loves to fly, and she still thinks often of that extraordinary ride down the runway a decade ago. "I genuinely believed that was going to be the last time I took off," she says. "If we did it right, this would be it."

HOW LONELINESS CAN BE LETHAL FOR THE ELDERLY

By Erin Allay/San Francisco Chronicle

Feeling lonely always hurts, but when it comes to the elderly, it may actually contribute to failing health or an early death, UCSF researchers say.

In a study of 1,600 seniors, the results of which were published in the Archives of Internal Medicine, doctors found that people who reported being lonely were more likely to suffer a decline in health or die over a six-year period than those who were content with their social lives.

Loneliness didn't necessarily mean being alone - almost two-thirds of seniors who reported feeling lonely were married or living with a partner. Researchers defined loneliness as feeling left out or isolated or lacking companionship.

"I'm hoping this paper allows people to look critically at themselves and how they treat elders around them," said study author Dr. Carla Perissinotto, an assistant professor of geriatrics at UCSF. "This country is not great at caring for its elderly. But certainly that is one of the messages, to look out for the people around you, because sooner or later that's going to be you."

The relationship between loneliness and poor health wasn't necessarily shocking, said the study authors and other geriatric experts. Anecdotally, doctors who deal with the elderly said they've seen time and again older patients in declining health who are clearly lonely. But the UCSF study is among the largest to tease out feelings of loneliness, which is separate from general depression, and strongly connect them to ill health.

The study looked at interviews done in 2002 with 1,604 seniors over age 60 who were asked to describe how

often they felt lonely. Researchers then looked at reports of deaths and physical function in that group over the next six years.

About 43 percent of the adults reported feeling lonely at least some of the time. Of those seniors, 23 percent died over the six-year study, compared to 14 percent of the participants who weren't lonely - a 45 percent increase. The lonely seniors had a 59 percent greater risk of suffering a decline in function, which was defined as being less mobile or less able to take care of daily activities like bathing.

Biology and behavior: There are likely many reasons for the relationship between loneliness and ill health, doctors said. It could be biological - previous studies have shown that loneliness is similar to stress in that it can cause the release of hormones that may impact the immune system.

And it could be behavioral. Doctors said they often hear from patients who are losing weight because they don't have anyone to share a meal with, or who are bad at sticking to a health care regimen because they're lacking a friend or partner to simply remind them to take medications.

"I have a patient who's losing weight, and point blank, she says to me, 'I'm losing weight because eating is a social experience for me and now I'm eating alone and it's not enjoyable,'" Perissinotto said. "That's a huge part of why she's declining."

Dr. Marci Teresi, medical director of the memory clinic at Kaiser Santa Clara, said for many of her patients, it's clear that their doctor visits are "the big social activity for the day or the month." Loneliness, she believes, can leave people vulnerable to pain and other discomforts that an active social life could distract them from.

"They start focusing on things that they can't do, and they focus on pain. That just perpetuates their decline," she said. "I've had people tell me they feel like they're sort of done with life."

Stanford geriatrist Dr. VJ Periyakoil said her patients often describe feeling "out of sync" and disconnected from society - even if they're married or living with family.

Couples who have been married for years may find themselves strangers as they get older and don't have the shared interests of raising kids, she said. Grandparents may feel unable to connect with both their children and their grandchildren because of generational or lifestyle differences.

"The biggest thing I hear from my adult patients is, 'I don't want to bother anyone,'" Periyakoil said. She recalled one patient who declined radiation therapy to treat his cancer because he didn't want his daughter to have to take off work to drive him to his appointments.

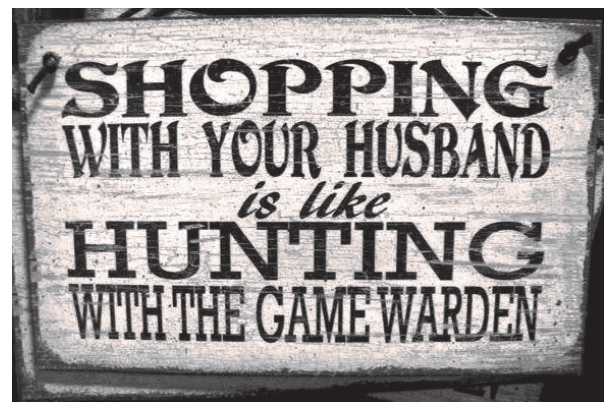
"We need a societal hardware fix to make older adults feel a valuable part of our society, which they are," Periyakoil said. "It's selfish too. All of us are going to get old. We have to take care of them and be mindful of their needs because someday we'll be on the receiving end."

Staying connected: Oakland resident Barbara Dane, 85, said many older adults need to take more responsibility for their own social lives.

For many decades, Dane made a living as a jazz singer and she has always had a rich and varied social life. She made a decision a year and a half ago, after her husband died, to maintain that lifestyle. For her birthday this year, she celebrated by performing for friends and family, and just recently she went to a party with a small group of older friends, who spent the night singing and eating and laughing.

"For better or worse, we are what we do, and if we aren't able to do much, then we're less and less relevant to the social fabric," Dane said. "If you want to avoid the feeling of irrelevancy, you need to maintain your friendships, maintain your family ties, stay an active part of other people's lives in whatever way you can.

"I'm part of the world," she said. "I need to be out in it."



LETTERS

WALLY AMLING--Leucadia, CA

I'm recovering from a hernia operation, so no tennis or golf for another three weeks. I hope to be able to surf before the end of the summer.

Thanks again for the *RUPANEWS!* *Wally*

ALLAN C. ANDERSON--Anderson, SC

It's been 12 years and 3 months since parking the B-747 in Honolulu and taking early retirement to avoid another winter trip to Denver when the domicile closed. I had to request a last flight and was granted a deadhead to SFO and a layover in Chinatown with my first and only wife, Mary Ann. The co-pilot wanted to tell the folks it was my last trip on the return, but I made him wait until after the landing in case I screwed up. As it turned out, everything went well and we were met by the fire trucks for a water lai. The good people from the office gave me a koa clock and a cake in a send-off. They were the last of the United Ohana (family), both on the ground and in the air, that I had the pleasure of working with. I feel for all those still with what used to be a great company.

I will relate one incident that indicates what I mean. When my Father died, we were given a first class ticket on National Airlines to attend the funeral, since United didn't fly to Miami at the time. And when we got to the funeral home, there was a huge wreath from Edward Carlson, President and CEO of United Airlines. I suppose people thought I was actually someone important.

One of my more embarrassing incidents happened while flying as a guppy co-pilot in ORD. We had a layover in Washington with a late night arrival. We dropped our bags in DCA dispatch and headed for the hotel. The next morning we headed for IAD. About half way there, Dick (last name withheld to protect the semi-innocent) turned to me and quietly said; "our flight bags are at National." I believe I said something like "Oh S@#%! The short version of the fix is that Dick arranged for a taxi transfer of gear to Dulles while I prepared everything for departure. We actually were ready for an on-time departure when the push back crew informed us that they were short a push back tractor and would we consider a power back. That was not allowed at

United at the time, so of course we said "sure." I believe that may have been the only incident of a United aircraft doing a power back.

That's all for now. (I had more but I've already exceeded my allotment of space.) Thanks to you folks who make all of this possible. This publication is about all we have left of the "good ole days."

Mahalo and a hui hou,

Allan; LAX, DCA, ORD, JFK, HNL

JOHN H. ANDERSON--McHenry, IL

My pacemaker was installed 7 years ago and is running on the same battery. I have it checked through a console over the phone every three months. I don't have heart disease; it's a problem with the beat circuitry. It's set to beat 72 b/m, day and night, and if I need more its automatic up to 130 b/m. Over this period, I've had the benefits of sleeping better, looking better and overall feeling better.

I take this all for granted now, so I'm taking this occasion to stop and express my gratitude.

My Best to all, *John*

DENNY BERG--San Diego, CA

An adventure-filled year with a 40th wedding anniversary trip to Vancouver, a surprise Inland passage cruise for 7 nights, then a real adventure.

