
rupanews



Journal of the Retired United Pilots Association



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

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PRESIDENT'S LETTER



It's September and Labor Day weekend, already!

Next month is the RUPA European river cruise leaving Vienna October 21st and the RUAEA Convention in D.C. October 3 - 7! For those of you attending either or both, please drop us a line and let us know the highlights! Pictures welcomed!

Some good news for retirees and the various travel issues have been recent reports of fellow traveling retirees being treated well and with less frustration and hassles at the gate. One cautious reminder, have all your identity paperwork up-to-date. Driver's license name should agree with your passport and ticket. If recently married and the passport and/or driver's license don't agree, have a copy of your marriage license available.

We have had no communications from the company. When we receive communications, especially about travel issues, we post them on our website.

We have two articles in this issue of note. RUPA member Bill Powell has been performing behind the scenes for decades keeping our seniority list correct with both the company and ALPA. A long over due RUPA recognition was made August 1st. Another article is a bit of history concerning the oldest Battle of Britain survivor William Walker and his long term friendship with RUPA member, Dave Mackie.

The eleventh anniversary of 911 is also upon us. The remembrance of family, friends, and colleagues should not be forgotten.

I'm coming up on my first complete year as RUPA president and I want to thank the officers for their marvelous support and continued work for RUPA: Jon Rowbottom VP, Leon Scarbrough Sec/Treas, and Bill Richards Membership. There would be no **RUPANEWS** without the hard work and consistent dedication from our RUPA editor and manger Cleve Spring. Thank you all! When you see these four gentlemen out and about please add your thanks for their volunteer efforts and support of RUPA!

I hope you all have a wonderful September! *Phyllis Cleveland*

IMPORTANT TELEPHONE NUMBERS AND E-MAIL ADDRESSES

<u>United Airlines Benefits Center</u> 1-800-651-1007 https://flyingtogether.ual.com Mon-Fri 7am to 7pm Central time	<u>Blue Cross/Blue Shield</u> 1-800-535-9825; or http://www.bcbs.com	<u>Medicare Hotline</u> 1-800-633-4227
<u>Social Security Administration</u> 1-800-772-1213; or http://www.ssa.gov	<u>PBGC</u> 1-800-400-7242; or http://www.pbgc.gov	<u>Alliant Credit Union</u> 1-800-328-1935 and 1 773-462-2000; or http://www.alliantcreditunion.org
<u>United Employee Service Center</u> 1-877-242-0075; or esc@united.com	<u>Flying Together Help Desk</u> 1-800-255-5801; or https://united.intranet.ual.com	<u>Interline Ticketing Desk</u> 1-888-874-1581

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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

The B727 taking off from the old DEN Airport was taken by Marvin Berryman, our history contributor.

THANK YOU!



There are volunteers who go unacknowledged by our membership simply because we don't draw enough attention to that volunteer's contribution to RUPA. It is one of those hard working unexposed quiet volunteers we recently honored with a plaque in appreciation for his decades of work. Since we haven't had a convention for several years, and won't in 2013 and possibly not in 2015, this volunteer must be recognized to our membership through this article. From his plaque:

**In recognition and appreciation
the Retired United Pilots Association
extends a sincere and grateful thank you to
William S. "Bill" Powell
for his decades of meticulous record keeping of the
United Airline Pilots Seniority List.**

In grateful acknowledgement we honor Bill for the unique and challenging job of coordinating with United Airlines and the Air Line Pilots Association thereby maintaining an accurate and accessible data base, all accomplished as a volunteer, for the benefit of the pilots he serves so diligently and with such great integrity. *Thank you!*

August 1st, 2012

From the RUPA cover letter that accompanied Bill's plaque: *"On this day we applaud your dedication and your achievement in providing a record and a history that would not have been possible without your continued and constant attention to the numerous details involved, your enormous amount of personal time invested to accomplish this valid and necessary task, and your extensive expertise developed over the decades of a very complex and evolving pilot archive."*

Bill was hired with UAL on May 30th, 1966 and retired off the DC-10 in 1993. He will be celebrating his 79th birthday October 27th!

Bill is certainly a rare gem and a workaholic – all as a volunteer! It is with deep and sincere appreciation we thank Bill for his years of outstanding service benefitting the entire United Airline pilot group!

Phyllis Cleveland





United Airlines Historical Foundation

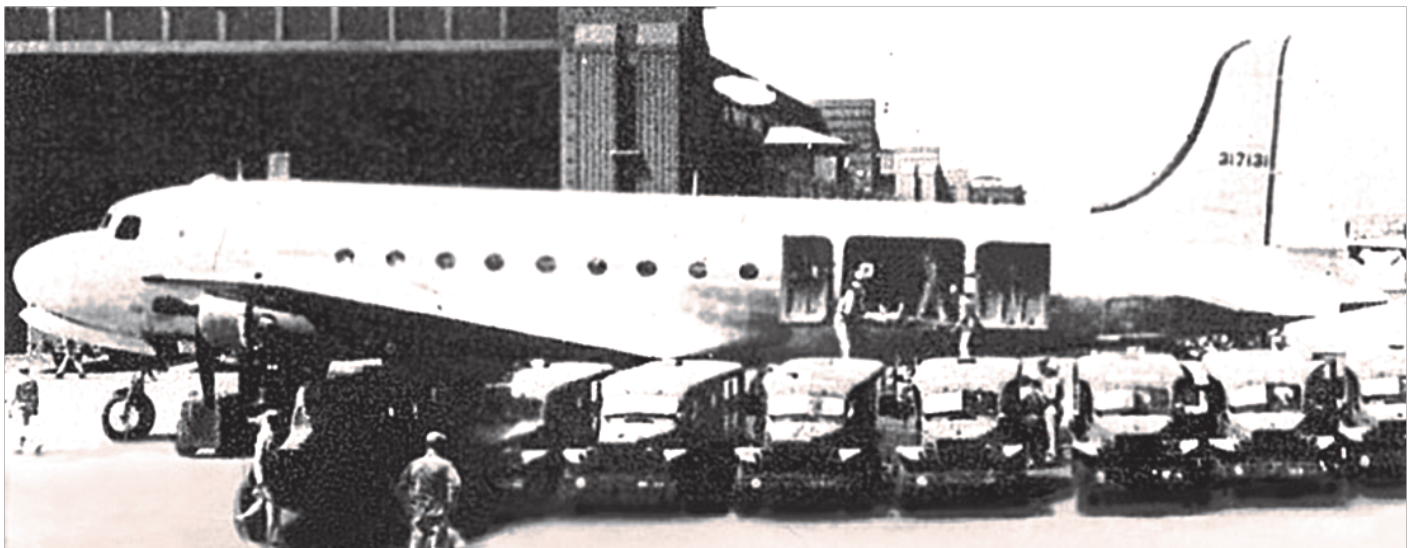
"Preserve the Past, Inspire the Future"



During WWII "Hospital Planes" transported the war-wounded from Pacific bases to the United States. The planes were flown and serviced by ATC crews. In addition to the ATC flight and ground crews, many United employees served as "Flight Nurses."

(upper left) Lt. Carol Macmillan (inset) and (I believe) Lillian Kinkela. Kinkela was the U. S. Army Nurse Corps' most decorated nurse, flying 425 Air Evacuation Missions. By 1949, counting her time in the Army Air Corps and United Airlines, she had made 26 Trans-Atlantic and 62 Trans-Pacific crossings.

Lt. Gertrude Dawson, a United Air Lines Eastern Division Stewardess, had a harrowing escape from German-occupied Albania. Dawson with 12 other Evacuation Nurses and 17 Army men were aboard an Army transport plane which crashed in Albania in November, 1943. The party finally reached safety two months after their takeoff from Sicily. She was quoted as saying ... "too many lives and too much is at stake to reveal our benefactors or the terrible happenings of those weeks."



By January 1, 1945, United ATC crews were flying San Francisco - Honolulu - Guam. Guam was 1,600 miles from Manila and only 1,565 miles from Tokyo! Flight-operations totaled almost 43,000 miles daily. Seventy crews were assigned to the ATC's four-engined Douglas C-54s (DC-4s). The total of United personnel engaged in Pacific ATC Operations reached nearly 1,200.

Compiled by Marvin Berryman DENTK Retired - 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

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

I just returned from another GR8 So. Florida Treasure Coast RUPA Luncheon with my United Buddies. Although our turnout was lighter than normal, for even this time of year, we kept the 'candle burning' as they say, and had a delightful lunch at Shrimper's.....where the Service (by Betty) was GOOD, but the Food and Views were even better. We only had 5 of us.....but I can assure you that the conversation was lively, informative and entertaining for all who were there.

The various Subject(s) that were covered were: the availability of a new computer software program available via ASU Travel Guide that is very useful when utilizing ZED travel; our IN-HOUSE Travel Expert/Guru (Ted Osinski) answered a # of questions about our current Pass Travel Program; since Aug. 14th was Fla's Voting Primary Day - little bit of (FRIENDLY) Political discussion took place; 3 of us at the table were/are QB's so we had a bit to talk about there as well, and finally we told a few War Stories about our various experiences (mostly in Vietnam). Yeh, it was a good time and WE (Ted Osinski, Paul Andes, Dick Starita, Jack Boisseau and myself, Bob Langevin) all enjoyed ourselves.

Our Lunch Meeting next month will be on Sept. 11th (that day sure sounds familiar doesn't it - 🤔) at Shrimper's beginning at 11:30 AM. If you're in the Stuart, FL area, we'd love to have you join us. Not sure, but we might have a few of our Northern Attendees returning back to So. Florida by that time. \

Meanwhile, hoping that you all are having a Safe and Happy Summer and looking forward to the start of the NFL and College Football Seasons. Have a Happy Labor Day Weekend as well...after all, WE all did LABOR for UAL for a while, didn't we? That was when it was a GOOD Airline and Employer (kind of) and

WE could be PROUD of WHO we flew the 'Aluminum Tubes' for. 🤔 Best Regards, *Bob Langevin*

SAN DIEGO COUNTY RUPA LUNCHEON

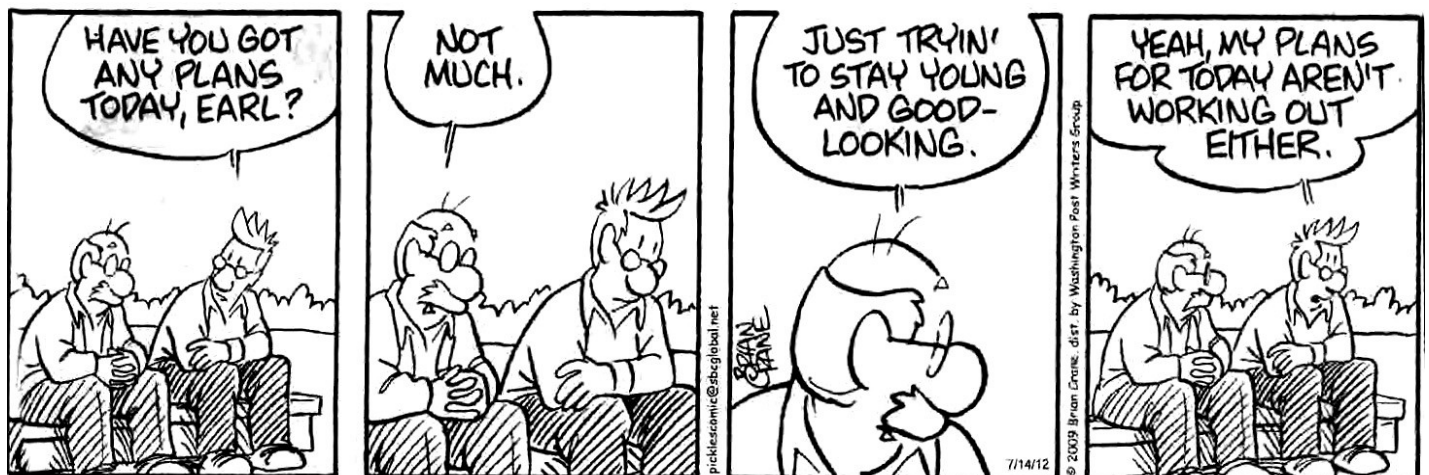
Howdy Cleve- Well, my prayers have been answered. We had a crowd today the 14th of August at the luncheon. Present were Rhoda and Brad Green, who incidentally have moved full time to the area, so we may be seeing them with some regularity. They brought a lovely neighbor couple Joe and Sharon McGoldrick. Joe is a retired UALer, and was in management. Bill and Evelyn Pauling, Bob Bowman and Ruth were there, and a surprise visitor, retired Captain Don Morgan, who flew copilot for Bob Bowman at one time. What a great bunch.

The ladies are always a pleasure to have along. Missing was Don and Lois Trunick. Unfortunately, Don is on the sick list. We miss you, Don, and wish you well. Also missing were Paul and Bobby Whitby, and we hope there is no big problem.

After that great gathering, I went home with a happy feeling. Of course, the hugs and kisses I received didn't hurt, either. Old men need affection, too. Thanks, ladies for that, and for laughing at my jokes.

Bob Harrell

PICKLES | Brian Crane



THE WASHINGTON AREA EDDIE O'DONNELL RUPA LUNCHEON

Our July meeting was held on Thursday, July 19, 2012. We had our luncheon at the Marco Polo restaurant located in Vienna Virginia. Before the start of the "official" luncheon, we had the opportunity to meet and talk to other members in a casual manner.

Lunch was self-serve and the quality and variety were very good.

We did not have a guest speaker this time. E.K. Williams did an excellent job of holding the guests' attention with small stories and several good jokes. He also arranged the sale of several copies of the book "Age of Flight" a history of United Airlines published in 2002. Proceeds (\$85) were contributed to the UAL Pilots Foundation. Thank you E.K. for all of your hard work.

Our 24 attendees were: Jon Beckett, Chet Cassel, Hal Cockerill, Gene Couvillion, Bill Davis, Jim Foster, Paul Gilson, Jerry Goebel, Bill Golemon, Larry Grube, Chuck Heid, Bob Huguley, Earl Jackson, Fred Keister, Lew Meyer, Ed Miller, Bill Nolan, Ralph Pasley, Bernie Schwartzman, Sim Stidham, Stokes Tomlin, E.K. Williams, Tom Williamson.

Ralph Pasley has recently had his 95th birthday. Lew Meyer arrived on crutches. He fell off of a bike during the Race Across America.

A special thanks to: Earl Jackson and Hal Cockerill for handling the check-in, and Jerry Goebel for handling the drawing tickets.

Our next scheduled luncheon will be on October 18, 2012, and it will be open to guests. The location will again be at Marco Polo's. *Jon P. Beckett*

SEATTLE GOONEY BIRDS LUNCHEON

We had a special visitor at our luncheon in July. Jess Marker, formerly Chief Pilot of the Seattle Domicile, was welcomed to our group as the best boss we ever had. Come back any time, Jess.

We gave tribute to Capt. Al Teel and Capt. Bill Stock, longtime Seattle pilots, who passed away recently. RIP.

A couple of jokes were told and the conversations continued for a while longer before the group drifted out the door.