We finished remodeling a 24ft. Open Sport Fisher. Three of us launched at San Felipe, camped, cruised, dove and fished the full length of The Sea of Cortez for a month. The boat is now permanently based south of La Paz at Bahia de Los Muertos. We use it for remote surf trips, diving and fishing. Spending about 9 months a year in Southern Baja now, and having more to do enhances our time down there. Todos Santos has been designated "Pueblo Magico" and remains a tranquil place with ideal weather.

Mexico's Secretary of Tourism in conjunction with other federal and state agencies promotes a series of towns around the country that offer visitors a "magical" experience by reason of their natural beauty, cultural riches or historical relevance. A "magical village" is a place with symbolism, legends, history, important events and day-to-day life. In other words, "magic" in its social and cultural manifestations, with great opportunities for tourism. The program was launched in 2001 and, by 2012, a total of 54 towns and villages in 28 states had been

awarded the title "Pueblo Magico."

San Diego is still home base while in the states, but now with everything that has and is going on with no end in sight, Todos Santos feels more like a real home. Thanks to all at *RUPANEWS* for your dedication and time producing an excellent magazine that continues offering great information and a constant reminder of "good times past." 13 years into retirement has screamed by and for most of the time has been rewarding and fun.

Our son is in his third year of medical school at USC, and doing very well. Both of us, Nancy & I are still blessed with good health and hope to continue the same for many years to come. We just got back north of the border and will stay 'til sometime in late summer before returning south. *Denny*

JIM BERTELSON--Ivanhoe, IL

It has been another good year. Last autumn we toured northern France (three days in the Paris museums, down the Seine to Normandie). Contrary to popular opinion, we found the French to be very helpful and friendly. Highly recommend the river cruise (Uniworld).

Many visits to see the kids. In Connecticut, our son Eric, wife Janie, and the boys, Mac and Gus. Linda was born to be "Gramma." In London, our daughter Amanda and husband Jared. Their first child is due Christmas, not fond of socialized medicine or the upcoming Olympics.

We made it to a Continental pilots' reunion dinner in Denver in June (worked there for six years before the sham bankruptcy and strike, only to walk into another strike as a 570--- what a career). Great to see the guys; they detest the travel situation as much as UAL pilots do.

Finally made it to a Bloomington Gold Corvette show. Thousands of 'vettes. Paradise for a Corvette driver.

I am getting back into Association of Naval Aviators and Tailhook Assn. Getting more nostalgic all the time.

I work out six days a week, play some tennis, bike a bit. Still reading the classics, about time to get a Liberal Arts education. Volunteering with CERT.

Linda and I are well, original parts. Only medications are for allergies. Felt old when my Medicare card arrived in June.

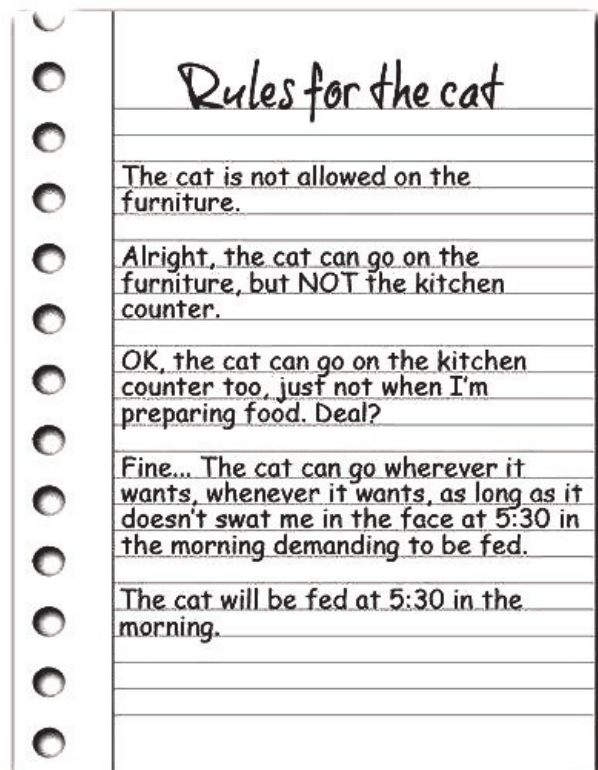
Life is good. Phone and stop by for a cold one when you're in the area. Plan to be here another 35 years. *Jim*

DICK BOLAND--Erie Air Park, CO

Ocho-Cinco this month, not the NFL wide receiver.

Not much new here. I have no desire to travel anymore after marines in WW2, B-29 pilot in the Korean War, flying out of KIDL for PAA to all major cities in Europe, Middle East and Africa.

(Furloughed) Trans Caribbean (TCA) next to the islands mostly Puerto Rico and ARUBA and finally 27 years with UAL. (The highlight was getting to fly all the new jets first as a F/I and rating in 1970 on first Boeing red and white 747, UAL didn't have one yet). Most unique flying was PAA trained some pilots as navigators to be Magellans on the Atlantic to fly in the IGS (Internal German Service) as DC-4 first officers out of Berlin in East Germany to all major cities in West Germany. Skippers lived in England and West Germany, cabin crew were German frauiliens based in Berlin. Ten days and navigate back to KIDL on DC-6's, DC-7seas or the senior B-377 Stratocruiser, but you got 2 days off for every day out of the country. If you planned your vacation right you could get 58 days off, but couldn't do much on \$450 bucks a month. We flew by the quarter so you could fly your 250 hours in a couple months and take the third off. Jets screwed



up those gigs.

I've got lots of stories (being told by gunpost radar that we were being intercepted by a MIG-15).

Hello to my friends and thank you for a great magazine. *Dick*

PS, we used celestial, loran, consol, and radio altimeters (drift and # of degrees), not INS or GPS or satellite. Signing off, cocktail hour.

GENE BROWN--Los Gatos, CA

No big news to report. I live in a retirement home, and am recovering from bladder cancer.

My computer double spaces and I don't know how to fix it so will close.

Money enroute. Regards to all. *Gene*'47-'82

CLIFF CHANEY--St. George, UT

Dear Cleve, Thank you and the people who make the *RUPANEWS* the fountainhead of information about the pilots and crew members who made UAL the premium airline of the world.

34 years ago, I set the parking brake of N8010U at SFO, celebrating my 36^{1/2} years of service with United, and it seems like only yesterday!! As I flew the base leg of the flight, my thinking was!! If I don't make a good landing, I'm going to go around and try again. But it all worked out for a real nice approach and touchdown.

Possibly, some might remember me. I wrote for the UAL News, East Winds, and West Winds, and was Council Chairman of Council 57 (LAX) for 4 years. I flew most of the airplane's UAL had. DC3-4-6-7-8, B-720-747. Must not forget 2 week assignment with Charles Doyle in the 247, flying the CYS-DEN shuttle. He showed me what would happen if I, as a co-pilot, forgot to turn the gear motor off. You had to hand crank the gear up, so I never forgot.

Stories: So many, but there is one I would like to share: Yale Nelson and I were sent to DEN, to fly the CYS shuttle in 1946. We were both reserve pilots at MDW, and actually glad to go to DEN, not only for the experience but we got to stay at the Cory Hotel. If any of you remember, that was where Pop Sterling held court in the lobby. That is another story. On one of the flights, Frank Crisman, the chief pilot at DEN, needed a ride to CYS to oversee something in maintenance, and in so doing, gave us an enroute check. At that time, the

instrument radio approaches were low frequency range, and ADF. Frank was giving us a dissertation about flying the butt of the needle as a reference point for navigation when he noticed the arrow was pointing ahead. Frank's remarks were reverberating in the cockpit about the butt when the needle turned 180 degrees. After he quit berating us, I told him that was Fort Collins and I told Yale to estimate the CYS range at such and such time, and request the approach. By that time, Frank said that was a pretty good idea, as the weather was 400-1 in snow. As we proceeded north bound, Frank explained to me what he thought was a better way to make the approach, ie: make a 90 degree turn using a 30 degree bank, hold for 30 seconds and then turn to the runway heading. I said, Frank, if I make a 30 degree bank the gyro's will tumble, and I will be left with just basic instruments for the approach. His answer was, impossible. I further explained this airplane was the school airplane, was usually not used for hard IFR, and did lots of unusual positions, steep 60 degree banks etc. So when we arrived over the CYS range, he said, in no uncertain terms, "30 degree bank." Guess what? Gyro's tumbled and there I was with just minimum instruments. T and B, mag. compass, airspeed, and altimeter. It wasn't really a problem because I had anticipated that it might happen. We proceeded with the procedure turn. I could see down and picked up the highway and the railroad track, so I knew where I was, made descent, and fortunately, the runway was where I thought it was and we descended and landed with no problems.

Interestingly enough, I had a great number of enroute checks with Frank, and from that time on, he never said a word. Thank God for practice, it always makes it easier.

Looking forward to my 95th Birthday next year. 94 is just a number. I have 3 new students, and helping them with the experience that I have had in the last 73 years since soloing.

Phyllis is very busy knitting, so all is well. Happy flying, *Cliff n Phyllis Chaney*

AL DELEEUWE--Highland Park IL

It is always a pleasure to read the *RUPANEWS*. Thank you for the great job you are doing, Cleve.

I can look back fondly on all the years that I had the privilege of being part of the great airline, United,

and having flown with some of the nicest people in the world. It was a great experience being part of all that.

All is well here. We have not been traveling as much as we used to because it has become so much more difficult lately. However, we just finished a month in Europe. We went to Italy and then to my native country, the Netherlands. We flew first class all the way. And there was no charge at all. You can't beat that.

While in Italy, we stopped in Milan primarily to visit Leonardo's Horse. It was recreated and donated to the city of Milan years ago by Capt Charles Dent. He had corporate and individual sponsors, like ourselves, who helped fund the project in order to restore Da Vinci's horse to its rightful place after it was destroyed in a war hundreds of years ago. There was a plaque with the names of the donors and I saw many whom I remember flying within the past.

In the Netherlands, we visited family and friends and did a little sightseeing. During our travel there, we also visited the US Military Cemetery in Margraten and planted an American flag on the grave of an airman who perished just before the WW2 ended. He was the uncle of one of our friends here in Illinois. The director of the cemetery performed a memorial service and gave us a packet to bring back to the family with the story of the airman's military life and ultimate death in nearby Belgium. Wishing you all a wonderful summer in good health.

Al, JFK, EWR, IAD, ORD 1961-1993

EMILY J. DEVINE--Cupertino, CA

Dear all: After all these years, I still enjoy reading the *RUPANEWS* to see if I can find anyone know; I'm 93 and ½ and still counting.

Thank you for continuing to publish such an enjoyable publication!

Best wishes to all for another good year! *Emily*
Wife of deceased Captain SI "Scotty" Devine

TERRY DIELMAN--Port Orchard, WA

Thanks for all the updates since the merger. My wife and I flew on vacation passes in April and May, Seattle to Frankfurt, and return. No problems, but watch the loads for your best options.

Thank you, *Terry*

STEPHAN R. FUSCO--Medford, OR

All is well in Medford as I pass milestone eighty-eight. No trips to exotic places, just local travel.

LeeAnn and I still enjoy good health, for which we are very grateful.

Once again, many thanks to those of you who make the magazine possible. *Steve*

JIM GWINN--San Martin CA

As usual, a month late with the renewal check and the annual howgoes-it.

Life is as well as can be at 86 and celebrating 65 years of marriage for Tommy and me on the 4th of July. Daughters and their families are doing fine, both now retired and life is good. Their kids are moving on in life and near enough to keep in touch. My golf game is waning, but I am still the idol of many who are years younger. When they say that it is their hope to have a game like mine when they reach my age, I reply, "you should have started 50 years ago."

Life growing up on a California farm with orchards of prunes and apricots, hay land, cattle, horses, hogs, dairy cows and the accompanying farm equipment taught us the value of hard work. I was lucky enough to enter the Navy AvCad training in late 1943 barely 17 at High School graduation. Slow-downs by that time were many and I received my wings and Commission 2 June, 1947. Many decisions to stay in or get out were made, especially



when I spent 15 months on non-flying duty as a Crypto Watch Officer at ComNav Mariannas, Guam during the Korean War. Then it was back to Pensacola to instruct Instrument and Basic flying, then DC-6s for Fleet Logistics (VR-21) at NAS Barbers Pt. Oahu. Late 1955 I passed up PanAm's hiring offer of DC-4 flying out of Miami (one year later I would have been furloughed for 8 years) when I received word of selection for the TAR program, supervising Naval Reserve Transport Squadrons at NAS Oakland. While there, I was approved to take the two year Meteorology curriculum at the Naval Postgraduate School. This led to being the Base Meteorology Officer at NAS Dallas and NAS Glenview while still flying and supervising 4 to 6 Reserve transport squadrons. I Came full circle flying out of NAS Glenview (Winter open cockpit Stearman N2S to worn out Douglas R5D.) In late 1963, as CDR 20 years later, and I was preparing to retire, UAL Capt George Krossse, one of the VP units pilots, informed me that United was hiring Flight Instructors. After being hired on 13 April 1964, I spent 16 of my 22 UAL years in the Training Center and 6 on the line, flying 727 Capt out of ORD the last 1^{1/2} years.

With 26 years of retirement completed, I often think about the good fortunes and timing to be in the right place and right time and make the right decisions to end up doing what I dreamed as a young boy about the exciting thing called aviation. WWII was my opening, and luckily I qualified. A full career in association with the many fine professionals in both the Navy and the Airline environments was a bonus. Serving as Chairman of the UAL Training Committee and Instructors ALPA council were also instructive.

I can now rest knowing that I enjoyed the best years of the Airline industry and spend my time in wondering where, have the years gone. Very few flights these days and when we do, it is with a preference for flights with a guaranteed seat and happy employees.

Thanks for all who aid in putting the monthly news out for us.

Faternally, *Jim*

ALLEN HAYES--Genoa, NV

Hi Cleve and RUPA gang....12 years into the Big R and all is fine. I'm keeping busy with my new bride of two years, and helping her in her art career,

(www.susanhayesartist.com for those of you interested).

Trips to Japan, Hawaii, the east coast and Kansas have kept us busy this year. An Alaska cruise on the Diamond Princess was the highlight last year. Everything about the ship was fine and the food was very good, although not quite as good as I've had in years gone by on NCL and even Carnival. I'm not sure I'd do the "freestyle" type of cruise again. The "up-charges add up", and reservations were problematic unless you do it way in advance, which all begs the question "How free is free-style." :) But the accommodations were great and the ship, although booked to capacity, didn't seem overcrowded, and The staff was excellent.

And yes, be prepared for rain in Alaska. Returning from a day of sightseeing in Juno it was pouring rain. It was really coming down. Fortunately my wife carried a small expandable umbrella, which saved the day for us. As we were about to get on the ships elevators after embarking, here come a group of three or four fortyish ladies, just drenched to the bone, including their hair. Obviously, no umbrellas. As they approached, just about the time we were getting on, retracting my umbrella, I jokingly said "Sorry ladies, no wet people allowed," "Oh yeah", one said with an evil grin. When the elevator door closed, she looked at me square in the eye, said "well I'll fix that" and she shook her head back and forth like the wettest dog you've ever seen. She dried off real good. The water from her shoulder length hair went flying everywhere, and I got my more than my fair share. That will teach me!! Everyone was in a good mood and a good time was had by all.

Susan and I live in the quaint little town of Genoa NV, just down the hill from Lake Tahoe in the Carson Valley. It's a little jewel of a place, semi-country, but only 15 minutes from either Carson City or Minden. If you're thing of moving to northern NV, you might want to check it out. Prices are great, because NV really took a big real estate hit. I had my place built in 04, and it's declined 40%. But have I taken a loss? Nope....ain't sellin'!

I retired from Netjets 3 years ago, and sold my Cessna 210 a year and a half ago. I must say that I miss flying, but just couldn't afford to keep the 210 going and do everything else I wanted to, due to the robbery that was inflicted on all of us. By the way,

most people I tell this tale to say "They can't do that!" My response is always "well, they can and they did."

I try to keep a positive outlook, and count my blessings, including a great career, the fond memories that they can't take away from me, great kids, and a great new wife after the passing of my wife Melanie in '09.

So keep the faith, have fun, stay in touch, and THANKS for all the years you guys have put into this organization to keep it going.