In attendance: Chuck Westfphal, George Brown, Jim Barber, Fred Sindlinger, Dave Carver, Ray Randall, Jim Chilton, Gere Pryde, Dan Jessup, Howard Holder, Jess Marker, Ray Hanson, Fred Vinton, Jack Brown, Vince Evans, Herb Marks, and *Bill Brett*

DANA POINT RUPA LUNCHEON

Cleve, Beautiful Day in the Harbor for our Luncheon. Many of the guys arrived early to get the 'seats' out of the direct sun on a very sunny day. The Deck filled in with Guys, and where you sat become of little concern as the various conversations started up. Faces and what was being said become the main dominant factor. Many cross-conversations. Some new Guys showed including, not so new to our group, Gary Meer-mans and his caregiver Diane. Mike Brueggeman, Nick Page and Buck Martin names were added to our sign in sheet.

Others on Deck where Ed Ahart, Park Ames, Barney Barnhouse, Ron Dye, Denny Giese, John Grant, Rudy Haluza, Bob McGowan, Al Pregler, Bill Rollins, Ted Simmons, Butch Trembly and Joe Udovch.

Mike Brueggeman, who still lives in the Chicago, was visiting and is sharing himself around to the various west coast RUPA meetings. Good to see Nick Page from Las Vegas. He having "fun" working with the Las Vegas police! He says it's Fun...! Roger (Buck) Martin has several addresses including one local and one in Palm Desert.

Rudy Haluza showed up with two big bags of avocados, for the group. On his farm, he also grows several fruits, including cherimoyas. Cherimoyas have a custard-like center that you can eat with a spoon. He says, in season, he will bring some to our meeting later in the year.

Oh Yes, we did get around to airplane talk. Flying the pistons on the West Coast verses the East coast. Lots of Take offs and Landings. Still have people not able to figure out how to fly on UAL.

All for now, Cheers *Ted*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

Our August luncheon at the Petaluma Sheraton got off to a rousing start with plenty of lively conversations in the lounge before taking our seats in the dining room.

Bob, using his infamous clicker, called the short business meeting to order at 12:34:29 PM. Three guests were introduced and welcomed to our group. The Swensons from Tucson joined us again and Ed Dearduff, a neighbor of Norm Deback, also joined us. Ed flew a P-38 photo recon mission over Hiroshima after the A-bomb was dropped.

Our Health and Welfare Chairman, George, had information regarding drug manufactures, and if they are interested in finding cures or making more profits. A recent study has concluded that the PSA test is pretty much worthless. Barney reminded the group that tomorrow is Hot Dog Thursday at the Pacific Coast Air Museum, and the annual air show, Wings Over Wine Country is August 18 & 19.

Several handouts made their way around the tables covering everything from training on the 787 to the Hong Kong tickets for 4 Mileage Plus Miles glitch as UAL called it. A petition was also parsed around to have the NTSB open up the investigation into the TWA 800 crash again.

Wendy, our regular bartender/waitress began taking our orders while Charlie Taylor entertained us with several aviation stories while we waited for lunch to be served

In attendance today: John Bacznski, Jules Lepkowsky, Ellen and Ken Thompson, Don Booker, Norm Deback and his neighbor Ed Dearduff, Jim Mansfield, Barney Hagen, Don Madson, Chris and Sharon Swenson, Dick Lammerding, Clyde Wilson, George Hise, Bill Smith, Deke and Merle Holman, Ken and Shirley Corbin, Bruce Milan, Larry Whyman, Charlie Taylor, J. R. Hastings, Sam and Mickie Orchard, Bob Donegan and your cub reporter *Bill Greene*

LOS ANGELES SOUTH BAY LUNCHEON

This time we finally were blessed with some beautiful summer weather, no morning stratus, so it was a shame not to be outdoors. We'll have to work on that. Yours truly arrived too early this time as the place was still locked up, but never mind, all that soon changed and we welcome: Doug and Marcene Rankin, Loyd Kenworthy, Dick and Barbara McKay, Rex and Linda May William Meyer as well as a visitor from Chicago: Mike Brueggeman and Arvid von Nordenflycht.

We all met at the bar, and amazingly, the staff decided we could stay there and tables were arranged for us and we ordered lunch/breakfast off the coffee shop menu and even split checks. Nice going Hacienda.

Again we had a lot of discussion about the new pass riding experiences or lack thereof. This time, the primary topic was "flyzed.com" which has been changed to "flyzed.info." Make a note of that. Once you get signed on it shows flights and schedules in far more detail than the old page with just the smiley face load info. The new flyzed still has the smiley faces, but also shows actual planned loads. However, the site begs for improvement. A one stop web-page would really help, because now in order to list you must obtain the six character "PNR" by requesting it from the "Flying Together web page. Enter your info and requested carrier and later check your e-mail where you'll find the your "PNR." Listing then becomes possible. All this takes time and practice, fortunately the "Flying Together" help screen does help.

From my earlier trip to Europe, I did all this but did not use the flyzed tickets, so I duly filled in the forms requesting refunds and it all worked. My credit card account was credited within 2 weeks. Anything else that you could use in travels, don't hesitate to let us know.

While it doesn't affect us much if at all anymore, the tentative new pilot contract is still a big item of interest to us. We tried to get more info about this contract but no reliable details emerged.

More "The Age of Flight" featuring United's early years are available. If anyone wants one let me know, good pilot price too, free, but mailing cost is about \$6.00.

Also, an early reminder! PLEASE put 2012 Christmas Party date: Thursday, December 13th 2012 on your

calendar. We are holding a reservation for one of the upstairs conference/party rooms at the Hacienda. Again, we are inviting the members and friends of the AFA and RAFA for this fun luncheon. We can accept RSVP's from now on. Please call me at 310 869-4444 or Linda May 310 821 6207 for your reservations. The price will probably be \$25 per person. Updates will follow.

Respectfully submitted by *Arvid von Nordenflycht* arvidvn@yahoo.com 310-869-4444

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

August 8th at Edgar's proved to be another beautiful Carmel Valley day. Those enjoying the feast and the lively conversation were Carlos and Judy Quintana, Diane Emerson, Will and Fran Blomgren, Lee and Nancy Casey, Phil and Pat McClain, Pete and Donna Walmsley (our hosts), Dave and Linda Mackie, Barrie and Sharon Nelson, Deryl Moses, Milt Jines, and yours truly.

Milt provided some very tangible humor that most could relate too! Thank you Uncle Miltie for setting the tone for our luncheon! ;-)

Dave shared some of the details of their recent trip to England for the 72nd Anniversary of the Battle of Britain. Dave has been long time friends with Flt Lt William Walker who was a pilot flying Spitfires and Hurricanes during WWII. William is now 99 and is the oldest former member of the RAF and the oldest survivor of the Battle of Britain. He is one of only sixty living pilots who experienced the Battle of Britain first hand. William credits, in part, his long life to a glass of port every evening. See a full article about William in this issue.

Besides the usual discussions about air travel issues and the bygone days of United, war stories included fun memories of flying China, shore pass issues in HKG and Japan, retirement flights, and stories about F/A Iris Peterson – all employee seniority #1 and in her early 80s at retirement! We had lots of laughs and a good time!

Our third annual RUPA Golf Tourney at Quail is scheduled for Wednesday September 26th; this will be in addition to our normal luncheon on the 12th. Contact Pete Walmsley at 831 624-7786 or email kiwigolf@sbcglobal.net for reservations. Out of towners are welcomed!

Please RSVP for the next luncheon by Tuesday afternoon on the 11th.

Thanks, *Phyllis Cleveland*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

It was another beautiful day in the Bay-Area, and there were thirty-three people at the Bay-Sider's August luncheon. I was late getting there, due to an appointment, so Floyd Alfson got things started.

Jay Plank brought Ned Broyles as his guest. You may remember that we had a write-up on the MARS Flying Boat last year, and Ned was the CO of the MARS Squadron. Ned was not a United pilot, but joined the Navy in 1933 from which he retired, and is now 96 years young.

I'm sorry to report that two of our longtime Folders and Suffers, Bob and Roz Clinton, were in a bad auto accident, and Bob is still in the Stanford Hospital.

We gave out a few more issues of "The Age of Flight" books, and we still have some left if anyone wants one. Just let me know and I'll bring some extras to the September luncheon.

In attendance were: Floyd & Charlene Alfson, Rich & Georgia Bouska, Ned Broyles, Bob & Burkie Callaghan, Gerry Delisle, Bob & Jill Ebenhahn, Rich Erhardt, Gloria Green, Barry & Ginny Hamley, Dick & Jeri Johnson, Bob Kibort, Norm Marshall, Kay Mazzola, George Mendonca, Bob & Dee Norris, Bill O'Connell, Jay Plank, Walt & Mary Ramseur, Bill & Pat Smith, Cleve Spring, Gene & Carol Walter, Larry & Pat Wright.

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

THE INTREPID AVIATORS OF SOUTHERN OREGON

Cheers to all from the Intrepid Aviators of Southern Oregon. Thirteen of us met on July 19th at the Pony Espresso in Jacksonville, Oregon. The crowd included retired pilots, spouses, a girlfriend, a son, and a daughter.

The full intensity of summer has come to the Rogue Valley and that includes dealing with some heat plus smoke from some local forest fires. Where did you go on cool Spring?

A long time member of the group, Cliff Chaney, passed away this last week. Cliff at 94 was still instructing and active and vital to the end. They had moved to Utah sometime back but he had maintained his interest with the group and Southern Oregon.

As to our group, starting center left front are Leanne and Steve Fusco, continuing clockwise Scot Lee, Jim Jaeger, Bill Monfort and Janet Russell, Catherine Dimino next to her Dad George Elliott, Doris and Rob Miller, Banjo Bob Keasbey, Harvey Saylor and Art and Pam Lumley.



Missing this month Bud and Mary Berlinger who are at their cabin in upstate New York and Bob and Marty Niccolls, Bob recovering from rotator cuff surgery. Let's see now, that makes two knee and two hip replacements plus this latest operation. We're starting to call him the bionic man.

We meet on the third Thursday of each month. Stop by and see us some time. Cheers, *Art Lumley*

OHIO CLEVELAND CRAZIES (July Luncheon)

Folks: Yesterdays luncheon was another rainy day (sorry if it is dry where you are) though well attended by Harv and Pat Morris, Dick Sanders, Dick Orr, Phil Jach, Chuck Hoyt(MD), George Bleyle, Jim Burrell, Kenny Wheeler, Don Karaiskos, Dani and Al Cavallero, and the faithful den mother Richard McMakin. It was rather a quiet affair with some rather sad news.

Dick Sanders was having dinner out with his wife Mary Lou, several days ago, and ran into Dean (Nadine) Hill who told him that her husband, former Cleveland Crazy, Jack Hill, had died on the 5th of this Month. He had gone to the Cleveland Clinic for a checkup in October of 2011, the results of which required his never leaving. In addition, George Bleyle confirmed to us that his wonderful wife Jane has an incurable blood cancer and has been moved into hospice. Strangely enough, it is the same disease that George successfully fought for so long, except a different strain. She is in the Crown Center building, at the Laurel Lakes Facility, Hudson Ohio. In order to monitor her visitors, it is requested that you call their daughter, Jill Bleyle, at 330-730-4074 in order not to overload the room. E-mail for George is: 777bleyle@gmail.com. Many thanks. *Richard*

OHIO CLEVELAND CRAZIES (August Luncheon)

The Cleveland Crazies met again at TJ's in Wooster, and again had an excellent turnout for our group. Attending were Joe Getz, Dick and Joann Orr, Jim and Monica Burrill, Don and Bev Karaiskos, Phil Jach, Dick Sanders, Harv and Pat Morris with a special guest, their granddaughter Mia. Additionally, my wife, Carol, joined the group as she is now retired as well.

Much conversation about the retiree pass program and its ups and downs. Some good reports from users, and several comments about favoritism in the Newark and Houston hubs. Pleased to see the month of hire added to the adjusted year of hire.

There was considerable discussion about the present UAL medical insurance package for retirees and the comparison with other providers. Always a concern, if that benefit drops off the table, and how much thought should be given to finding out where to go if we lose this benefit.

The PBGC letter of adjustment should be out soon, though the monthly \$33.00 plus/minus probably won't change the standard of living for most of us, though my Lab will be getting better table scraps.

Regular attendees who were much missed this month were, Bob Olsen (probably work release program conflict), Kenny Wheeler and George Bleyle, who as many of the locals are aware, has been caring for his wonderful wife Jane in a hospice facility in Hudson.

On the lighter side, the President Emeritus of the Humor Committee, Kenny Wheeler, who was unable to attend, forwarded his monthly levity which was presented in his name and much approved. Several wannabe humorists added to the laughter and a great luncheon was had by all.

As is normal when Pat and Harv Morris attend, Pat brings some delicious chocolates for sweets, which were passed around the table by attractive and skilled granddaughter Mia, much to the pleasure of all including the Gecko. Respectfully submitted, with tongue in cheek, *Richard McMakin*

THE COLUMBIA RIVER GEEZER'S LUNCHEON

As this was the first Geezer meeting since we as a group decided, that going forward, the Geezers would start meeting on the second Wednesday of every month. We may have caught some of our regular attendees off guard and they did not attend. Be that as it may, the four of us had a great time. The food was great and the company exceptional.

Jay Donaldson, top row left, who I haven't seen in 20 years, was in attendance. Jay is an avid fly fisherman, and when I asked him how far is he from his favorite fishing hole he indicated with his hands apart... about 3 feet. Jay lives in WA on the Lewis River. Way to go Jay, you're in retirement, still fishing and still involved in flying light airplanes. Tony Passannante, bottom row right just returned from 8 days in some exotic location somewhere in deep South America. Tony was there "enjoying" the local customs while awaiting customs approval, which would have allowed him to ferry a jet aircraft to some other exotic destination, Ahhhhh Tony, you have always enjoyed those long layovers. What a life, you go Tony! Bill Englund, bottom row left, loves to travel and brought us all up to date with some of his frustrations he recently experienced with his ZED fare travels or reimbursements. I can't remember which? Ron Blash, top row right, who needs a haircut by the way, enjoyed himself just listening to the banter across the table, and the food of course....can't you tell?



Regards, *Ron Blash* and *Tony Passannante*

RAFA Retiree Pass Travel UPDATE July 27, 2012

1)UA Retiree Buddy passes expired June 30th, but...

...some Star Alliance carriers still honor “Star companions”! Travelers must be accompanied by the retiree and they fly at the ZED-Hi rate. Go to: FlyingTogether>Travel>Other Airline-Interline Travel>View the agreement for each carrier: Air Canada, BritishMidland, Lufthansa, LOT, Swiss, and TAP. Also, Hawaiian Air offers ZED fares for enrolled friends, use ZED request form on Flying Together. NOTE: Retirees and other eligibles use the ID90T website for e-tickets on HA; we will be able to use the ID90 website to e-ticket enrolled friends on Hawaiian Air later in August.