Keep the blue side up

Sincerely, *Al Hayes* (64-00) mostly SFO

PS...Cleve...remember the time they were trying to sweep us out of the bar in NYC? *Oh yeah, Cleve*

NICK HINCH—Parker, CO

Hello Cleve and all. Can't believe another year has flown by, no pun intended, of course. Last July I was retiring from commercial flying and saying goodbye to Air India and the few remaining expats who were soldiering on. I felt no regrets walking off the flight deck for the last time, and was looking forward to no more halfway around the world commutes and flights.

Well, after about six months of sitting around doing nothing, I was going bonkers, as most of you have probably experienced for yourselves. So I decided to snoop around for some little part time gig, some simple two to three day a week job behind the counter at an FBO calling for the gas truck and arranging for the rental cars and catering. Nothing was to be had, however, as I really don't think any of these places want an "old guy" there who might tell the boss that he saw his "new, neat" idea tried ten years ago, and it didn't work then and it won't work now. I think all of you know what I mean.

So after making some calls with the crony network, I sent off a resume to Boeing and started the B-787 checkout at the end of March. I now have the type rating and am going through the instructor training part of the program. It actually takes quite a long period of time, but I should be complete by the end of July. There is not much training at the moment, so many of the guys have morphed over to the 777 where there seems to be more work. Hopefully 787 training for the acquiring airlines will pick up this summer. Lots of former United fliers there, so it's like old home week every time you go to Seattle or

any of the other training sites around the world.

My wife, Lanique, is still struggling with the same health issues she has had for the past several years, but there is some improvement overall. She has finally been able to isolate her back pain problem which has even affected the feeling and movement in her toes, so it is now just a matter of seeing whether on-going shots will fix the nerves or whether she will have to have surgery. She is still due a second knee replacement operation when the back issue is taken care of, and now she is combating the effects of rheumatoid arthritis as well.

Meanwhile, in order to take care of any lingering or present infection in her body, she has had all of her teeth removed and is now fitted with a full set of dentures. When the teeth came out, there were a lot of abscess areas which could have caused any number of problems past and future, but she is enduring all of these challenges extremely well. With a little luck, by the end of this year she should be dancing in the streets once again. Let's hope. And you say to yourself, these are the golden years? Ya right!

Well, that's it for now. Thanks for all of your great work with the RUPA organization, Cleve, and best wishes to everyone for good health and safe travels. Cheers, *Nick*

WAYNE JACKSON--Wilmington, NC

Ten years ago seem like yesterday since my retirement from UAL. Now seventy with grey hair but a healthy body, I am indeed a lucky man and have no complaints.

Six grandsons and our beagle, Beau, keep us active. Celebrating forty-eight years of marriage with my 'first wife', Carolyn, we are now planning for a cruise to the Greek isles for our 50th. Let's hope



Greece will still be a viable alternative destination then.

Will soon try the new pass privileges on United just to see what the talk is all about. If we don't get a seat, we'll find another way.

Did visit Norway in 2010 and Germany in 2008. For those of us who have been waiting for the IRS to return on FICA monies, don't hold your breaths.

Don't do the fun flying now that my friend and former Naval Aviator neighbor has sold his Cessna 350. Not a day goes by here on the Carolina coast that I don't look at jet traffic overhead and marvel at what a joy it was to fly with so many fine United crews over my career of thirty-two years. Do I miss the flying? No, but I miss the people and the memories of the wonderful places I have been. Life is one miracle after another.

You all take care and enjoy every day you have on this earth.

Wayne, B737,727,757,767,777, DC-10

BOB KELLY--Woodstock, IL

Hello All, Sixteen years since I set the parking brake at B-9, ORD. Seems like yesterday.

Carolyn and I celebrated our 50th this January. We had a wonderful party at our local country club with grandkids, godkids, Dave & Sybil Westlake, Denny & Rosa Fitch, Jim & Pat McCusker, Joe & Julie David & George & Jacquie Mathes, all in attendance.

The celebration continued in April when we went on Eddie DeChant's barge in the Burgundy region of France. It was a wonderful week of food, wine, scenery and tours. George Bracke and Denny Fitch both highly recommended the trip and they were so right. Ed's website is www.bargingthrufrance.com.

We are in good health and get out to waddle 3 or 4 miles a day. Used to run 9 miles with Buzz Osterbush on layovers but can't complain.

The Joe Carnes Scholarship is still alive and well with the 6th scholarship awarded last May at Crystal Lake South High School. A young lady named Paige is going to nursing school in Wisconsin.

Two bucks last fall - an 11 pointer with the cross-bow and an 8 pointer with the slug gun. Our freezer is full.

We must be in the minority, traveling on a pass. We have used 4 vacation passes and 4 personal

passes and have encountered no problems. Everyone is courteous and does everything to get you on the plane. In the past, a few of us told the "A" not to let the agent shut the door until all SA's were on.

Thank you to all you GIVERS who make *RUPANEWS* a must read.

Warm regards, *Bob*

LEW LAWRENCE-- Sarasota, FL

Oops! I'm a little tardy with the check and letter this year. Had some distractions. The short version is – passed out – ambulance ride – return from hospital with pacemaker.

Now for the longer version: A few months ago, while Marnie was cleaning up after dinner, she noticed me looking like I had fallen asleep while still sitting at the kitchen counter. It didn't surprise her that I would be tired. I had just gotten back from a long survey flight with our local Marine biologists in a Cessna 172. Something we had been doing several times a month for quite a few years to help them keep track of the manatee population here. She said "If you're that tired, Lew, you should just go to bed early." Then she came over to wake me up and found I was out like a light. The 911 operator told her that while she was waiting for the ambulance, she should get me on the floor on my back. It was no easy task, but she did get me there and it was the right thing to do, as it gave some blood a chance to flow to my head. I was just starting to come to when the EMT/firemen came through the front door. They were great. By the time we left our neighborhood they had an IV flowing and an EKG in progress. At the hospital there were many more checks and tests to conclude that there had been no heart attack, stroke, or blockage. Later the next day, the cardiologist told me my plumbing looked good so he was thinking it was an electrical problem. The Doctor he called in for that took one look at the monitor screen and agreed. Four days later I came home with a new pacemaker implant. The next question was what to do about my FAA medical certification. A little checking showed that a waiver for a second class would be out of the question. With the pacemaker in simulated fail mode my heart rate drops to about thirty – well below the FAA limit of forty for a second class waiver. A third class waiver might still be an option but involves lots of stress testing and reports on a frequent basis.

Having seen all the hassle Merv Billings went through with the FAA after he got his pacemaker, I decided to check into light sport flying. Our local flight school has a new Cessna 162 Skycatcher and I love it. It has the same 100 horsepower of the old Cessna 150 but a much leaner airframe to stay under the light sport gross weight limit. As a result, the performance is impressive. So far I like it well enough that I plan to just skip the yearly visits to the AME.

Life is good. **Lew**, JFK, ORD, SFO, IAD, CLE

HARRY LLOYD--Islamorada, FL

Jane and I became great grandparents last October with the addition of Leiah Nicole. We purchased a new home in Venice, FL so we could be closer to our daughter, son and his two daughters, and now our great granddaughter, all living around Tampa. We still have our home in Islamorada in the FL Keys and our place in Toms River, NJ. We are planning to put the NJ place up for sale soon as the trip up and back is starting to get old.

Our son, who used to live in MD, moved to Danville, CA as he is flying a corporate 767, 757 and G550s out there. We visited them in January flying out on Virgin America rather than trying to use a pass and get stranded. At least a cheap airline ticket gets one a guaranteed seat.

Had a nice visit with Murphy and Hartelius as our son gets his uniforms from them.

Dues check and one for the Retired Pilots Foundation are in the mail.

Thank you all and keep up the good work on the NEWS, I look forward to it each month.

Harry, EWR, JFK, LAX, ORD, JFK

DAVE MACKIE--Pebble Beach, CA

Hi Cleve, It has now been 16 years since I ended my career with United at the end of June 1996, and it has been 49 years since I started it on June 10, 1963. I have been one very fortunate man to have flown when I did, and what I did!

I did not get a letter off last year, because it was not a happy year for me, at least initially. I lost my wife of 49 years, Mary Lou, to her 3 year battle with ovarian cancer. She died on her 74th birthday in Feb. 2011.

I was a little dysfunctional for a while and needed something to look forward to so I signed up for a

trip to Israel in Sept. of last year with Dennis Prager, a nationally syndicated Jewish talk show host in Los Angeles. I flew ELAL non-stop from LAX to TLV....15 hrs. This was my fifth visit to that fascinating country, and probably the most exciting. The trip included 8 different speakers, from Ambassadorial advisors to breakfast with the Deputy Mayor of Jerusalem, lunch with the Mayor of Bethlehem, experts on the Holocaust, and also a visit to the Ayalon Institute in Tel Aviv where the Israelis had an underground factory hidden 2 floors beneath a Kibbutz laundry, under the nose of the British, where they made the bullets that won the War of Liberation in 1948. Everything is still intact today. Even toured an Israeli Army training base on the Golan Heights. Fascinating trip!

Things really turned around for me last December when I was introduced, by a mutual friend, to a lady who had also lost her spouse to cancer 4 years before. We started dating the middle of the month and exactly 8 weeks later we were engaged. That may seem rather expeditious, but things flowed together so perfectly for us both, and without going into detail, all I can say is that a perfect way to describe our meeting and the development of our relationship was "beshert," a Yiddish term I picked up in Israel, which means "destined," or even more accurately, "meant to be." I had promised Mary Lou that I would not make any commitments to anyone else until at least one year had elapsed. On Feb. 8 of this year that promise was fulfilled, and Linda and I became engaged. We were married on St. Patrick's Day one month later. We now live at her home in Pebble Beach, but I am still maintaining my home



in Markham Ranch, west of Salinas. We have the best of both worlds!

We have taken two trips together so far, to Kauai for a week, and to Houston, Texas for a week, to attend her granddaughter's H.S. graduation. Now we are going to London in early July to visit a friend of 20 years who is a former RAF pilot who flew the "Spitfire" in the Battle of Britain in 1940. We are also going to attend the annual Battle of Britain Memorial Trust celebration on the English Channel's Dover Coast where it is held at their memorial wall site at Capel Le Ferne, similar to our Vietnam Wall, and it has the names of all 2,937 brave fliers who flew in that tremendous conflict. My friend will turn 99 this August, and he is the oldest living survivor of the Battle of Britain. He spoke at the Oshkosh Airshow in 1990 when they celebrated the 50th anniversary of the Battle of Britain. He is still active in supporting the Trust's fundraising activities. We're not sticking around for the Olympics, but I have not been back to London since retirement, and that's where I flew mainly for the last 4 years of my 6 years on the "Rope Start." I look forward to seeing what changes have taken place.

So now I am busy writing "Chapter Two" to my life, and as I reflect over the past half century, I am humbled by how blessed I have been.

My best regards to all RUPA Retirees and especially to all who keep this whole thing going. Maybe that too is "beshert."

Dave Mackie mcdmackie@aol.com

MAC MCCROSKEY--Vancouver, WA

This week I celebrate my 81st birthday. Health is good, thanks to lipitor. This time of year I am usually in Alaska, on the Inside Passage on my trawler, Captain's Paradise, but my girl friend came down with positional vertigo, so we have to get that fixed before we can go cruising. The boat is parked just off the Columbia River near Portland OR. I'll take it back to Alameda CA about Sep 1, and San Diego for the winter, about Nov 1.

I lost my mother October last. She just closed her eyes at breakfast at her assisted care home, and went to her reward. She was lucid to the end and still had her sense of humor. In an interview by the local newspaper, when asked her secret to living 103 years she said, "live life one day at a time and

be of service to others."

Still skiing with Charlie Kettering, mostly at Keystone CO. Since being Smizeked in March, we will probably have difficulty getting to Denver. I guess we will probably have to get up to speed on SA travel on Southwest. I was run over by a snowboarder in 2006, knocked out, and had my hip broken. With the aid of some implanted titanium rods and rehab, I was able to ski the next season.

We used to have an annual flight ops dinner, courtesy of the company, at the Ben Franklin Hotel in San Mateo CA. The retired pilots were invited too. As a newbie flight engineer on the 6, I sat at a table with a nice retired Captain with a badly scarred face. He crashed in a Boeing 40C at Canyonville, OR, just north of Medford. He was thrown clear of the burning plane and unhurt, but his only passenger was trapped inside. He tried unsuccessfully to get him out and was badly burned. The company retired him because of his appearance. I discovered the aircraft. Someone dug up the pieces and restored it, to the tune of 80,000 man hours. It looks like it just came out of the factory. It tours during the summer, but in fall, winter, and spring you can see it at the Western Antique Aircraft And Auto Museum at the Hood River, Or airport.

Thanks Cleve for keeping the News going. *Mac*

GEORGE MCCULLOUGH--Suquamish, WA
Celebrated my 79th last month, I think that means I am still alive. I guess I could ask the IRS, they would know.

Many thanks and kudos to the RUPA crew who keeps publishing our quality Magazine.

Regards, *George*

MRS. KATARINA MITCHELL--Laramie, WY
All is well with the Mitchells. No change. Cliff is a conductor for Burlington Northern Railroad and flies the Cessna, Tamera is a doctor in Houston and Jimmy drives an eighteen wheeler and races motorcycles.

I still live on the ranch in Laramie; do some traveling, Maui and Sweden.

We still miss Doug more than words could ever tell, but he will live in our hearts forever.

Thanks so much for all of you who keep this magazine and RUPA going.

The best to all, *Katja*

DENNEY NAROG--Spanaway, WA

Hello Cleve, I often see a reference to "fellow Rurarians" in the letters, and wonder how that label got started. Seems awfully close to a couple of species of dinosaurs, so maybe that's the connection?

Anyway...not a whole lot happening around here this year, which I believe, at this stage of life is a GOOD thing.

I got all fired up last month, sent my check in early, and it was immediately returned by Leon because I failed to sign it!! Oh me....

Added the 16th (I'm pretty sure) GREAT grandchild to the family tree this past year, one Hakkon Narog. It goes without saying, I had very little to do with the lengthy list of grand- and greatgrandkids in this family, but I have to say I get kind of a kick out of mentioning it.

Wife, Kim, does most of the traveling in the family. Trips to Castine, Maine, Chicago, and Newark are on her yearly agenda. All associated with IGMA (International Guild of Miniaturists Assn.) with which she serves on the board of trustees. We are planning a two week trip to New York and Wash. D.C. area in September, with our daughter and her family. None of these plans include Non-Rev. ticketing, because I'm totally lost with the recent arrangements.

Guess that's it for this year. REALLY appreciate the efforts of all the RUPA officers, BOD, Committee Chairmen who work together to keep RUPA going. *Denney*

AL OLSON--Vacaville, CA

Dear Phyllis, Jon, Leon and Cleve. Jon and Cleve know me. Cleve and I were in Denver in school and dating our wives at the same time.

Thanks for all for your dedication and hard work. Sincerely, *Al*

STEVE PAHS--Denver CO

I am happy and surprised to still be here...Really do thank and appreciate the RUPA Board, Officers et al. Ted Wilkinson is a real ACE for us in DEN!!!

Mary Jo and I did not do EUR in AS and Sep as usual-- awaiting the dust to settle on Pass situation. I did attend the Federal Academies Ball at the Broadmoor in COS in December, and plan to attend my '52A Air force class reunion in Dallas in Sep-

tember.

Colorado is not burning!!! There is a rumor that this it to take our attention off the world and U.S current situation.

We still go to Buckley AFB Wed & Sat for Trap and skeet; MJP still shoots Skeet; my weak legs do not let me participate. I do learn much from the young folks! Renewed licenses: driver (moto) Real Estate Broker, CFI II & ME.

Much enjoy the RUPANEWS. Don't not recognize many names anymore, but still Enjoy it.