2)Other airlines: buying tickets and listing, paperless ZED coming

View latest info and travel advisories (embargoes) on the FlyingTogether>Travel>OtherAirline Interline Travel page. **Buy** tickets for *most* airlines via the “ZED request form” (get an email confirmation, then go to airport to have UA write the ticket). *Some* airlines allow e-ticketing and use the ID90T website. **Listing** for travel also varies by carrier; read each carrier’s agreement. Also read the June 12th update in FlyingTo-gether>Travel>Travel News&Bulletins. The ETC is in final testing with 15 carriers for the ID90T website and is targeting to have “paperless ZED ticketing” in the fall.

Bottom line: if you intend to fly space available on other airlines 1) plan ahead, do not wait until the last minute to get a ticket, 2) keep all receipts and, 3) always check the “Other Airline/Interline Travel” page.

3)“Enhanced” boarding priority for employees on United

! United announced space available boarding by day/month/year for co-workers effective July19th See: Fly- ingTogether>Travel>TravelNews&Bulletins or view it on the employeeRES landing page. Retirees will still be boarded by “year only” until IT can upgrade the system later this year. The ETC is aware how important this is to retirees. This will only impact retirees when using vacation passes on the same flights where co- workers are also using vacation passes and both have the same “board date” year.

4)Priority for working crew members’ pass riders

Eligible pass riders may use a personal or vacation pass at the employee’s boarding priority (SA1P or SA0V) whenever accompanying a working crew member. Buddy pass riders may do so only during specified holi- days (usually Thanksgiving and Christmas). Policy info is at the bottom of the page on FlyingTo- gether>Travel>View More Policies (under Travel Policies).

5)Verification letters are online!

Verification letters of eligibility for United retirees are now available for download online here: FlyingTo- gether>employeeRES>QuickLinks>EmployeeProfile>”Click here to obtain letter” (in the “Saved Employe- eRES Information” box). These letters are for car, cruise, and hotel discounts, NOT for ticketing on other airlines. See #2 above for buying Other Airline tickets.

6)Vacation Pass balances

If your vacation pass balances in employeeRES>My ePass Balances are incorrect send the following infor- mation to etc@united.com: Your name, employee number, what your balance should be, dates and segments traveled and not traveled, and any PNRs (confirmation numbers) you have about those dates. Or call them with that information; 877-324-5555, option 5, option 5.

7) Vacation pass rollovers

Vacation passes are good for 5 years, but “taxable pass riders”, when traveling unaccompanied, can only use vacation passes issued in the same year. Retirees’ “taxable pass riders” are domestic partners, enrolled friends, and non-dependent children less than 26 years old. In 2013 those pass riders can only use vacation passes issued in 2013, unless they travel accompanied by the retiree or retiree’s spouse.

8) How to check-in as an SA

Within 24 hours of departure you may check-in and print boarding passes at home using employe- eRES>MyTravelPlans or United.com>Reservations>Check-in (you need your confirmation number). You may also check-in using <https://mobileres.ual.com> on your iPad or smartphone. Note: boarding passes for some international flights may not be printed at home because a passport must be presented before check-in.

9) How to view the standby list at the airport

<https://mobileres.ual.com> "Pass Rider List"

<http://www.united.com> >Travel Info>FlightStatus>FlightStandbyList

View the Gate Information Displays (GIDS) located at the gate in many airports

9) Discounts for United retirees!!

Go to Flying Together>Corporate>EmployeeDiscounts (below "Clubs"). Lots of good deals on a wide variety of items. Some only apply to employees, some have expired, so read carefully.

10) Refunds: when you pre-paid for a premium cabin and got downgraded

Submit a refund request online through www.united.com > Reservations > Refunds. A status update of the refund request is available on that page by entering the ticket number (listed right next to the charge on your credit card statement). If you've waited the allotted time, haven't received the refund, and there is no status update, then send an email to epc@united.com with this information: Pass rider name, ticket number, flight date, origin/destination and reason for refund. State you requested the refund through www.united.com and provide the date submitted (mm/dd/yyyy). The EPC does not have a direct phone number. Retirees can call the ETC at 877-324-5555, option 5, option 5 and then ask to speak to an EPC representative.

SHARES: Rumors, answers

SHARES is the passenger operating system that was selected by United Airlines effective March 2012. It houses all revenue passenger and pass rider reservations records for boarding purposes. Before March 2012 sCO used SHARES and sUA used Apollo/Fastair.

employeeRES is the software that allows United employees and retirees to book pass travel.

Rumor: SHARES is boarding some pass riders out of seniority order. It bypasses standby passengers who listed in a cabin that has filled up.

Answer: The following information is verbatim from the Employee Travel Center:

"The system does NOT bypass any standby passengers (revenue or pass riders) based on desired cabin and aircraft availability.

The listing-to-boarding process is as follows;

- Booking/listing in employeeRES in the cabin desired for seating.
- The employeeRES record is automatically transferred to SHARES.
- Pass Riders check in.
- The check-in status is automatically and immediately transferred to SHARES.
- Checked in pass riders are automatically placed on a list in SHARES in boarding priority order, regardless of cabin booked/listed.
- The agent clears pass riders in boarding priority order, regardless of cabin booked/listed.
- If the next pass rider to be cleared is listed in first & first class is full but economy is available, that pass rider will be cleared and given an economy seat.
- If a pass rider is listed for economy & economy is full but business/first is available, the agent will advise the pass rider accordingly and ask if they want the business/first seat as there may be a service charge involved. If the pass rider says no, the agent moves to the next pass rider on the list. If that pass rider is booked/listed for economy, they will do the same as with the previous pass rider. If that pass rider is booked/listed in business/first, the agent will clear them.
- Agents cannot manipulate the clearance order of standby customers, revenue or pass riders.
- The SHARES system does not allow reordering of the standby list.
- The only thing available to an agent is the "SKIP" entry, which is needed. If, for example, the last names on the clearance list are a party of two and only one seat remains. If the two pass riders choose to take a later flight so that they can remain together, the agent can "SKIP" the name items of the two pass riders and clear the next single pass rider into the sole remaining seat.

This system and process has been in place for many years and continues to work with precise accuracy today. I ask that you please reassure retirees of these facts."

Rumor: Some gate agents are not rolling pass riders to the next flight.

Answer: “Currently in SHARES, once a flight has been closed the gate agent cannot alter the placement of passengers unless they contact the HP Service Center to re-open the flight. In APOLLO, the flight close out process was different. As airport agents become more and more familiar with SHARES, this will improve. There is a Technology Work Request submitted to correct this situation by making the ability to re-open a flight segment available to UA agents through a controlled entry available to the ATO help desk. This will help in those situations when the agent forgets to roll the pass rider list over to the next flight.

If you are not cleared for the flight, politely ask the gate agent if they have rolled the standby list to the next flight. Also note: The standby list cannot be rolled to the *next* day. Pass riders who are not accommodated on the *last* flight of the day must cancel their reservation and make a new booking/listing for the following day.”

Rumor: Pass riders at the top of the standby list get seats in economy while those farther down on the list are getting Economy Plus.

Answer: “Because Economy Plus is new to SHARES, currently, SHARES clears pass riders from behind the Economy Plus section to the back of the aircraft and then moves to any available Economy Plus seats when seats from the middle to the back have been exhausted. We agree that this is an issue and the Airport Operations IT team has advised us that there is a SWAT team assigned to deal with all seat related issues and this one is on the list. As gate agents become more familiar with SHARES, they are doing what they can when time permits.”

Rumor: Some people are manipulating the system.

Answer: People are *not* manipulating the system:

Example: Some pass riders can have two bookings/listings on the same flight. Qualified employees are permitted to book/list with a jump seat boarding priority (SJ2U) **and** a personal boarding priority (SA1P) **or** a vacation boarding priority (SA0V) on the same flight.

However, it's **not** OK to list with a personal pass **and** a vacation pass on the same flight.

It's also **not** OK to list in FC **and** Y on the same flight. If you see that happening, document and report it to etc@united.com.

Unusual boarding priority codes (for example: PS0U, PS5B) are for deadheading crew or employees on business. Common codes are listed on pages 3 and 4 in the pdf here: [FlyingTogether>Travel>BoardingPriorities](#) (under Travel Policies). If you see a code on the pass rider list you don't know, write to the ETC for an explanation.

Rumor: What happened with the retiree who couldn't change from Y to FC at the gate and missed the flight? She had listed in Y, but the Y cabin had filled up. The agent said he couldn't move the retiree to FC. Does SHARES allow an agent to move a retiree up to FC?

Answer: YES! Retirees can be upgraded and then sent an invoice, if there's an applicable service charge for that flight. This time the gate agent was incorrect. Next time, politely ask the agent “Is there another agent or a supervisor that could help? I would really like to sit in First class and make the flight!”

“SHARES is programmed with the pass travel business rules as outlined in the policy and program documents and the booking/listing and clearing process is operating in sync with these rules. Ask retirees to be patient with agents who are still learning SHARES and to trust that the process is sound and the agents will eventually become more comfortable with the system and the process.”

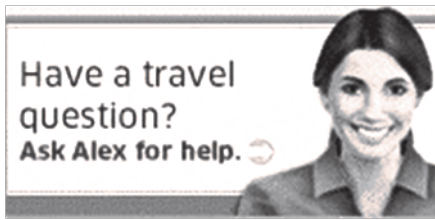
SHARES is a completely different language than Apollo/Fastair; it's all different keystrokes.

Imagine speaking fluent English and suddenly having to switch to Latin. It's very frustrating for agents who want to help pass riders, but are unable to do so.

The Bottom Line: The issues discussed are being addressed by the ETC and the IT department and as agents become more familiar with SHARES, the process of clearing pass riders will be much smoother. We must have patience and understanding, keep notes for possible refunds, and have a back-up plan for pass travels.

Compiled by Kirk Moore, RAFA Travel Benefits Committee July 27, 2012

GOT A PASS TRAVEL QUESTION? ASK ALEX



Do you have a question about our pass travel privileges? Ask Alex is now available on Flying Together to help you find the answer.

Alex is a virtual guide that our customers use on united.com, and now we've added the resource on the Travel tab to help you get information on our pass travel programs, policies and procedures. We will add Ask Alex soon to employeeRES.

Since our soft launch, Alex has helped answer more than 3,000 questions, many of which focus on buddy passes, vacation passes, enrolled friends and interline travel.

Other co-workers, make that employees, and retirees asked questions on how to use employeeRES for making travel plans.

To ask Alex a question, go to the Travel tab and click on the Ask Alex icon. Type in a question, key word or phrase and Alex will respond as best she can, and you can either read the answer ("sound off") or have Alex read it to you ("sound on"). Alex also displays a web page that gives more information on your topic.

If Alex doesn't provide the answer you're looking for, be sure to tell us about it through the "Train Alex" link. We will periodically update Alex's database to ensure that the resource provides all of the pass travel information you need.

THE EMPLOYEE TRAVEL CENTER DOES NOT HANDLE PREPAID REFUND REQUEST

To request a refund on a prepaid eTicket, forward the ticket number and travel details, along with the employees name and ID to Refunds@united.com.

You may also fill out a Refund Request Form via www.united.com. From the HOME page of www.united.com select Reservations > Refund Policy > eTicket Refund Request.

WHICH AIRLINES FLIES TO WHERE?

Here's a nice new app to try if you don't have an OAG and want a quick way to know WHO flies WHERE. The STOPS box is important. Put NONSTOP if you want nonstop otherwise it gives you a ton of ways to connect. <http://mobile.passrider.com/>

CHECK OUT OUR NEW WELLNESS PROGRAM

[UAL-Retiree] United Daily July 27, 2012

United's new wellness program is under way with free health screenings, online resources and team wellness competitions, a health assessment and more.

Confidential health screenings are the first of many wellness activities available to U.S. benefits-eligible, active co-workers and their spouses or domestic partners, who may register and access the new wellness site at www.myactivehealth.com/united.

The new website is your one-stop shop for detailed information on the program's activities. We are partnering with ActiveHealth Management to administer the program and keep your health information confidential.

You may personalize the site, learn how you can win prizes and sign up for the first Active Challenge, "Ready, Set, Go." We will enter the first 100 co-workers to register on the site into a special drawing for an iPad.

Visit the Benefits page under the Employee Services tab to sign up for a health screening, access the wellness website with single sign-on access and register for the Active Challenge competition.

RUPA has a new updated Website
www.rupa.org

BATTLE OF BRITAIN PILOT



Before the London Olympics began retired Captain Dave Mackie and his wife Linda visited Britain for the 72nd Anniversary of the Battle of Britain. More than just a historic WWII memorial visit Dave has a more personal connection to the anniversary. Dave's long time 99 year old friend William Walker is the oldest surviving RAF pilot and Battle of Britain pilot.

William was one of the older pilots that joined the RAF in early 1940. He had very little training time in the Spitfire before he and his fellow RAF pilots had to engage the German onslaught over the skies of England and the English Channel. Throughout the summer and early autumn of 1940 William flew sortie after sortie. On Monday August 26th 1940 a large German bomber force, with heavy fighter escort, was heading towards targets in England including the RAF fighter stations at Kenley and Biggin Hill. At Kenley, Yellow Section of B Flight in No 616 Squadron was scrambled to patrol Dover/Dungeness at "angels 20". They arrived too late to attack the bombers and found themselves outnumbered by Messerschmitt Bf 109s. During the encounter William's spitfire was hit and badly damaged and he suffered a painful bullet wound in his right ankle. He baled out and splashed into the English Channel close to a shipwreck to which he clung until rescued by a fishing boat which later transferred him to an RAF launch that continued for Ramsgate. William was suffering from hypothermia plus his ankle injury and was soon sent by ambulance to a RAF hospital at Halton in Buckinghamshire.

He learned later that his two friends had also been shot down. Flying Officer Teddy St. Aubyn's aircraft had caught fire and he was badly burned but survived. Sergeant Marmaduke Ridley was killed. William had celebrated his 27th birthday two days before he was shot down. After recovering from his wound William's postings included a squadron engaged in anti-aircraft co-operation duties and to the Sector Gunnery Flight at Gatwick. He is credited with 2 ½ kills.

In August of 1940 Winston Churchill made the famous speech about the RAF, with his famous words, "Never in the field of human conflict have so many owed so much to so few." William is now a well known spokesman for "The Few". The Battle of Britain memorial site is located on an awe-inspiring cliff top at Capel-le-Ferne with a view across the Channel towards France where years before the Luftwaffe would appear day after day. Capel-le-Ferne is located south of Dover on the English Channel. Less than 60 of "The Few" still survive.

William is a poet and has written many poems about WWII and life in general. Several years ago he was asked by the Chief Air Marshall to write a poem about "The Few". He wrote that poem and over a year ago his poem was inscribed in stone and placed next to the Christopher Foxley-Norris Wall at the Battle of Britain memorial site. The "Wall", equivalent to our Vietnam Wall, has the names of all 2,937 men who fought in the battle. Below is that poem:

Our Wall

***Here inscribed the names of friends we knew,
Young men with whom we often flew.
Scrambled to many angels high,
They knew that they or friends might die.
Many were very scarcely trained,
And many badly burnt or maimed.
Behind each name a story lies
Of bravery in summer skies,
Though many brave unwritten tales
Were simply told in vapour trails.
Many now lie in sacred graves,
And many rest beneath the waves,
Outnumbered every day they flew,
Remembered here as just "The Few."***

William Walker AE returned to the brewing industry after the war, following in his father's footsteps, eventually becoming chairman of Ind Coope which at one time was one of the largest breweries in England. William still enjoys a decent pint and every evening a little port. Known for that wonderful dry British sense of humor William's and Dave's relationship continues – a shared appreciation for history and genuine friendship.