Steve, UAL: Sep to Jun 88 LAX DEN SFO JFK DTW ORD BEW DEN

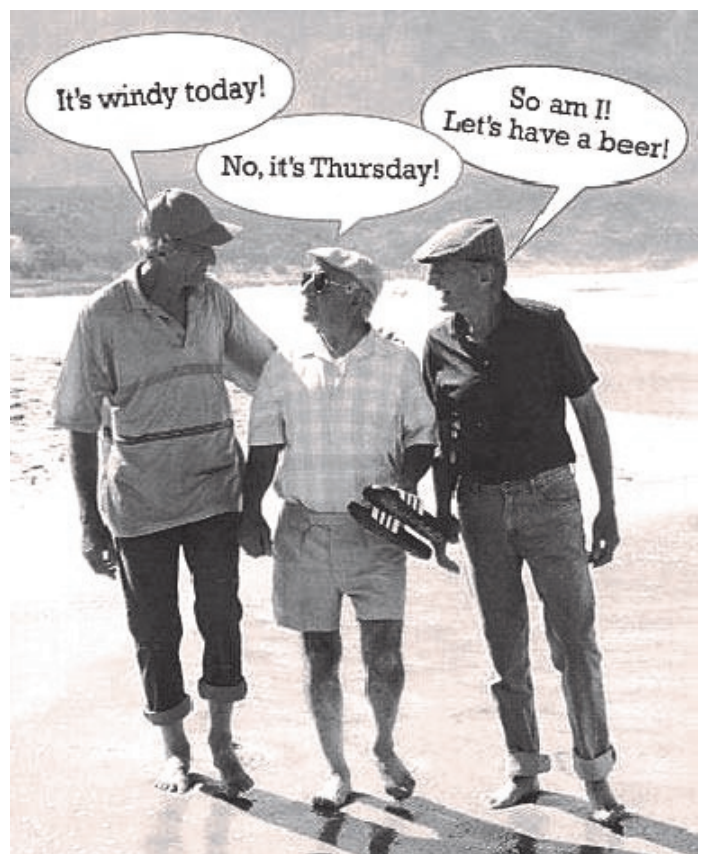
MRS. MARION PATERSON--Aiken, SC

Hello to All. Really late this year with dues, (almost 6 months), hence the 'donut fine' enclosed with the regular amount.

It's always interesting to read the news, and especially appreciate the updates on pass or no-pass privileges for widows.

I can't believe it has been four years since Pat's passing this past May. Hope all his flying partners are hale and hardy!

Best regards, *Marrion*



JOHN PINTER—Vermilion, OH/Tequesta, FL
Another good year has come and gone since I reported last. Other than the standard old age aches and pains, JoAnn and I are still in very good health. Hopefully it will stay that way. When I married JoAnn 49 years ago I told her I wanted us to grow old together and I pictured us sitting in rockers on the porch of an old people's home holding hands. I just didn't think it would be approaching so fast.

Golf wise I wish I played better but no matter how good you play you always want to do better. I tell everybody that golf is a game you love to hate. This year treated me good though. I qualified and played in the Florida Senior Golf Championship's in Lakeland FL this past December. I finished 2nd ... *from the last*. It was so bad that when the scores were posted I told my playing partners not to call me by my name. It was stroke play and they didn't count handicaps plus they played from the "blue tee's" (longest holes) instead of the "Senior Tee's." Boy, was I out of my league. However, I played to my handicap and was satisfied with my performance AND didn't finish last.

My handicap places me in "C" flight at my home course but I am only one stroke away from being in "B" flight. For the "C" flight club championship in Riverbend it was necessary to beat out 4 different players in stroke play to make it in the championship playoff's, which I did but lost in the championship round. Actually 2nd place is not bad either.

We traveled to Ohio for Christmas and hosted our Cleveland Crazy Christmas Party again. It was an annual affair after the strike until we started going to Florida for the winter months. It was really great to have all my "heroes" in the house again. We also attended a memorial cookout remembering Captain Jack Heiszak who had flown west earlier this year. It was a bittersweet event, loosing a friend but seeing old friends who had since moved away and I haven't seen in years.

We are still helping our daughter and her family fix their house up that they bought from HUD that is only 12 miles away from us. It was totally gutted including the toilets but in good shape. Now that they are living in the house progress is slowing down but it is still a joy working with them, and also taking the time to enjoy the fruits of their labors. In fact we just got back from the first family swim-along in their new pool.

This year I just finished designing my first two websites. One is for myself at www.foldedwings.org and includes pictures of my flight simulator setup. (Email jpinter@foldedwings.org) I still haven't gotten around to building the enclosure but it sure is fun to fly as is. The other is for our Florida Condominium Association at www.riverbendfl.com. Our association needed a new website and wanted to make it a selling tool showcasing the value of spending time in Riverbend to interest those looking for a winter home. I also wanted to make it useful to our residents giving them up to date info on all our activities. Check it out; maybe you'll become a neighbor of mine <G>. By the way, the picture in the slide show under the Golf section is of myself, our 6yr old Granddaughter and our Son-in-Law. Some say they caught my best side.

A super big thanks to the RUPA staff for all the effort they put into running this for us. Also, to Rich McMakin the Grand Poopah of the Cleveland Cra-zies and Bob Langevin from the Treasure Coast Sunbirds, among others, for hosting the monthly luncheons that keep us together. By the way, checks in the mail but I know you've heard that before. *John*

EARLE PRESTEN--St. Helena, CA

I have been very poor about keeping in touch with my former UAL brothers, but perhaps a quick note to at least say I always read the *RUPANEWS* from cover to cover.

Located up here in the Napa Valley, there are only a couple of UAL retired types in the area, although I am very fortunate to have as a next door neighbor an active United First Officer. He keeps me well informed of all the trials and tribulations of the current airline. I guess all I can say about that is that I am really glad to be retired!

It seems impossible that I flew my last DC-10 trip from Maui to San Francisco nearly 18 years ago....where has all the time gone?

Valerie and I still live in our same house on the same 4 acres in St. Helena, still are active in the wine business and still love to travel. Those of you who flew with me in those last years remember the "occasional" bottle of wine I could be counted on to have for our layovers. (all legal of course) Well, we still do make wine although not every year. We sell our Petite Sirah grapes to a local winery and Valerie

works part time at Smith-Madrone winery. This kind of keeps our hand in the business although I have to admit, I prefer to concentrate more of my time looking over cruise schedules. We have taken quite a few in the past years and plan to continue that activity.

I still fool around with old cars and restorations. We presently own a 1940 Chevrolet Convertible and a 1940 Buick sedan. These keep me busy enough in the shop to stay out of trouble.

For a couple of old trouts, we enjoy pretty good health although we are glad that you can buy replacement parts these days!

We have plenty of room here at our place and would love to have UAL visitors at any time. Come by and share a glass of wine and some beautiful Napa Valley sunshine with us.

Regards, *Earle & Valerie*

M. RAY RANDALL--Federal Way, WA

This is a big year for me; I will be 90 on my birthday. Can't say as I planned it this way!

For those who are still around who know us, Faye and I are in quite good health for our age. Faye has had both hips replaced but you can't tell it from the way she walks.

I retired in 1984 with 38 plus years with United as a copilot and flight engineer. I have been in DC-3's, DC-6, DC-7, DC-8 and the 747. Of the 42 years I was in air planes, the most interesting and the most fun was the 4 years I was in the Marines flying the F4U, Corsair. It was a great plane, fast and really rugged and I really hated to quit flying it.

Several years ago, because of my age, I had to give up skiing, back packing and boating down Washington rivers chasing the illusive steelhead. Some of the guys who are gone now that I used to fish with were, Guy Cain, Bob Powers and Eddie Jones. We caught a lot of Steelhead!!

Quit flying in the winters to Hawaii in 2005, as flying just got to be too big of a hassle!!

I'm still able to drive, so have been seeing some of the places in the West like Glacier Park, Crater Lake, the Quinault Lodge on the Olympic Peninsula, etc.

Enclosed you will find the dues for next year, and at this time I would like to thank all the people who contribute their time and effort to keep RUPA going !!! *Ray*

JOHN REED--Sausalito, CA

The "RUPANEWS" is still, after 16 years, a very welcome addition to my monthly reading materials.

As so many others have said, it is sad to learn of the passing of old flying companions. I feel so fortunate every day to be enjoying retirement.