Phyllis Cleveland



Dave Mackie, William Walker, and Linda Mackie at the Battle of Britain Memorial

SOUTHWEST TO PROVIDE \$1.2 MILLION IN FREE TRAVEL FOR WWII US VETERANS



Southwest Airlines announced that it will provide travel to help make the dreams of more than 3,000 of America's Veterans come true. As the official commercial airline of the Honor Flight Network since 2009, Southwest has renewed its commitment and will provide \$1.2 million in free travel through 2015 to help Veterans visit the memorials dedicated to their brave service to our country.

"Southwest Airlines is proud to continue our support of Honor Flight and to have the opportunity to give back to the people who have fought to protect our Freedoms," said Linda Rutherford, Southwest Airlines Vice President of Communication and Strategic Outreach. "Every Veteran should have the opportunity to visit the memorial that was created for him or her, and we are honored to be a part of fulfilling this dream."

Southwest Airlines has a long history of supporting the men and women who fight for our nation's Freedoms. Over the past four years, Southwest has donated more than \$2 million to Honor Flight to connect more than 4,500 WWII Veterans with their memorial in Washington D.C. To read a blog post about Veterans who have visited their memorial, visit the NUTS About Southwest blog.

"Because of Southwest Airlines' generosity and renewed sponsorship, thousands of World War II and terminally ill Veterans will continue to have the opportunity to see the memorials dedicated to honor their service and sacrifice in Washington, D.C.," said Chairman of the Honor Flight Network, James McLaughlin. "The most often heard comment we hear from the Veterans at the end of their Honor Flight experience is that this has been one of the greatest days of their lives. That is all the reward we need."

WANT · · RUPANEWS · · BY · · EMAIL? ¶

If so · — · Please send an email to Leon and tell him · ¶

rupa.sectr@yahoo.com

United Airlines joins sustainable aviation fuel users group



CHICAGO, IL, Aug 17, 2012 – United Airlines today announced it further strengthened its commitment to sustainability and the environment by joining the Sustainable Aviation Fuel Users Group (SAFUG), an industry working group

whose objective is to accelerate the development and commercialization of aviation biofuels.

“We are excited to collaborate with other industry leaders in our shared quest to advance sustainable biofuels,” said Jimmy Samartzis, managing director of Global Environmental Affairs and Sustainability for United. “We will all benefit from our collective work to find solutions to make alternative fuel available at commercial scale and secure a sustainable future for aviation.”

Collectively, the members of SAFUG represent approximately 32 percent of commercial aviation fuel demand. When joining SAFUG, United Airlines signed a pledge to pursue the advancement of drop-in biofuels that achieve important sustainability criteria, work with leading organizations to achieve biofuel certification standards, and take actions to enable commercial use of aviation biofuels.

United Airlines is a leader in aviation biofuels, operating the first U.S. commercial flight powered by advanced biofuels in November 2011, following historic test and demonstration flights in 2009 and 2010, respectively. The company also signed letters of intent to negotiate the purchase of more than 50 million gallons of sustainable biofuels.

United is committed to the environment through its Eco-Skies program, which is designed to make a positive impact on the environment—in the air, on the ground, at its facilities, with business partners and across communities. Eco-Skies highlights include:

The airline’s investments in modern, fuel-efficient aircraft and equipment have resulted in a 32 percent improvement in fuel efficiency.

United is further modernizing its fleet with orders for more than 270 new aircraft including 50 Boeing 787 Dreamliners and 100 Boeing 737 MAX 9 aircraft, which will deliver a significant improvement in fuel efficiency.

More than 300 aircraft in United’s mainline operations are equipped with winglets that deliver up to a 5 percent reduction in emissions and noise.

More than 3,600 ground support equipment vehicles, or approximately 26 percent of our fleet of ground support equipment, are electric or alternatively fueled.

During the last five years, United recycled more than 20 million pounds of cans, paper and plastic items from waste generated in flight and at its facilities.

Eco-Teams, comprised of cross-divisional representatives, are at every hub and major maintenance facility.

TOP TEN US AIRPORTS MOST LIKELY TO SPREAD DISEASE IN THE EVENT OF OUTBREAK

It may not be the coughing, sneezing passenger next to you on your next flight who is spreading disease, it could be the airport you just took off from.

Researchers at the Massachusetts Institute of Technology's Civil and Environmental Engineering department looked at the 40 largest U.S. airports and figured out which ones would be the most likely to spread a disease in the event of an outbreak in the cities they serve.

They factored in passengers' travel patterns, the airports' geographic locations, interactions between airports and even passenger waiting times for their study, published in the journal PLoS ONE.

One of the surprises in their findings was that an airport's ranking on the researchers' list was not necessarily tied to its size or busyness.

While John F. Kennedy International Airport in New York and Los Angeles International Airport were first and second on the list, respectively, Honolulu International Airport ranked third, even though it carries only 30% as much traffic as Kennedy.

The researchers said that's because of Honolulu's place in the air transportation network: in the Pacific Ocean, with many connections to distant, large, and well-connected hubs.

Though Hartsfield-Jackson Atlanta International Airport ranks first in the number of flights, it was eighth on the researchers' list of potential disease spreaders. Boston Logan International Airport ranked 15th.

Following Kennedy, Los Angeles and Honolulu on the list are San Francisco International Airport, Newark Liberty International Airport, Chicago O'Hare International Airport, and Washington Dulles International Airport. Atlanta, Miami International Airport and Dallas/Fort Worth International Airport round out the top 10.

Public health crises of the past decade, like SARS in 2003 or the H1N1 flu pandemic in 2009, have highlighted how easy it is for diseases to spread around the world, including through air travel.

But existing models, the researchers said, look only at the final stages of an epidemic and the places that ultimately develop the highest infection rates.

The researchers say the new model can help determine ways to contain an infection in a specific area, and can also help public health officials make decisions about treatment and vaccines in the early days of a contagion.

"We are currently capable of modeling with some detail real disease outbreaks, but we are less effective when it comes to identifying new countermeasures to minimize the impact of an emerging disease," said Prof. Yamir Moreno of the University of Zaragoza, who studies complex networks and spreading patterns of epidemics.

"The work done by the MIT team paves the way to find new containment strategies" because it allows a better understanding of the patterns characterizing the initial stages of a disease outbreak, he said in a comment on the research.

The SARS outbreak spread to 37 countries and caused about 1,000 deaths. The H1N1 "swine flu" pandemic killed about 300,000 people worldwide.

UNITED DEBUTS FIRST 787 IN SPECIAL LIVERY (July 31, 2012)

Our first Boeing 787 Dreamliner came out of Boeing's paint hangar in Everett, Wash., shortly after dawn today sporting a unique twist on United's livery.

The customized livery features a gold line that wraps the fuselage in a swoop from nose to tail. The swoop, unique to 787s, is inspired by the trademark swoop painted on Boeing's aircraft, and we are adopting it for the 787 as a tribute to the two companies' long history of working together. Boeing uses about 90 gallons of paint for each 787 in a process that takes about eight days to complete.

For the rollout we offered a live webcast showing the activities in Everett on the United Hub website, along with a TweetChat on Twitter. Our "Rhapsody in Blue" theme song played as the hangar doors slowly opened. A tug towed our 787 out of the hangar, nose first, turning left and slowly revealing the United name and swoop alongside the aircraft and ending with the globe on the aircraft's tail.

The reveal of the 787's special livery caused an instant buzz on social media. "hello beautiful!!!" tweeted PierreChicago. "New Dreamliner is one sweet looking aircraft," stated houtopia. "The future of air travel is gorgeous," added LHRguy.

As the North American launch customer, we plan to place five 787s into service in 2012, and we have firm orders for a total of 50 Dreamliners, with deliveries scheduled through 2019.

Look for more information about our first 787, including photos and a video of the rollout, in *United Daily* and on Flying Together later this week.



UNITED EMERGENCY LANDING, 50 YEARS AGO, AT MATHER AFB

Fifty years ago, on October 12th 1962, a powerful Pacific storm hit Oregon. Old timers still remember the "Columbus Day Storm." Power lines were down across Western Oregon and a call was put out for linemen to help restore service. PG&E responded and chartered two flights with United Air Lines to get workers to Oregon. Charter flight 5702, a DC7, was to fly from Fresno to Eugene with a stop at Sacramento. Thirty four linemen boarded in Fresno and the SAC stop was to pick up another group of linemen. SFO crew desk called up a reserve crew and they deadheaded to FAT. Bob McKenna was the Captain, Rick Robbers the F/O, and Vic Hansen the S/O. The F/As were Elizabeth Teal and Mary Jane Rhoades. Bob and Rick had flown together several times, this was their first trip with Vic.

The flight departed FAT late in the evening of Oct. 13th. Also on board was LAX Capt. O D Glassburn, who was dead heading to SAC. The flight to SAC was uneventful, they were in and out of clouds enroute, but it was smooth. One of the features of the DC7 was the main gear could be extended at a high speed and used as a speed brake so Bob was making a high speed descent into SAC, and they were indicating about 250 kts.

They had just broken out of the clouds at 5,000 ft when there was a loud bang and the airplane started to vibrate. The vibration quickly turned into violent shaking. Bob had closed the throttles when the vibration started and was trying to slow the airplane. The noisy shudder ended with another loud bang and the DC7 yawed suddenly to the right and started to roll. Capt. McKenna tried to regain control with ailerons and rudder but the ailerons were not effective and when he kicked in the left rudder pedal it flopped loosely as if it was not connected to anything. As a matter of fact it wasn't, as the rudder and about half of the vertical stabilizer were in a farmer's field far below. The airplane now had rolled past 45 degrees and was almost completely out of control. Bob jammed power up on 3 and 4 engines to try to stop the yaw. The airplane now snapped back to the left and started to roll that way. Quickly power was added to the left side and for a few moments the DC7 yawed back and forth as Bob tried to gain control. After what seemed like a long time the DC7 was stabilized. The first part was over, now they had to get it on the ground.

They were in contact with SAC tower so they explained their problem and were told there was no traffic so they were free to practice flying the crippled DC7. UAL dispatch was notified, so now, with all the important people in the loop, all they had to do is get back on the ground in one piece. Vic briefed the flight attendants and O.D. worked with them preparing for the landing. After gaining a little more altitude they lowered approach flaps and then the gear, all was well. Bob was getting pretty good at flying without a rudder. Now SAC was asked if there was a long wide runway in the area with a favorable wind. Mather AFB had 11,000 ft and was 300 ft wide. Plus the emergency equipment was the best. Clearance was received to land at Mather. Bob maneuvered around for a long final. He was a small man and though he was a tough and gritty guy, he was getting pretty tired. The approach was good but just before touchdown they yawed to the right. The touchdown was firm but they headed off the side of the runway. Rick reversed the engines, brought them back on the runway and they ground looped to a stop. It was over, no one was hurt. When they were standing beside the plane Vic pointed to the tail, and for the first time they knew how badly it was damaged.

The incident made the nation's newspapers. The San Jose Mercury said "SJ Pilot Lands On Wing, Prayer", but the best was the Detroit News "Rudder Torn Off, Pilot Wrestles Death to Earth." United was very generous to the crew, this was during the Patterson years, with a bonus and some positive space travel. Bob McKenna was awarded the *Order Of Daedalian Civilian Airmanship Award* for outstanding airmanship. He was the first United pilot so honored. This pleased Dick Petty, Sr. VP Flight Ops, so much he had



the trophy displayed at EXO. After the accident investigation was completed the FAA gave commendations to the crew at a press conference in LA. The Administrator, N. Halaby, made the award but by this time a far more important story was in the news, the Cuban Missile Crisis, and the reporters were more interested in news of that. At the UAL annual awards banquet the crew each received an award with a DC 8 on a pedestal. Fittingly, Rick Robbers dropped his and broke the vertical stabilizer off.

Bob McKenna left us several years ago. Both Rick and Vic Hansen have been retired for a number of years. The DC7, UAL number 9111, was repaired and returned to service. Rick flew her about a year later on a trip out of SEA. Finally the plane was sold to the FAA and ended its career in a fiery test crash in Arizona.

FLYING IN DIFFERENT REALITIES

By Ron Kuhlmann, Aviation Journalist | Aug 10, 2012



The statistics are in and the US airline industry has posted its best operational performance in many moons. On time operations are up, lost bags are down and other metrics appear to be equally positive. And the industry is losing no time in making hay about the numbers.

Nicholas Calio, president of the industry trade group Airlines for America said, "Our member airlines are delivering levels of customer service that no other industry, given its complexity, matches, and are working to make air travel even more efficient for passengers and shippers." And while there is reason for celebration, delays are only one part of the air travel equation. The statement loses some of its punch by the inclusion of the words "customer service." There is a world of difference between just meeting schedules and providing actual service.

By all measures, service—in terms of meeting passenger needs throughout the travel process—remains abysmal. Customer complaints, despite improved operation metrics, are up by double digits as passengers continue to find the industry practice of "unbundling" to be a blatant grab for every last cent that can be picked from customers' pockets.

Some years ago, Unisys Corporation commissioned a global study of airlines, which was made up of regional surveys in which people flying in, say Asia, ranked their overall satisfaction. The results were interesting. Asian travelers loved their airlines and the quality service they received. Europeans were less enthusiastic but still generally positive. But Americans, not so much. They gave the US industry the lowest scores of any region and this was before most of the current laundry list of charges had been imposed. Another study found that airlines ranked below the IRS in terms of likability.

Of course, not all US airlines fit into the same catch-all, with the non-legacy carriers (i.e. JetBlue, Southwest, Virgin America) actually scoring rather well, especially in comparison with their legacy peers.

A reality check

Mr. Calio can justly announce improved metrics in overall US airline performance and that, as noted, is commendable for an industry with a complex and easily disrupted operational environment. But to claim this as overall customer service improvement remains a stretch.

Simply doing what you contract to do is not, in most aspects of life, considered exceptional. In school it was the definition of a C.

Fortunately for them, the service lapses by the airlines are being overshadowed in this election year by the greater frustration with, and dislike of, the political process. Should the airlines' popularity ever drop to the levels of Congress, the predicted resurgence of high-speed rail might just come to pass.



AIRLINE BID TO BLOCK CONSUMER PROTECTIONS REJECTED

By Joan Lowy

WASHINGTON (AP) — The government can require airlines to show consumers a total ticket price that includes taxes and fees in print and online ads, the U.S. Court of Appeals said Tuesday, rejecting an industry challenge to a series of consumer protection regulations.

The Department of Transportation, which issued the regulations last year, has the authority to regulate "unfair and deceptive" airline industry practices, the three-member panel said in its ruling.

The ruling also covers two other regulations: A requirement that airlines allow consumers who purchase tickets more than a week in advance the option of canceling their reservations without penalty within 24 hours after purchase, and a ban on airlines increasing the price of tickets or baggage fees after tickets have been bought.

The rules had been challenged by Spirit and Southwest airlines, with the support of two major airline industry trade associations.

Prior to the new regulations, airlines could advertise a base airfare and separately disclose taxes and fees, which consumers would have to add together to arrive at a total price. Under the new regulations, airlines can still breakdown the price of a ticket to show taxes and fees, but the total price must be displayed in the largest type size and be the most prominent price in the ad or on the web page.

The airlines argued that there was nothing deceptive about listing taxes separately, which they said is the general norm in the U.S. economy.

But Judge David Tatel, wrote in the decision that there's nothing in the regulations that would force airlines to hide the taxes. As an example, he pointed to Spirit's website, where taxes are clearly displayed under the heading: "**The government's cut.**"

Judge Raymond Randolph agreed the transportation department has the authority to require the ads display a total ticket price, but wrote in a dissent that he disagreed with the portion of the regulation that requires a larger typeface be used for the total price than for taxes and fees. He said the regulation restricts the airlines' political speech.

Officials for Southwest and Spirit said the two airlines are already complying with the regulations.

"While we're disappointed in the court's decision, it really doesn't further impact us," said Brad Hawkins, a Southwest spokesman.

Misty Pinion, a Spirit spokeswoman, warned: "American consumers are going to pay more for air travel and have less choice, as the (transportation department) continues to pile costly new rules onto an already over-regulated and over-taxed industry."

Jean Medina of the trade association Airlines for America said: "We continue to believe that this rule enables the government to effectively hide the ball regarding how high airfare taxes are."

Kevin Mitchell, chairman of the Business Travelers Coalition, which represents corporate travel managers, said the decision is "really good news for consumers" since it reaffirms the Transportation Department's authority to regulate the airline industry.

"Were it not for the Transportation Department, (airline) consumers would have no protections whatsoever — it would be consumer protection no man's land," Mitchell said.

The department has issued a series of consumer regulations aimed at protecting airline passengers, including placing a three-hour limit on the length of time airlines can keep passengers waiting on airport tarmacs before giving them the option of leaving the plane. Another wave of regulations, scheduled for November, is expected to address whether airlines should be required to provide the global distribution systems used by travel agents with all their ticket price and fee information.

Consumers haven't been able to effectively comparison shop airline ticket prices since 2008, when airlines began charging fees for a wide range of services previously included.

AIMING FOR SEAMLESS SURFING AND STREAMING AT 30,000 FEET

By Brianx.Chen

At first, being able to get an Internet connection on an airplane seemed like one of life's modern miracles. Soon enough, though, passengers got a little jaded And started complaining about how slow that connection could sometimes be. Now the companies offering in-air Wi-Fi say they are trying out ways to speed things up and broaden the service's availability.

Planes use antennas to transmit signals to and from towers on the ground or satellites in the sky, which makes it more challenging for them to get an Internet connection than it would be for a household or a cell-phone.

Gogo Wireless, which provides in-air Wi-Fi for most domestic airlines, including Virgin America, Delta Air Lines and US Airways, says it is working on up grading its service by early next year. It says it's improved technology will point an antenna toward the nearest tower, using the network more efficiently and increasing capacity.

But there are limitations to getting Internet access through cell towers on the ground: once a plane heads out over the ocean, it can no longer get a signal. That is where satellites come in. Transponders on satellites in geostationary orbit shuttle data between the aircraft and the ground. Gogo says Delta's international flights will be the first to use its satellite service, which will begin operating early in 2013.

Southwest Airlines uses an Internet provider called Row 44, which relies solely on satellites. Row 44 says it is experimenting with a dedicated Internet video service for live sports and news channels. These will be available on 20 of its aircraft by mid-July, it says. That means people flying Southwest will have two options: buying Wi-Fi for general Web surfing or paying for live TV access on their devices.

John LaValle, chief executive of Row 44, said creating a separate TV service could help manage the consumption of bandwidth on an airplane. Customers streaming live TV would use a portion of the bandwidth that was dedicated for that use, he said. Those using Wi-Fi to browse the Web would presumably get a smoother connection if some of the heavy video viewers were moved onto the live TV service.

Both the live TV and Wi-Fi services will be monitored to see if they perform well together, and if successful, the TV service will be added to all of Southwest's Internet-enabled planes by the end of the year, according to Row 44.

Mr. LaValle said the advantage of using a satellite system was that performance could be more easily improved. If some aircraft seem to be getting sluggish service, a satellite provider could allocate more transponders for extra bandwidth. He said Row 44 had to do this when the first few Southwest planes got Wi-Fi. "We had so much Capacity coming into the few planes that it was like putting out the birthday candies with a fire extinguisher," he said.

That was before passengers discovered that they could not bear to be away from office e-mail and Facebook at 30,000 feet.

BABY BLUES | Rick Kirkman and Jerry Scott



WEARABLE GADGETS TO TEST F.A.A. CURBS ON DEVICES

Nick Bilton/The New York Times

Pity the poor flight attendant. They didn't sign up for this: millions of petulant airline passengers surreptitiously reading digital books and magazines on their iPads or Kindles during takeoff and landings.

The flight attendant's job was never easy. Glamorous once, at times rewarding. But now flight attendants have to stroll the aisles of a plane while it lingers at the gate or on the runway to ensure that people turn off their smartphones, computers or tablets - yes, "Off, not in Airplane Mode."

The flight attendants are left to enforce the rules of the Federal Aviation Administration, which mandate that people refrain from using electronic devices - with the strange exceptions of electric razors and audio recorders - from the moment a plane leaves the gate until it reaches 10,000 feet.

This task is only going to become more complex for flight attendants as technology moves from your backpack or purse to, well, you. Wearable computers on planes will be an enforcement nightmare.

Take the trusty wristwatch. Sony just released a fancy new variation of the timepiece called SmartWatch, which enables people to use Twitter, read e-mails and check the weather, all from their wrist. Are people going to be required to turn off their watches before takeoff and landing? Try enforcing that.

There's the Pebble. It's the new computerized watch that displays data from an iPhone or an Android phone. An Apple iPod Nano, covered by the rules, is already being used as a watch. A number of sensors like Nike Fuelband and Jawbone Up that track your daily activity are worn on the wrist and send out signals.

Wearable computing doesn't stop at your wrist either. Google is racing to make its Project Glass glasses available to the public by next year. The product is essentially a Smartphone - with a screen, camera and data connection - hidden in a pair of spectacles.

Will the F.A.A. expect the flight crew to check wrists and examine glasses?

Stacy K. Martin, president of the Transport Workers Union Local 556, which represents more than 10,000 flight attendants, knows these gadgets are coming, but is not sure what he and others will be able to do about them.

"We're not policemen. We're not going to be able to get anything done if we have to ask people if they're wearing sunglasses or computer glasses and if their watch is a computer," Mr. Martin said. "My hope is that we will get some relief from the F.A.A., but I don't expect them to step up and be prepared for these issues in a timely fashion. Technology is clearly 10 years ahead of the F.A.A."

As I've written before, there is no proof that an iPad or Kindle in "Airplane Mode" can affect a plane's flight systems. If they could, pilots would not be able to use them in the cockpit, a rule that the F.A.A. approved this year.

When I spoke to the F.A.A. late last year to ask why we couldn't use these devices during takeoff and landing, Les Dorr, a spokesman for the agency, told me "it's only really 10 minutes of time" that these devices can't be used.

By my calculations over the last eight months on more than 40 domestic and international flights, it's actually 51 minutes.

If the F.A.A. continues to require this unnecessary ban, it won't be long before we can all read a book on our wrist or glasses, looking up on occasion to pity the poor flight attendant who has to try to stop us.

BIZARRO | Dan Piraro



RECOGNIZE SYMPTOMS OF STROKE TO GET HELP IN TIME

By Dr. Anthony S. Kim/San Francisco Chronicle

As a practicing stroke neurologist, I have witnessed the impact of modern advances in the prevention and treatment of stroke - advances that have led to a more than 30 percent decline in the mortality rate from stroke over the last 30 years.

However, there is much more to do. Although we know that emergency treatment of stroke using "clot-busting" medications is highly effective, less than 10 percent of stroke patients receive these medications. The No. 1 reason is that many people do not arrive at the hospital in time. In fact, many do not know that a stroke or "brain attack" is a medical emergency, and less than 18 percent of the population can identify the signs of stroke.

There are two main types of stroke. Ischemic stroke is caused by a blockage of blood flow to a part of the brain (e.g., from a clot) and is the predominant type of stroke in the United States. Hemorrhagic stroke, which is caused by bleeding into the brain, produces similar symptoms but can be readily distinguished from ischemic stroke with a brain scan.

There are clear similarities between a heart attack (which is a blockage in blood flow to the heart) and a stroke or "brain attack." However, symptoms of stroke can be more difficult to recognize because they vary depending on the function of a particular area of the brain that is affected.

Commit the following to memory: **FAST**.

Face: Ask the person to smile. Does the face look uneven?

Arm: Ask the person to raise both arms. Does one arm drift down?

Speech: Ask the person to repeat a simple phrase, such as "The sky is blue." Does their speech sound strange, or are they unable to understand you?

Time: If you observe any of these signs of stroke, call 911.

That's right - a suspected stroke should trigger a call to 911! Do not wait to see if symptoms go away on their own or for an appointment slot to open up with your primary care provider. The sooner treatment can be started; the sooner blood flow can be restored.

Hospitals that are primary stroke centers are set up to administer a specialized "clot-busting" medication for stroke. This medication works by activating our body's built-in clot dissolvers. More specialized comprehensive stroke centers also have the ability to pull out or break up clots right from the affected blood vessel by using a thin flexible tube that can be carefully passed up to the brain through a small incision in the groin.

The clot-busting medicine can be given up to 4 1/2 hours after the onset of stroke symptoms, and the methods to mechanically disrupt or extract the clot have been used up to 12 hours later, but all of these therapies are much more effective when given immediately after the blockage occurs.

Remember, it can take more than an hour after arrival to the emergency department to complete the type of initial evaluation, brain scan and blood tests needed before these treatments can be given, so a delay in getting to the hospital of even an hour or two may impact treatment eligibility and the ultimate effectiveness of treatment. Time is brain.

Finally, do not ignore the signs of a stroke, even if the symptoms go away completely. When symptoms of stroke go away on their own (a "mini-stroke" or transient ischemic attack), there is still a high risk of developing a stroke - upward of 11 percent in the first 90 days.

Since most of the risk of stroke is within the first 24 to 48 hours, a mini-stroke or TIA represents the perfect opportunity to prevent stroke before it can occur. It should be treated urgently as well.

Dr. Anthony Kim is assistant clinical professor of neurology at UCSF and medical director of the UCSF Stroke Center.

STUDIES TIE ABNORMAL PROTEIN BUILDUP TO DEMENTIA

By Denise Grady/New York Times

"If there's something to be done, I want to be in on the ground floor," said Elizabeth, 67, a woman participating in studies of frontotemporal degeneration at the University of California, San Francisco.

She asked to be identified by only her middle name to protect her privacy. She is healthy, but she has tested positive for a rare gene that makes the brain disease virtually inevitable; her father, her grandmother, two of her three brothers and other relatives have been affected.

Scientists think that abnormal protein deposits inside brain cells cause frontotemporal degeneration. The proteins vary, but they do not include amyloid, the substance found in Alzheimer's patients.

In about 40 percent of patients, the deposits are an abnormal form of a protein called tau, which normally gives structural support to brain cells. (Tau is also one of the proteins found in Alzheimer's patients.)

Two other types of deposits are abnormal versions of proteins involved in other cell functions. In about half of all patients with frontotemporal dementia, the protein is one known as TDP-43, and in about 10 percent it is a substance called FUS.

But why do these protein deposits form? Often, the underlying reason is not known.

At least half of all cases are sporadic, in people with no family history of the disease and no known genetic disorder. About 40 percent of patients do have a family history, and some may have an identifiable genetic mutation.

In the remaining 10 percent - families like Elizabeth's - the disease is definitely inherited: a dominant gene makes the symptoms inevitable, sometimes as early in life as the 30s or 40s, in anyone who inherits a copy from an affected parent. And each child of an affected parent has a 50-50 chance of inheriting the bad gene. So far, most inherited cases have been linked to mutations in two genes, both on the same chromosome, number 17. One gene codes for tau. The other gene codes for a protein called progranulin and causes a deficiency of it, which appears linked to the buildup of TDP-43. Three other genes are involved in some cases, and researchers are looking for still more.

"Drugs that increase progranulin or prevent tau buildup may also help people with Alzheimer's disease," said Dr. Bruce L. Miller, a professor of neurology and psychiatry at the University of California, San Francisco. Tests in mice suggest that a drug called nimodipine, already approved to treat another condition, may increase progranulin in the brain.

Li Gan, another researcher at U.C.S.F., who is studying the drug in animals, said, "The attractiveness of this approach, if it proves effective, is that it is relatively safe and has been used for quite a few years in people." But increasing progranulin is not without risk: in animal experiments, high levels increase the risk of cancer. "Here, we're talking about stabilizing something that's deficient," Dr. Miller said. "We're optimistic that it won't be a major stumbling block."

However, animal studies indicate that the nimodipine dose needed may be dangerously high. Dr. Gan said it was not quite ready for tests in people yet.

Dr. Miller said another drug, one not yet approved, would probably be tested first, maybe as soon as early next year. The first test subjects will be patients of Dr. Miller's who already have symptoms. Later, the drugs might be offered to people at risk but not yet affected.

"What is so fascinating about this is, what do you define as 'affected' in somebody who carries a gene that is going to cause a slow, subtle social decline? What are good markers for someone who is starting to get sick?" Dr. Miller asked. "Addictive behaviors - drugs, alcohol, gambling - bad decision-making, alienation of other people around them. These are things that we never realized could represent the first symptoms of a degenerative disease."

Among his patients are people who have the dominant gene and whose children are therefore at risk. One is a woman with five children, ranging from their 20s to 40s.

"These families have become my passion and interest," Dr. Miller said. "These are social genes."

Elizabeth's progranulin levels are already low. If a drug could raise them, would she take it?

"Absolutely," she said

U.S. AMONG MANY NATIONS FACING A GRAYING POPULATION

By David Brooks/New York Times

When you look at pictures from the Arab Spring, you see gigantic crowds of young men, and it confirms the impression that the Muslim Middle East has a gigantic youth bulge - hundreds of millions of young people with little to do. But that view is becoming obsolete. As Nicholas Eberstadt and Apoorva Shah of the American Enterprise Institute point out, over the past three decades, the Arab world has undergone a little noticed demographic implosion: Arab adults are having many fewer kids.

Usually, high religious observance and low income go along with high birthrates. But, according to the U.S. Census Bureau, Iran now has a similar birthrate to New England - which is the least fertile region in the U.S. The speed of the change is breathtaking. A woman in Oman today has 5.6 fewer babies than a woman in Oman 30 years ago. Morocco, Syria and Saudi Arabia have seen fertility-rate declines of nearly 60 percent, and in Iran it's more than 70 percent. These are among the fastest declines in recorded history.