We have managed to go on a cruise almost every year. We've just returned from a great cruise from Seward, Alaska, to Vancouver with John Shaw and his wife. Other more distant destinations have included cruises to Mexico, the Baltic Sea, around Cape Horn from Chile to Buenos Aires, Fort Lauderdale to San Francisco via the Panama Canal, Shanghai to Szechuan on the Yangtze River, and a barge trip with Woody Lockhart and his wife through Burgundy, France. All super trips mostly with Holland America and lucked out getting either First or Business Class on good old UAL. I guess we have seen the last of those days, now that we are beholden to Continental rules. We made a wonderful trip to visit old friends in Western Australia and were lucky enough to get First Class for the long hauls.

The dent in my retirement pay hasn't affected us too much...Carol is still flying out of Hong Kong. What with vacations and maintaining two antique planes, I have had to threaten her with a reduction in our life style if she quits!

I have over 500 hours on the Stearman now, and the Waco cabin plane hasn't seen too much action as there have been some maintenance issues following a 'ground up' restoration. The de Havilland Rapide we worked for several years to restore has, unfortunately, been sold. I had a fine partner in this who, sadly, we lost due to cancer. The plane is beautiful and was, incidentally, brought to the U.S. from Eng-



land many years ago by Bob Puryear, a United pilot, who has flown west.

With two trips to the airport each week, both to fly and do the ever present maintenance on both planes, three days of activity at the gym each week, keeping up with the house and garden, working with the Sausalito Police Department, and all the other things it takes to keep up with life in retirement, I stay pretty busy.

After much discussion, Carol has chosen to remain based in Hong Kong where she has good seniority. The good news is that we each have time each month to ourselves, and many good times together. We have found that this makes for a good marriage. We have just celebrated our 8th anniversary. After many years between marriages for me, I find I enjoy this new way of life.

We have enjoyed generally good health and I am glad to hear, through the magazine, that so many others have active lives. Life is good, and we are grateful for that. I wish the same for all of you.

Many thanks to all who keep the magazine going. Best regards, *John* 1967-1996 mostly in SFO.

RALPH RIDGE-- Castle Rock, CO

Hi all, missed last year's update...no excuse, just lazy I guess. This year was the big 70, so I thought I'd better do one while I still can.

Health is still great but the guy looking back at me in the mirror appears a lot older than I feel.

I had another busy year with cars and airplanes. The guy I've been flying the F90 King Air for bought a Lear Jet 55 last year. I spent December in Wichita obtaining a type rating and have been enjoying the opportunity to fly a high performance jet again. Still fly the King Air on occasion.

As for the Corvette business, the owner of the '58 that I restored in New Zealand several years ago, decided to bring it to the states and have a go at all of the awards available here. This started a little over a year ago and culminated this month in San Diego by achieving the Duntov Award at the NCRS National Convention. I was responsible for preparing and taking the car to all of the venues (about 10,000 miles of trailering). In addition to the Duntov, the car achieved Bloomington Gold Certification and the Triple Diamond Award in Chicago. Now the car has been invited into the Corvette Museum in Bowling Green, KY for display for a year.

I was again in charge of the National Corvette Road Tour to San Diego out of the Rocky Mountain Region, but had to ask a friend to actually run it as a week before departure my wife fell backwards and broke both wrists (one requiring surgery). She's doing fine now, but will have to work on getting her golf swing back.

Thanks to all who make this publication possible. I look forward to receiving it each month and read it cover to cover.

My checks in the mail along with something to cover inflation. *Ralph*

JACK SCHRANDT--Madison, WI

Dear Cleve, Another year rolls past. Some flying, some sailing, some travel, lots of golf – hopefully getting better with age.

I did make a great mistake in planning a golfing vacation in Argentina a year in advance, but with a return date of 3 March 12. After listing on both websites, at the airport they eventually found my listing and said, yes you're listed and there are seats on the airplane, but you are not e-ticketed, so you can't go. It has marginally improved, but our system was a helluva lot better.

Thanks to all of you who keep RUPA running and the rest of us informed.

Regards to all, *Jack*

CURT SIMPSON--Port Orange, FL

Hi Cleve, As has been the case with others, I have let time slip away so this update is overdue.

The most significant and time consuming event of the past two+ years has been finding and receiving treatment for my wife Susan's rare cancer of the appendix. She had extensive surgery at the Mayo Clinic in Jacksonville, FL which turned out to be life saving (an opinion shared by her subsequent doctors). This was followed by a series of chemo treatments at Moffitt Cancer Center in Tampa, lasting until fall of 2010. At that point, she was in remission and that lasted until just before Christmas of 2011. More surgery and more chemo (on going as I write), which seems to be working again. In spite of this, she has been able to maintain most of her normal activities.

We continue to live in the Spruce Creek Fly-In (12 years) near Daytona Beach, which has been very enjoyable. I am now eight years into retirement

from UAL, and about to complete eight years with NetJets. My schedule is seven days on and seven days off almost all domestic. I am based in Orlando and any commuting on the airlines is done with positive space tickets. I'm currently flying as captain on the Citation Encore. One very important benefit is the health insurance through Aetna which is provided at no cost. While this company has some problems, it is night and day better than what's going on these days at United.

As usual, thanks to all who put together the *RUPANEWS* every month.

Curt, EWR, CLE, ORD, LAX 1967-2004

MURRAY WARREN--Lake Worth, FL

As usual, I'm a month behind in getting the mail out. Sorry for the delay.

Nothing new to report as I start my 22nd year of retirement. Somehow, it seems like yesterday that I flew the last trip. I still miss it or how I remember it. I guess we only remember the good times, it's better that way.

Murray

TIM WESTON--Yelm, WA

A little late on the birthday check for May. Myrna and I seem to be getting used to each other. We've hit the 50-year marriage celebration. We are appreciating & enjoying each other all the more. After 13 years into retirement, I still enjoy climbing into the same bed each night. The years have been good to our health. Hearing is fading and the hair gets grayer but otherwise we're healthy.

Myrna is quite active with Young Life here in Yelm. Directing kids to good choices in life is ever demanding but rewarding when they see the light. I'm still fly to help with Angel Flight and their needs. I also provide some political campaign transportation for a candidate here in Washington State. The Baron is a great machine for this type of travel and I get to go somewhere different each flight. "Baron Airlines" has never been late for takeoff and has always arrived on schedule. Doesn't get any better than that. The restoration of the PA-12 was finished in '05 and she purrs like a kitten. Great for going to breakfast or lunch with the guys. The Howard DGA-15 has turned out to be more of a project than Myrna felt it might be. A very convincing point to spend lots of time in the hangar. It's going to fly in September if the last needed parts

arrive on time. Not everyone produces what is promised however.

This Sept '66 new-hire lost seniority to all Pan Am pilots when that merger occurred. Now that the UAL/CAL merger is finished, I find I've lost more seniority. A USAF pilot training classmate has the same date of hire with CAL as I had with UAL. He is now senior to me for boarding priority. All UAL/CAL pass riders will get on before me as I refuse to ride on a pass. Nice to have a reserved seat on SWA or Alaska. Once the doors close, the service is the same in the back. We also changed our healthcare to a Puget Sound company that gives better service at a much cheaper price than UAL. PBGC serves up my 67% retirement check each month so I don't hear much from UAL anymore. OH, well.

I still approach each day to "keep the blue side up and the wreck on the deck." It's better to be looking at blue skies above than dirt & daisies above ya.

Tim & Myrna

IN MEMORIAM

ALFRED H. BERNARD

Al Bernard (81) passed away peacefully, June 15, 2012. He was born February 26, 1931.

Al had been a Navy pilot and joined United in 1955. He retired as a Captain in 1991 after a career of 36 years.

Al was well-liked and respected and fun to fly with. He was an honest, ethical man who stuck firmly to his beliefs. He was a great tennis player and a wonderful husband and father.

He leaves behind his wife, Jo, of 53 years, and a daughter, Renee'. He will be genuinely missed by all who knew him.

DONALD O. BURNWORTH

Donald O. Burnworth (81) passed away June 6, 2012 at home in Prescott, Arizona.