The Iranian regime is aware of how the rapidly aging population and the lack of young people entering the workforce could lead to long-term decline. But there's not much it has been able to do about it.

As Eberstadt is careful to note, demographics is not necessarily destiny. You can have fast economic development with low fertility or high fertility (South Korea and Taiwan did it a few decades ago). But, over the long term, it's better to have a growing workforce, not one that's shrinking compared with the number of retirees.

If you look around the world, you see many other nations facing demographic headwinds. If the 20th century was the century of the population explosion, the 21st century, as Eberstadt notes, is looking like the century of the fertility implosion.

Already, nearly half the world's population lives in countries with birthrates below the replacement level. According to the Census Bureau, the total increase in global manpower from 2010 to 2030 will be just half the increase we experienced in the two decades that just ended. At the same time, according to work by the International Institute of Applied Systems Analysis, the growth in educational attainment around the world is slowing.

This leads to what writer Philip Longman has called the gray tsunami - a situation in which huge shares of the population are older than 60 and small shares are younger than 30.

Some countries have it worse than others. Since the end of the Soviet Union, Russia has managed the trick of having low birthrates and high death rates. Russian life expectancy is basically the same as it was 50 years ago, and the nation's population has declined by roughly 6 million since 1992.

Rapidly aging Japan has one of the worst demographic profiles, and most European profiles are famously grim. In China, long-term economic growth could face serious demographic restraints. The number of Chinese senior citizens is soaring by 3.7 percent year after year. By 2030, as Eberstadt notes, there will be many more older workers (ages 50-64) than younger workers (15-29). In 2010, there were almost twice as many younger ones.

Even the countries with healthier demographics are facing problems. India, for example, will continue to produce plenty of young workers. By 2030, according to the Vienna Institute of Demography, India will have 100 million relatively educated young men, compared with fewer than 75 million in China.

The U.S. has long had higher birthrates than Japan and most European nations. The U.S. population is increasing at every age level, thanks in part to immigration. America is aging, but not as fast as other countries.

But even that is looking fragile. The 2010 census suggested that U.S. population growth is decelerating faster than many expected.

For decades, people took dynamism and economic growth for granted and saw population growth as a problem. Now we've gone to the other extreme, and it's clear that young people are the scarce resource. In the 21st century, the U.S. could be the slowly aging leader of a rapidly aging world.

ADVANCE DIRECTIVE HELPS IN CRISIS

By Kathryn Roetbel/San Francisco Chronicle

Q&A WITH DR. JENNIFER BROKAW

The Department of Health and Human Services estimates that only about one-third of Americans have advance directives, legal documents that let doctors and loved ones know what medical steps they do - and don't want - taken during a health crisis. Dr. Jennifer Brokaw is a former emergency room physician and founder of Good Medicine, a medical advocacy organization for Bay Area patients. She explains what advance directives are, who needs them and how to talk about the sensitive subject with loved ones.

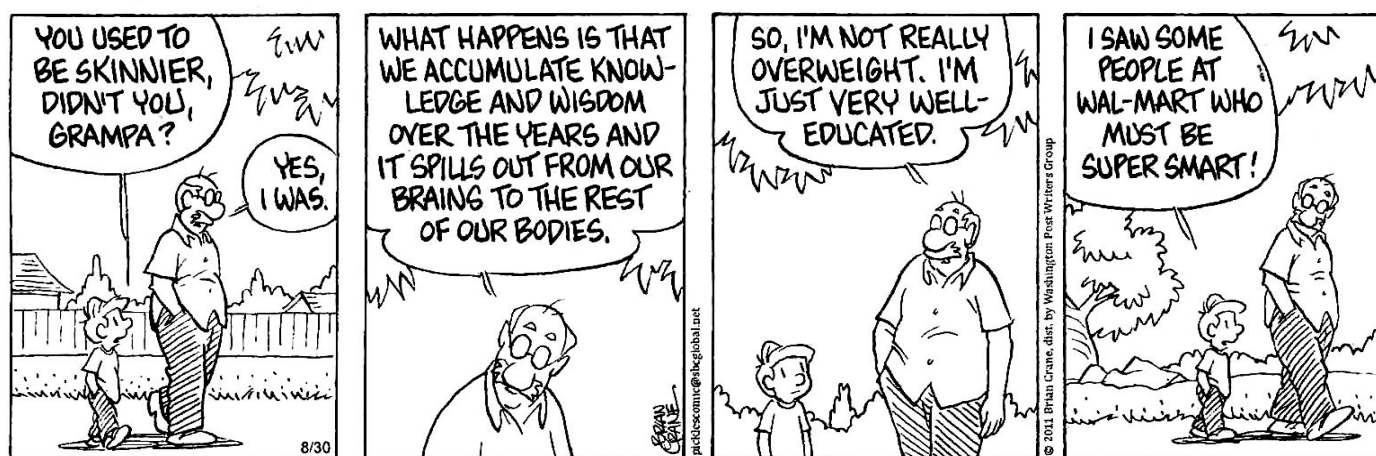
Q: Who needs an advance directive? **A:** People of all ages and health statuses. Everyone is eligible to create his or her first advance directive when they are of legal age (18). Minimally, the directive should include a designated health care surrogate decision maker and make a general statement about any treatment goals or their spiritual beliefs. It is essential to be considered capable and competent to complete a directive. Therefore, it is especially important for people in the early stages of dementia to create an advance directive as soon as possible

Q: Who and what do you need to help you create advance directives? **A:** An attorney is not needed. A valid written directive must have a signature and date and be witnessed or notarized. An informal written document such as a letter or a values statement can be used to guide treatment choices as well. An easy way to complete a directive in California is to go to the California Medical Association website and download the Advance Health Care Directive document. An important step is to communicate its contents to loved ones and physicians and to be clear about where it is stored. A new form in California is the POLST form. POLST translates your advance directives into a doctor's order. It is kept by the patient for use by hospitals and emergency personnel, and is generally used for older and or sicker adults.

Q: How do you recommend people open this sensitive conversation with family members? **A:** A good way to start the conversation is: "I respect you and want to honor your wishes always. What should I know if, God forbid, I ever have to make decisions for you in a medical emergency?" Another good tool is to talk about experiences within the family of illness and death. Ask your loved one: "What did you learn from watching Uncle Bob deal with his illness?"

Q: What happens to patients at the end of their lives if they do not have advance directives in place? **A:** We have to understand that the medical system is designed to treat and not to withhold treatment. In the absence of an advance directive, hospitals look for the next of kin to make decisions. However, that person may not be the person that would best represent the wishes of the patient. When a patient is admitted to the hospital in nonemergency circumstances, federal law requires that they be asked about whether they have an advance directive, where it is located and the name of their health care surrogate. Hospitals may also offer a simple directive for the patient to complete on admission. Patients without clear directives or informed health care agent (surrogate) lose the opportunity to influence the direction of their care or receive important cultural or spiritual support.

Pickles/Brian Crane



LETTERS

ALLAN G. ANDERSON--Stanardsville, VA
Hi Cleve. Thanks for all of the emails. I look forward to receiving them. I haven't written a "birthday message" for a while but turning 75, reading about a fellow that sometimes picked up my check and I his, and Captain Cliff Chaney's note brought back some memories.

Allan C. Anderson and I were based in LAX at the same time. Same first and last name spelled the same, but my middle initial is G. It was easy to make the mistake.

I flew S/O and F/O for Captain Chaney, very often on the DC-8F. I recall a night when we flying west over Wyoming, and Cliff was telling a story. We encountered the strangest mountain wave I had been in up until that time. The airplane accelerated to just below the barber-pole and we gained 2,000'. Cliff ended up with all throttles at idle and we came out the other side on airspeed, altitude and power as before. No turbulence, not a ripple, and the autopilot altitude hold did not disengage nor did Cliff miss a word of his story. I believe he was Council 57 Chairman at the time. The story was about his son flying for Flying Tigers. Oh, I used to park my Luscombe 8F along side of Cliff's hanger when I visited St. George, UT.

It is the good things that I try and remember about the Airline that we all worked for. As others have written far better than me, that company no longer exists. I am sure that given half a chance, the employees that are there now, would like things to be the way all of our customers and we remember them being. Never the absolute best, but damn close.

Cleve, my very sincere thanks for keeping the *RUPANEWS* going. I know that it can get to be a drag. I help publish a monthly news letter from two Masonic Lodges. You make it look easy, and isn't that what great pilots do?

I hope the Gliding Geezers are still flying!

Allan

DARREL ANKENY--Rogers, AR
Eventful year for Trish and me. In February we "tackled" something many of you have had to deal with. Her mother passed away a few years ago in a

small MS town. Being an only child it fell upon her to take care of things including a house. We couldn't get to it until this year for various reasons but we bit the bullet and spent four months getting it ready for the "market." No small task.....mold from a leaky roof, mice, other critters, etc. Fortunately, in the midst of that activity, we took time to celebrate our 45th anniversary at the location where it all started, Eglin AFB, Ft. Walton Beach, FL, where I had been a cocky 1st Lt. Fighter pilot and she, a bright eyed school teacher. We also spent a day at the Naval Air Museum in nearby Pensacola. They have added some great exhibits in a new building and the Blue Angels practice daily before starting their season (public invited). Highly recommend the museum.

Next up for us is a September road trip to Yellowstone, and on up to Coeur d' Alene, ID. These are two areas I haven't seen since I was a kid but have always wanted to re-visit. We have no agenda so if anyone has any tips on where we should spend our time in these two places please drop me a note. I'd love to hear from you. We plan to spend a couple days in each location. Then it's on to my home state of Washington where a family reunion is planned in Arlington, located about an hour or so north of Seattle.

Eleven years into retirement from UAL, and health remains generally good for both of us. Along with some very entertaining stories, another great thing about the annual letters is the variety of health information submitted including sources for treatment. A few years ago I was diagnosed with Myelodysplastic Syndrome (Bone marrow doesn't make enough good red blood cells). At a minimum it results in fatigue due to low hemoglobin but can escalate to Leukemia. Fatigue symptoms have been the case so far with me, but by taking a product called Pro-Crit the problem has been stabilized and the Red Cell count, while still low, is manageable. There are other products used to control the disease but they are very expensive. A good hematologist/oncologist is the key to proper treatment.

Keep those letters coming.....love reading them along with the rest of the publication.

Great big thanks to the RUPA staff and all those responsible for the *RUPANEWS*.
Darrel, mostly DEN/HNL dankeny01@yahoo.com

JOHN BARLOW--Carson City, NV

I was hired by United in 1943 and retired in 1918 on the B747. I'm now 91.

I was poisoned by the Swine Flu Vaccine? With the help of the UAL Medical Department and others, I was able to return to active flying, and flew until I retired. I owe much to the United of that time.

Regards, *John*

DC3, 4, 6, 7, 8, 10, B720 and B747

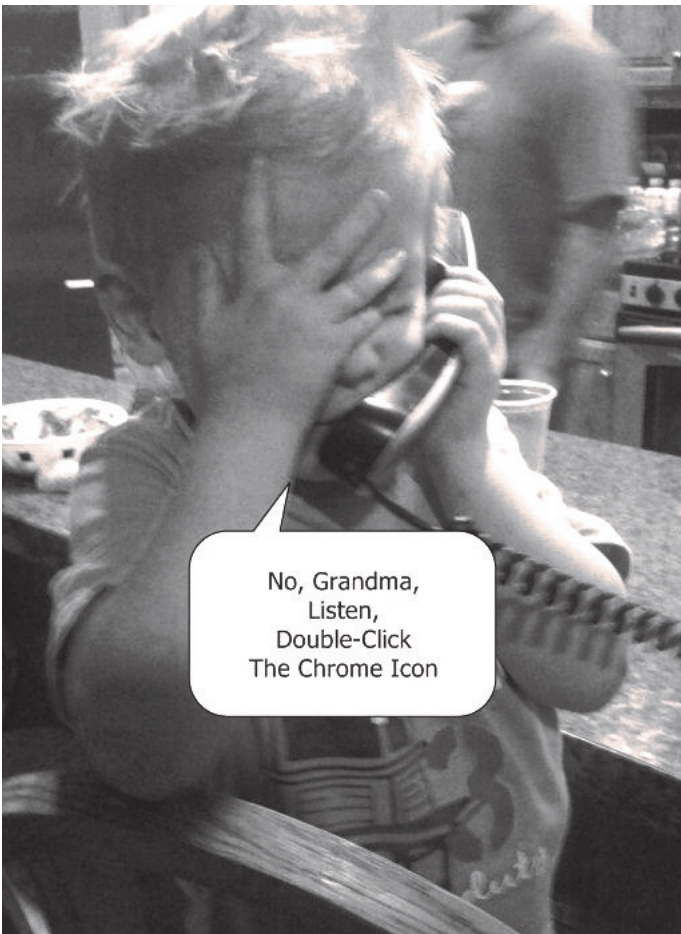
JACK BROWN--Tacoma, WA

Sorry I'm late. Just returned from Mongolia and Siberia, and had an 80th birthday party. 20 years retired, seems like yesterday. *Jack*

CARL CARLSEN--Bothell, WA

Hi to all. It's been a while since I updated because not much was going on around here. 2012 has been a bit different.

We decided that the landscaped 2 story house with a "SUPER" sized garage had to go. One of the toughest things I've had to do in my lifetime. Having too many problems keeping up with the inside and outside and filling in for my wife doing "household chores" was cutting into my workshop time. In fact,



No, Grandma,
Listen,
Double-Click
The Chrome Icon

over the past couple of years, one might say "What workshop time?" In June we sold the big house and moved to a 2 bedroom "independent living" apartment in a senior facility in Bothell on the NE edge of Seattle. No garage, no workshop, no shrubs to trim, and no grass to cut! I had a pretty "full" workshop, but sold both Milling Machines, my lathe, surface grinder, shaper and all my other metal working tools during April and May. I might pick up a "miniature" lathe (like a Sherline) and work on building some smaller model engines? I still have the drawings and castings for several small models that could be built on a miniature machine like the Sherline. I still plan to go to the big model show in Portland the 3rd weekend in September.

The overall experience of downsizing was stressful to say the least. A session with Pneumonia in late May earned me a 3 day hospital confinement and kicked the heck outta me for several weeks after that.

We finally got moved, but still have many boxes to unpack. What the hell, I've got nothing else to do now except to run to the doctor! Barbara has used a cane for several years and is moving to a Walker within the next few days. Walking and maintaining her balance are a great problem. Watch those "arthritis medications!" I used to use Vioxx and Celebrix, both approved by my Doctors, who said they were "monitoring" my lab readings to assure that we kept ahead of any impending problems. BS!! By the time any deviation can be detected, the damage is DONE! I'm in "Stage III" kidney failure at this point. No dialysis yet, but I'm on the hairy edge, thanks to those arthritic medications that the FDA approved. Just one of my many problems these days, but I'm still kickin'. Here we are at August 1st and I have already exceeded my \$1,500 "out of pocket" figure for the BC/BC coverage, and Barbara also fulfilled hers with a CT Scan this morning!

Because of Barbara's handicaps, and because traveling as an SA has become a nightmare, I have not used a reduced fare in close to 10 years! If I can't afford the tickets, we stay home. Traveling is tough enough even if you fly as a paying passenger. I can't imagine getting bumped half way to your destination if your traveling companion is handicapped. The "I don't give a s__t attitude" by airline employees kinda discourages us!

Youngest son, Neil, has 27 years seniority with NWA/DTA. Flying 757/767 (and an LCA) Captain out of SEA.

I miss the "old days", especially because those became the "GOOD old days." *Carl*

JAY CASTEEL--Challis, ID

To all the people who keep the RUPANEWS up and going.

I'm slowing down, 21 days until I will be 92 years old. I finally got the check in before my birthday.

Jay

CHUCK COREY--Evergreen, CO

Just a short note to say all is well in Evergreen. Have had some good rains which have helped immensely with the fire danger. Sheriff banned outdoor fires as well as shooting which helps as well.

I had a serious bout with shingles this fall. Not fun, particularly when you have an upper respiratory cough. Percocet and I had a relationship for several weeks. Had the shot, but Doc said they are only fifty percent effective.

Emily and I celebrated our 60th in January. She's 81 and I'm 83. Who knows, we might get to seventy.

Thanks to you all for your work in RUPA. Good info and enjoy the photos and letters.

Check via snail mail. *Chuck*

DON DIETRICK--Carol Stream, IL

Greetings, Cleve, and best wishes. Thanks to all your efforts, we enjoy updates on all our fellow pilots annually.

Finally, Jen & I went on our first cruise this past July, via Celebrity Infinity SEA roundtrip to S.E. Alaska. The friendly service, diversity of fine foods and wines and a comfortable "hotel" away from routine activity at home was quite enjoyable-highly recommended.

A couple of visits to a brother in Vancouver, Canada, and to our daughter in San Diego, afforded pleasant stays. One or two RUPA luncheons help to stay in touch with otherwise separated pros of yore, and we all note the occasional passing of those with whom we flew.

This will be my 10th year since retiring at ORD, and I can't help noticing that most of our current

pilots continue to avoid wearing their caps in the Terminals, some look even less professionally attired, and customers notice.

We are considering a move to Hawaii (Big Island) next year, and a more relaxed lifestyle with our kids all grown and working, all the while thankful for health and many blessings.

Regards to you and yours. *Don* ORD/fn051681.

WAYNE ERB--Lake Hopatcong, NJ

Dear Leon, Hope I've managed to sneak under the 8-12-12 deadline, and hopefully the good ole USPS ("snail mail" to my grandchildren) will perform in spite of cold, heat and dark of night (and this year in spite of floods, drought and wild fires) and deliver to you my annual dues.

Thanks for the "Ten Commandments to help with the hard-of Hearing" published in our August issue. I was about to "pass the word" to my wife of 55 years, Barbara, but then after a quick review, decided I might lose an excuse for nonperformance of "Requests." You know, the one that states, "I didn't hear you say that" and sometimes that's even true!

We have an old sign that has hung over the entry to our home for many years that reads "It's a Wonderful Life." The paint is somewhat cracked and faded, but the message still rings true. Those great words that Frank Sinatra sings in the song about the passage of his life seem to have a greater impact every day! Both Barbara and I are well, happy and healthy, and time still smiles upon us.

The memory bank that I carry between my ears still manages to function quite well, although its speed of recall is no longer of Olympic caliber. Truly, I have been blessed for 78 years now by family, friends and comrades from both my military and airline careers. As the song says about last year "It was a very good year."

My very best to all of you - my comrades.

Tally Ho, *Wayne*

MIKE & CLARE GALLAGHER--Sparta, NJ

Another year has gone by and we are still living in Sparta, NJ in the same house my father-in-law designed 36 years ago. Our three daughters and their families are close by making it easier to see our eight grandchildren. We are in good health and feel truly blessed.

In Feb. we took UAL out to Hawaii before the pass system changed. When we got to LAX we had a 4 hour wait for a UAL flight but Clare looked at the board and there was a CAL flight leaving in 2 hours. We went over and they put us on and treated us great. In June we bought tickets on UAL (it was a CAL flight EWR to Mexico) Again we were treated great by all. Later in June, we again bought tickets on UAL to Orlando for Pat Devlin daughter's wedding. Pat retired off the 777 a few years ahead of me. On his last trip I flew copilot for him from ORD to CDG. We had our wives and youngest daughters with us. Sam, who ran the crew desk at that time, set it up. Pat turned 60 while in Paris so we stayed and the scheduled crew flew it back. Those were the days.

This fall we are planning to use a pass to go to London. With 5 flights a day out of EWR we should get there. This is the most airplane travel we have done in a year since I retired.

Until next year keep the blue side up. *Mike and Clare*

RANDY & JEAN GRANT--Desoto, IL

I somehow managed to stay one step ahead of the FAA, Standards Captains, Check Airman etc. for 37 years, NOT all with United, and showed up at ORD the morning of 9-11 to fly my last trip. However, before I could get to the cockpit...well, we all know what happened that morning! The "rope start guppy" fleet did not fly for the next 3 days, I turned 60 on the 14th and came home to DeSoto...to



The image is a graphic for a Facebook post from 'auntie acid'. At the top right, it says 'auntie acid' in a stylized font with the URL 'www.facebook.com/auntieacid' below it. The main text reads: 'Today's housekeeping tip: Always keep several Get Well cards on the Mantlepiece. That way, if unexpected guests arrive, they'll think you've been SICK and unable to clean.' To the left of the text is a cartoon illustration of an elderly woman with glasses, a headscarf, and a surprised expression, pointing upwards.

Jean...who has been doing her best to keep me out of trouble for almost 49 years and to the same house we have been in for 37.

It was a good 10 years of retirement, if you discount aortic valve replacement (NO heart attack), and one total knee replacement, until I was diagnosed with early stage prostate cancer at age 70 in November 2011. By the grace of God two RUPA members, Herb Delker and Joe Udovch...whom I do not know...had written in to RUPANEWS concerning their experience with Proton Beam Therapy. There are only about 12 facilities in the USA that do this type of prostate cancer treatment with more coming "on line" all the time including the Mayo Clinic in Rochester, MN. The nearest facility to me was CHD Proton Center - A ProCure Center, 350 miles away in Warrenville, IL, a suburb of Chicago. I received treatment 5 days a week until I had received 44 of them. Each treatment, once in the radiation room, took 10 to 15 minutes with absolutely NO pain or discomfort. I personally have had no side effects, none!

The only downside, I feel, is the time involved; about 10 weeks start to finish, and the expense of hotel rooms, food, etc. It is covered by Medicare. If you're ever diagnosed, do your research, and get the book "You Can Beat Prostate Cancer And You Don't Need Surgery To Do It" by Robert J. Marckini.

My oldest son has been with United for 16 years and is a F/O on the 757/767 at ORD and keeps me posted on what's going on...doesn't sound like much fun anymore!

If I stay off the Internet and don't watch the 6:00 News, all is well here in DeSoto.

Thanks to all of you who put the RUPANEWS together. Semper Fi, *Randy*

BOB GRUBER--La Conner, WA

Hey, it's my birthday month and here I am another year older. That was the opening of my letter last year and it is still valid today.

Haven't done anything, haven't gone anywhere and haven't been anyplace. Got the house painted, stained the deck and am painting on the fence. Completion date Halloween or Valentine's day, whichever comes whenever. Very exciting times around the old plantation.

As an old song says. "I don't know where, I don't know when, but we will meet again, on some sunny shore." Until then. Ciao, **Bob**

BILL HARTMAN--San Mateo, CA

Oh! This has been a tough year. It really started out December 2011 by falling backwards on the sidewalk. Things are getting better now.

It will be 32 years since parking the grand old rope start "747" and transferring to the Bert Rutan Quickie and flying off into the sunset to San Carlos Airport.

We old "Geezers" had the airlines at their best. **Bill**

LISLE O. HICKS--Loon Lake, WA

Hit the big 78 this year. WOW, how time flies.

My wife, Donna, and I are still in good health, although my hip seems to be giving me some trouble. I already had two knees replaced, back surgery, and the other hip replaced. I might as well have everything replaced. My wife already calls me the bionic man.

Our married daughter's son is now five months old. You can bet that he gets plenty of attention. We still have custody of our fourteen year old grandson. Kids are not what they used to be; enough said.

We have taken a few short auto trips but nothing of any consequence. We may take some air trips if I can get my grandson to explain our new pass policy. It seems to keep changing. We still cannot decide if we should get a motorhome and travel that way or get a car with good mileage and go that way. Always decisions.

I had a great career with United. It's too bad that everything is changed now. I miss flying, especially the great guys who I associated with, but those days are gone.

God bless you all. *Lisle and Donna*

JOHN HILL--Rancho Palos Verdes CA

Thanks for all your hard work, really enjoy the *RUPANEWS* each month.

I will have been retired for 18 years Sept 1. My wife, Jeanne, & I have not been flying much, as we have a motor home and have been traveling the US & Canada for the last few years.

I have recently been diagnosed with kidney cancer (Nov 2011) that had spread to my lower back, right

shoulder & pelvis. Radiation treatments have successfully treated those areas & oral chemo has kept the kidney tumor contained.

We are back on the road & plan on going on the RUPA River Cruise in Europe in Oct.

Best regards to all, **John**

RICK HOEFER--Mission Viejo, CA

Time goes on. My game with blood chemistry moved up a notch from chess to three dimensional chess. The treatment for my second incurable but treatable problem interferes with my treatment of my primary problem. Turning this cacophony into a symphony is a challenge. I feel a peculiarly pressing need to tell my friends not WHAT I believe but WHY. Borrrring !!!! So for easy reading and fun, I'll give my Heuel Houser style account of what has gone on recently.

Well, to start you off with a good taste in your mouth, I want to tell you why being a pilot makes me so proud.

When I was sitting on the starboard catapult on a pitching deck in a dark torrential storm I looked at the Banshee on the port cat. Who is that ghostlike face shining in the eerie lights of the cockpit? I checked my knee pad. "Sniveler Smith." If my guys can call a guy like that "Sniveler" I'm hanging around with the most elite group I've ever known.

Next, I listened to the tape over and over again of four United pilots' calm and methodical voices counting down to what was almost certain death but doing everything they could draw from their vast knowledge of aviation, working as a team right down to impact. Unprecedented courage? No, just professionals doing their job. May I sit at your table.....please?

Lastly, during '85 several striking pilots were sitting in our living room grumbling. One of the guys asked my son Steven why he wanted to join a profession with so many problems. Steve answered calmly, "I've watched my Dad bring home pilot friends all my life. I want friends like them." That was followed by dead silence and then smiles.

Recently our family has weathered two hip replacements, one shoulder replacement, the giving and receiving of a kidney, a quadruple bypass, the removal of a grapefruit sized tumor, etc, etc, etc.

On a happy note, the grandkids are doing great. Top this, top that, and really happy and most impor-

tantly, nice young human beings. Sina just turned 6 and is almost trilingual and is teaching her little sister Ploey. They are all in Thailand for 5 weeks practicing Thai with their family and friends. Their exotically beautiful Mom, Jittima, is a sweet loving task master. In Steve's spare time, he fly's a 747 around the world visiting our friends and family.

Mark's PastaE restaurant is doing well in Pacific Beach and he hopes to able to relocate soon in Marbella, Costa Rica.

Dr Dan was just honored for building and heading a top hospice in the US. An amazing kid. He is a very private guy so we find out what he is doing through his beautiful, loving, trilingual (Thai, English, Chinese) wife Ying. She earned employee of the year at National University San Diego last year.

Our "rags to riches" daughter Teri, has fought her way off food stamps and now owns and runs a prosperous Montessori school in Portland. Our kids are proud kids and have been taught to take care of themselves. We didn't know she was on food stamps. She said it was humiliating but it gave her kids bread, cheese, milk and eggs and gave her some perspective while she rebuilt her life. By the way, my sweet indulgent Marie stands always by my side with her "constructive criticism." Love that girl!!!

So.....What do we do for fun? We had to cancel a couple of overseas trips because of too much action



and postponed one because of blood chemical balance problems, but maybe Austria and Costa Rica soon. But instead, we had a bonanza of "foreign" visitors; Japanese, Russians, Greenlander Danes and Inuit Eskimos, Austrians, Brits and Germans. Of course, Mexicans and Thais also.....and more to come.

It's a lot of work for Marie at times, but I try to help. I clean the table and carry the dirty clothes downstairs and really tough stuff like that. But truly, we love it. It does have an interesting drawback. If you have not lived with a group and felt their loves and dreams and hopes and fears you can in no way understand them or their culture. I hear so much BS out of otherwise well meaning educated people that it turns my stomach. They don't have a clue. Also, I coach by Skype, 2 Russian girl geniuses in conversational American English. Anya won first place in the Moscow Regional Academic Olympiad last year and 33rd in the Russian National this year with Katy getting 20 something. I expected to be flooded with requests for coaching, but so far nothing. They start diplomatic studies in Moscow in September. Great girls, great people.

I'm having a little trouble dealing with the frozen minds of so many, particularly my age group. They seem to have made a pledge not to learn anything new. The others only want to learn things that tend to support their preconceived notions. Well, time to stop before I piss off some people I really like. Marie bought me a T shirt that says, DOES NOT PLAY WELL WITH OTHERS.

I'm writing another letter with details and maybe pics. Anyone interested?

Send me your email address.

Rick LAXFO. marierick@cox.net

GARET JENKINS--San Juan Capistrano, CA
I guess it's about time for me to let the few people that may remember me to be assured that I'm still around after 21 years of retirement. Still in the home Wendy and I built in 1968 when we transferred from New York to LAX. She's still able to put up with me and my various faults, like getting hard of hearing and not wanting to accompany her on her many trips all over the world.

We have three grandsons and no granddaughters. Our daughter, Christine, lives in London and just got married to a great guy, named Guy, and our son

Roy lives in Hollywood where he turns out TV commercials which I'm sure everyone has seen, the State Farm customer who has run his car up a telephone pole and through his garage.

Still walking to the gym and working out everyday although the routine has been adjusted to accommodate my diminished abilities. Wendy has gotten her second hip replacement so she should be ready for the coming healthcare plans. I still have all my original equipment so far, but I think a cataract procedure is imminent.

We both spend a lot of time trading stocks and options and have been satisfied with the overall outcome, accepting the ups and downs.

Still have a motorcycle, a Kawasaki Concours 14 that replaced my Yamaha that got crunched in an unfortunate meeting with a Camry that ignored a stop sign. Got off with a few aches but nothing serious. You wouldn't think the small town of Ivins, UT would be dangerous, but that was the spot.

San Juan Capistrano is still our favorite place on Earth so I guess this is where I'll end up. *Garet*

TED KESKEY--Lake Ann, MI

Hello to everyone, Joni and I still live on Ann lake in northwest lower Michigan.

Since my last letter we have not made any "big" trips (unless California counts) and none planned in the near future.

The big event this summer was a big party we held at our place, with the help of "kids" and grandkids to celebrate our 50th wedding anniversary.

So I'll leave it there for now.