Don was Born March 4, 1931 in Arcadia, Oklahoma. On a clear day in 1935, Don, at 4 years of age, and his mother, watched a rare sight, a small plane flying overhead at the family farm in



Arcadia, Oklahoma. That day he promised his mother, "When I grow up, I'm going to take you for a ride in one of those." After some college and starting a family, he served 4 years in the U.S. Air Force at Las Vegas as a mechanic and learned to fly. For his young family's needs, he also worked part time as a waiter starting in 1952 in the Copa Room at the brand new Sands Hotel in Las Vegas. Each night, being in the company of great Las Vegas entertainers of the 50's, his love of music, musicals, and comedy grew. Never forgetting a joke and having a quick wit, he loved to make those around him laugh. He was an excellent cornet player. His family fondly remembers him walking around the house playing his favorite songs.

After leaving the Air Force and Las Vegas, he moved back to Oklahoma. Becoming an accomplished pilot and flight instructor, he began working for the FAA as a test pilot, gaining valuable experience that helped save lives in his career. United Airlines hired him in 1964 and he then fulfilled his promise to his mother, taking her for a ride all the way to Honolulu. During his 31 year career with United, he visited many parts of the world. His love of learning languages was fueled by meeting people of different cultures, learning to say "hello, goodbye, thank you, excuse me, and 'Please fasten your seat belts'" in many different languages.

Always prepared to speak of his bible based hope for the future, Don would carry bibles and bible study aids in different languages or get addresses so he could send them bibles in their first

language. Don's love of Jehovah's creation, especially animals, was evident in early life. On one occasion, he gathered his young family together and pulled a baby squirrel out of his pocket, which became a much loved family pet along with a pet skunk. Besides many other domestic pets, he couldn't resist feeding local wildlife. Many friends have enjoyed seeing the javelina knock on the door for their food and raccoons begging, even eating out of his hand.

Dedicated and baptized as one of Jehovah's Witnesses in 1979, he desired everyone to know about the Bible truths he had learned. Always ready to speak to everyone he would meet, no one was a stranger to him, as he would smile and greet them and share "the good news." When asked how he

was, he would respond "Fantastic!", becoming known as Mr. Fantastic. So confident he was in the promise of a resurrection spoken of at John 5:28,29, and the promise of a paradise earth to come, he peacefully went to sleep at home on June 6, 2012.

He is survived by his wife, 10 children, 24 grandchildren, and 6 great grandchildren. Pointing to himself, Don would say "and no stretch marks."

LA VERNE N. CUMMINS

La Verne N. Cummins was born on March 29, 1918, and passed peacefully at home Friday, June 22, 2012 attended by his daughter Deborah Cummins and his granddaughter Rebekah Barrales.



La Verne was born near Vandalia, Illinois and was raised on a small farm in that area. He graduated from Millikin University in Decatur, IL where he was a member of the Sigma Alpha Epsilon fraternity. He went on to attend the University of Illinois Law School, but was drafted after Pearl Harbor into the United States Army. His first station was the Presidio in San Francisco, CA from where he was sent to Adak, Alaska. Soon after, he was accepted into the Army Air Corps flight program. He became a B-17 pilot in the Mighty Eighth Air Corp, 385th Bomb Group stationed in England under the command of Dwight D Eisenhower. La Verne took part in 35 missions, the majority of which were combat missions over heavily fortified Germany, but also included post D-day support of St Lo & Cologne, Falaise Gap Belgium as well as supply drops to the French underground.

Upon returning home, he joined United Airlines as a pilot flying DC3s, and retired 33 years later flying the Boeing 747.

La Verne was preceded in death by his wife of 53 years, Maxine nee: Harlin, and is survived by one son, two daughters, nine grandchildren and nine great grandchildren.

In lieu of flowers, donations may be sent to Morton Arboretum, <http://www.mortonarb.org/> or The Mighty Eighth Air Force Museum, <http://www.mightyeighth.org/> For info 630/968-1000 or <http://www.adamswinterfieldsullivan.com/>

EDWARD AUGUST ERNST

Edward August Ernst passed away April 17, 2012. Ed was born in Brooklyn, New York, April 13, 1924, and graduated from Lane High School, enlisted in the Army Air Corps, and was stationed at Walla Walla, Washington.



Ed and his B-24 combat crew dated the AXQ Sorority co-eds of nearby Whitman College where he met Pauline Fargher. His growing interest in her prompted an uncharacteristic display of showmanship when Ed and his buddy used two B-24s flying in opposite directions to buzz Pauline's home and place of employment. Their flight training maneuvers were executed at a legal but low altitude over her home town of Dufur, Oregon. The small community was not surprised when the farmer's daughter became engaged to the fly boy. The wedding, however, was postponed until Ed completed his Air Corps reenlistment assignment as a post war flight instructor. Ed remained in the Air Force Reserves until retiring in 1984 as a Lieutenant Colonel.

The 1948 newlyweds spent their 12 day honeymoon driving across the country to New York where Ed completed his Bachelor's degree in Aeronautical Engineering at The Polytechnic Institute of Brooklyn (1950). He was compiling his Master's thesis at Stanford University, and studying flight dynamics for Ames Research Center, Mountain View, California, when he was hired by United. Ed was initially domiciled at Newark, New Jersey, the couple soon relocated to the west coast where Ed flew out of San Francisco until retiring in 1990. His favorite aircraft was the "Stretch 8."

The Ernsts designed and built their dream home and raised two children in Los Altos, CA. Ed's primary interest was his family. Ever a gentleman, he had a ready smile, a twinkle in his eye, and was always available to assist others. On his days off, he was a favorite of the neighborhood children, organizing impromptu baseball games, tutoring high school math, coaching little league, constructing puppet theatres and jungle gyms, wearing silly hats, keeping a flawless carpet of dichondra growing in the front yard, and always maintaining his quiet but

confident sense of self. He never sought the lime-light, but if it fell on him he carried the moment with aplomb and an endearing sense of humor.

Even after a debilitating stroke in December, 2003 robbed him of speech and mobility, Ed still led by example. His undaunted spirit, positive attitude, and faith continue to inspire and guide those who knew him. He is survived by Pauline, his wife of 64 years; daughter Jacqueline and son, Charles.

CURTIS R FOLLANSBEE

Curtis Follansbee of Fresno, CA passed away May 16, 2012, at the age of 92.

He was born in Easton, CA on July 28, 1919. Curt grew up on his parent's ten acre farm just east of Easton. He attended Oleander Grammar School, Washington Union High School and Fresno State College. At the age of 21, Curt earned his pilot's license and with the onset of World War II he enlisted in the U.S. Army Air Corps. Throughout the War he was a flight instructor and squadron commander in B-24s and B-29s. In 1945, after completing his military service, Curt started his thirty-two year career with United Airlines. For the majority of his career, Curt was based out of San Francisco. At the time of his retirement, Curt had more than 21,600 flight hours with United.

In 1947, Curt married Helen Cameron of Tulare, and they remained happily married for nearly 65 years until Curt's passing.

Curt is survived by his wife, Helen, three daughters, two sons, twelve grandchildren, and two great-grandchildren.

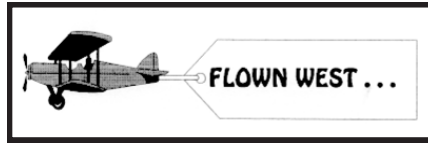
In lieu of flowers or other gifts, memorials may be made to Hinds Hospice, at 1616 W. Shaw Ave., Suite A-5, Fresno, CA 93711.

WIFE, JOAN, OF JOHN I. MILES

I broken heartedly write of the death of my wife of 53 years, Joanie. She passed away May 10, 2012 from Leukemia.

She leaves behind three sons and seven grandchildren who adored "Grandy." *John*





*Arthur J. Peterson	Mar. 18, 2012
Edward A. Ernst	Apr. 17, 2012
*John L. Delaney	Apr. 2012
Curtis R. Follansbee	May 16, 2012
*William S. Godwin	May, 2012
Alfred H. Bernard	Jun. 15, 2012
Donald O. Burnworth	Jun. 15, 2012
Donald E. Bradfield	Jun. 19, 2012
Edward P. Krieger	Mar. 19, 2012
La Verne N. Cummins	Jun. 22, 2012
*Marvin E. "Pudge" Berlin	?
<i>*denotes non-member</i>	



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