Ted and Joni Keskey

DON KYTE--Ft. Myers Beach, FL

Hi Everyone. Cleve, I can't thank you and the other volunteers enough for all the outstanding work you all do on our behalf. Time and again you go above and beyond. The *RUPANEWS* gets better each issue, as well. I particularly like the in-depth articles.

Jean and I had made plans to return to Alaska with our class C RV this summer, but dropped that idea when the price of gas was predicted to soar above \$5. per gallon in the U.S., and even higher in Canada. Having sold our condo in Asheville, NC last fall we decided to rent something there and enjoy the area like tourists instead of spending all our time

working on our own place.

Jean found a "Historic Cabin" on the Internet that sounded ideal. Dee, the owner, spent a lot of time on the phone telling Jean all the wonderful things about it and said we didn't need a thing but our personal items. She even asked us to please don't bring our RV as there was no place for it. (not true!) Since we have two 18 month old cats we wouldn't have room in our convertible for us and all their equipment, so we decided we would bring it, even if we had to park it at a lot nearby. This turned out to be a wise decision.

The Civil War era log cabin was indeed on the *Historic Register*, but nothing like we had been led to expect. I am writing a story about it calling it a *HYSTERIC* cabin. It might have been fun for a week, but NOT for two months! It had settled so badly that none of the doors fully closed and none of the floors were level. I had to make emergency repairs to the only toilet that failed at midnight during the Fourth of July weekend. My story is already ten pages long, so you can see that was just one of many problems. The most serious was when Jean tripped on a "safety bar" on the edge of the toilet and fell, injuring her back. She must now see a Chiropractor and also a Physical Therapist every few days for at least 8 weeks. Our firm advice to anyone thinking of renting a cabin called, "Dunroman" is . . . DON'T!!!

We left after nine days and were so thankful we had our RV to fill the gap until we could move into a truly nice home.

I made a trip on United to see my 90 year old brother who is in a facility that specializes in memory problems such as Alzheimer's and advanced Dementia in Pasadena, CA called "Jasmin Terrace." I highly recommend it.

On the way home I spent a day at the Udvar Hazy museum at IAD. What a wonderful place! Don't miss it.

I had to use four of my "vacation Passes" in order to get near the top of the standby list at AVL, EWR, LAX and IAD. It made a difference on the United Express flights, but I discovered being on the top of lists on United works AGAINST you!!! I got the WORST seat on the LAST row of both the 757 from EWR to LAX and the A320 from LAX to IAD. I was later told that the *NEW* United seats you from the rear of the aircraft forward. I haven't fig-

ured out how to avoid that in the future. Maybe the RV will solve that problem as well.

Don Kyte: LAX,SEA,ORD,SFO

SKIP LA ROCQUE--Hobe Sound, FL

Having just completed another 584,337,600 mile orbit around the sun, it's time for the annual letter.

The past year had more "ups" than "downs" (got lucky). In September, I met a lady who lost her husband a month after I lost Jeanne. After several dates, we found that we were very compatible and have become companions. Since Barbara has come into my life, life is more enjoyable.

At the end of September, I drove to Massachusetts to attend my 60th high school class reunion, and also to visit family and friends. I spent Thanksgiving with my son and family on the west coast of Florida. In December, I drove to Virginia/Maryland to spend Christmas with my daughters and family. In April, Barbara and I went on a cruise to the Eastern Caribbean on board the Ruby Princess. In May, it was back to Virginia/Maryland to see my youngest granddaughter graduate from high school. While there, we went into Washington to see the new World War II Memorial, the Korean War Memorial, and the Vietnam War Wall.

On the "down" side, after hitting tennis balls for 43 years, I had to hang up my racquet and call it a career. With the epi-retinal membrane in my left eye, my corrected vision is 20/40 on a good day, and 20/50 on a bad day. Because the vision in both eyes

is not equal, I could not stay focused on a fast moving tennis ball, so it was time to throw in the towel. C'est La Vie!

I visited my friendly dermatologist in June, and had only one basil cell carcinoma to be removed. All the other numbers are good: blood pressure – normal / cholesterol – 190 / PSA - 0.02 / colonoscopy – clean. You can't stick that with a beat!

Until next year, keep looking up at the blue and down at the green.

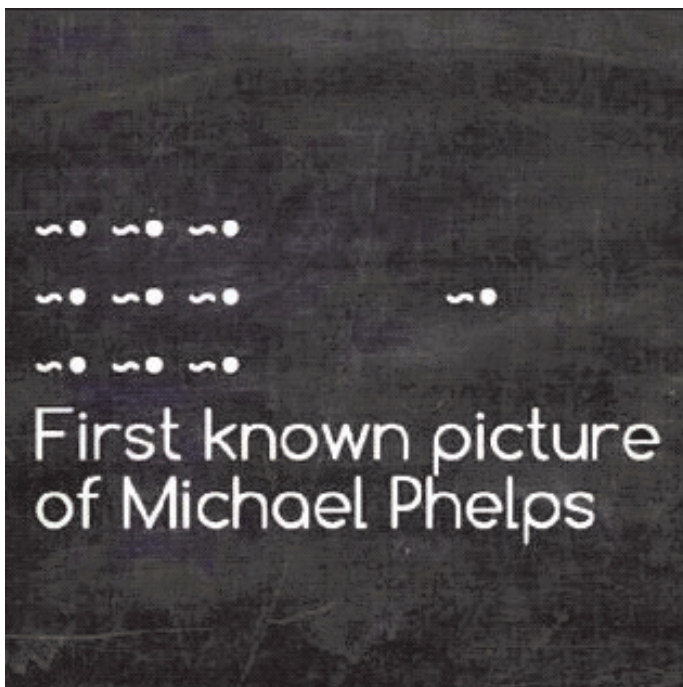
Tail winds, *Skip*

HERB MARKS--Seattle, WA

Twenty-five years of retirement and still kicking - not as vigorously as in past years, but still upright. Nothing much has changed in our activity at our house, and this is actually a good thing. No world traveling or even the thought of being at an airport trying to get on with a pass. Our motorhome sits idle in the storage area, only an occasional trip to the maintenance facility to repair something that occurred from lack of use. Wife, Ruthann, is the primary reason for its non-use – she gets nervous traveling in it in traffic. Me too, but I don't tell her.

As I have in past birthday letters to *RUPANEWS*, I'll relate something involving my experience on the airline that I think is either interesting or frightening, as the case may be or incredibly boring. Take your pick.

I notice in the last issue of *RUPANEWS*, an article regarding flying the Vickers Viscount. Back in the fall of 1965, when I got my first Captain bid, I left my pleasant surroundings here as copilot on DC-8's in Seattle and went to Detroit, where I was the only United pilot in the domicile. I flew the DC-6 for almost the first year and I had several ex-Capitol pilots really looking down their noses at me, an interloper in their midst. I flew the DC-6 until the flight office finally realized that I still was not Viscount qualified. So it was off to DC where I went through Viscount School. The school was not nearly as structured as United's in Denver, but I managed to get through it, although the airplane and its' systems were very different from anything I'd been exposed to before. Everything that normally turned clockwise was counter clockwise and warning lights that were difficult to understand - green when the system was working and light off when it wasn't. How do you detect a failure from an unlit



light bulb? It's British, you know?

Now the occasion that I want to relate happened just at dusk at Dulles, and the airplane was brought in by an ex-Capitol Pilot. I think he recognized me as being an ex-United pilot! Anyhow I got ready to start the engines and began turning #3, bringing in the fuel and ignition - but it didn't ignite. Well there is a standby ignition switch that for some reason was hooked to the feathering button and activated when it was pulled out. I pulled it and there was a strong woof from the engine and I could vividly see the face of the mechanic standing in front of us from the glare of flames exiting from the back of the engine. The engine was pretty well saturated with fuel because of no ignition.

The mechanic took several steps back, and then waved his flashlight to start #4. I went through the start procedure and again the engine would not light off. So, what the hell, I know how to get it lit and I pulled #4 Feathering button and again a big whoosh and flames and the mechanic was lit up again and moving farther back. Well, the same thing happened for #2 and #1 and by this time the mechanic was just about out of sight. As I prepared to taxi out I looked all around the cockpit and discovered that on the overhead panel was an obscure little three position switch that titled 'ignition override', or 'blow-out switch' or something like that and sure enough, my presumption was that my predecessor had switched it over to override to see if I'd catch it. Live and learn.

The airplane had a very different air conditioning system in it. Located in the belly and taking up a large space was a huge electric motor with about ten heavy-duty v-belts driving a similarly huge compressor. The airplane had only three generators on the four engines, for which only the British designers or Capitol Airlines deemed necessary. The result was that you could only run either the air-conditioning or the radar but not both. Flying in a thunderstorm environment, one certainly needed the radar and the cabin suffered with a high temp and humidity. When clear of the weather, turning on the a/c resulted in a surge of cold air and a huge cloud of water vapor (fog) appearing in the cabin, looking a lot like we were certainly in trouble and scaring hell out of a lot of the passengers. There were no provisions in the AC for removing the moisture into the cabin.

The engines made a loud screaming noise, and if you opened the side cockpit window while taxiing or to see during parking, you realized how loud they were. We called them the 64,000 lb dog whistle. The United pilot who flew them also referred to them as "Capitol Punishment." The inboard propellers had only a foot clearance from the pavement and you had to be sure to taxi right in the center of the taxiways else you'll be chomping up lights on either side. I know that I'm going to take some heat from you ex-Capitol pilots, because you boys really thought a lot of that airplane.

Guess that clears up the Viscount experience. Didn't intend to rattle on so much and hope that the editor finds room. Next year I'll try to find something needing a little less explanation.

You people who put out the *RUPANEWS* are doing a great job and I appreciate your efforts.

Regards to all, *Herb*

DONALD MC GANN--Lakewood, CO

Dear Leon; I am pleased to forward my annual renewal check for \$25. Please pardon my tardiness, my 83rd birthday was on July 25.

Genuine thanks to you and the entire RUPA staff for their support. All is appreciated.

I would hope that long-term performance of the United-Continental team is successful and superb. God Bless, *Don*

NORM MILLER--Longmont, CO

With this birthday I start my last year as an octogenarian. I recall this last year, reading letters in *RUPANEWS* from some pilots whose names I recognized. It was good to hear from my friend, Bob Gruber, and classmates, Ben Conklin and Fred Terharr.

I have not reported that I moved off the ranch in Parker and now live in a Retirement Facility in Longmont to be close to my family, my son Dave and his wife Cindy, 4 grandchildren and 8 great grandchildren.

As best I can tell, all of my body parts still function correctly, and I can still pass an FAA physical.

I'm checking out glass instrument panels of the new generation aircraft. Currently I am transitioning to the B-787 in MSFS X. Cruises at M.85 with an 8,000 mile range, and a wing that is beautiful in

flight. My pilot grandson got to visit a Boeing Plant and says how the curved spar of the 787 is constructed.

Yes, the golf game goes on and I've set a goal of scoring a 90 for 18 holes next year. The only golfer I know who can shoot his age is Jim Gwinn and I don't play with him anymore since he and Tommy moved to LaLa land.

If I remind you old guys of the WOE program we conducted when I was Council 33 Chairman, none of the pilots flying would have a clue what I was talking about. None have Douglas DC-3 on their rating card and probably wouldn't recognize a DC-3 if they saw one. But they know how to program an FMC and operate a MCP.

Norm, DEN , 1945-1978.

JIM NUGENT--Reno, NV

It's been 14 years since setting the brake for the last time in Sydney. Since that time we have moved three times, all within the Reno area. Less snow down here in the flat land. We recently purchased some Winter digs in Sun Lakes, Arizona where we plan to spend about 5 months a year. We'll be down there right after Thanksgiving. I noticed that several RUPA members live there. I hope to be able to get together with them.

This past year, Norma and I took 2 great cruises. The first was aboard Royal Caribbean from Perth Australia around the southern half of the country. I had never been to that part of Australia before, so it



was a treat for us. We even made 2 stops in Tasmania. We did see a Tasmanian Devil, but he wasn't half as scary as Walt Disney makes him out to be. The cruise went on to New Zealand where we cruised the beautiful Sounds of the South Island. Then on to Sydney, where the games began for a seat home. Luckily it was before SHARES was instituted. The flight to SFO ran 9 hours late and the load fell apart so we did get a first class seat home. Later that year, we took a Silver Seas cruise from Venice to Barcelona. That too was a real treat. We bought positive space seats on Delta from ATL to Venice to make sure we made the cruise. Came home on passes, coach all the way.

Next year will be our 50th wedding anniversary. Who ever thought we would live that long. People ask me if I miss flying and I honestly say not at all. I am glad to be out of that business. I flew for Orbis International for 8 years and I really do miss that flying and the great staff that traveled with the airplane. My last flight was to Harbin China, which is an interesting place. There is a lot of Russian influence there because it is closer to Vladivostok than to Beijing. The staff threw me a great retirement party there.

It looks like the Reno Air Races will be on for this year. For a while it was doubtful after the horrific accident last year. I volunteer to work security at the races. I was there last year but not on the day of the crash. The plane crashed into the box seats right where a FEDEX friend of mine usually sits. I called him on his cell phone to see if he was ok. Fortunately for him, he had taken his son to see Lake Tahoe that day and wasn't even aware of the crash until I called him.

Jim Nugent '65-'98 EWR,JFK,LAX, SFO,LAX

BOB RAAB--Staunton, VA

After seven years pulling an Airstream Travel Trailer around the country, visiting those places that we thought looked interesting from the air, I decided to do it full time. I switched to a 42' Foretravel Motor home, gave away 99% of my "stuff", and moved "on the road." Like all of full time RVers that I consulted, my only regret is that I didn't do it sooner. The big RV clubs estimate that there are almost a million of us.

After years pointing out Zion National Park to passengers, I've now parked there four times. It is my favorite National Park.

My favorite tour, so far, is the Boeing factory. As amazing as the new aircraft technology is, the building that the aircraft are assembled in is astonishing. The engineering, the design, the planning, and the functionality of that building is as amazing as the wing for the 787. Allow an hour for your own tour of the free exhibits. For aviation enthusiast it is a must see. If you drive to the plant the tour is \$20. From many hotels and motels, several tour companies provide a bus transportation and tour for a total of \$65. Pilots will obviously go for the former.

So far I've camped in 40 of the 48, missing the New England area and Florida. Some of New England will happen this fall. Next year I'm headed for Alaska.

In July I spent 13 days at the EAA Airventure, Oshkosh. What a fantastic experience. We all know that it's the busiest airport in the world, for one week. It must also be the largest RV park in the world-ever. The different RV areas must total at least 1.5 square miles. All full. The whole event is so well organized and managed, it would be the envy of airline management everywhere, except maybe Southwest and Jet Blue. Apparently smaller is better.

My main purpose in attending Oshkosh was to research ultralites. My goal is to have the small car that I tow, an ultralite, and my 10' folding boat w/5HP Honda outboard, in an enclosed trailer short enough to keep my overall length under 65'. It's the law. The folding boat is my answer to the multiple times I've had "lake front property" and wished. I've narrowed the ultralite choice to three. A trike, powered parachute, or powered glider. If anyone has experience with these air machines, I'd appreciate an email with your advice at: usmcf4driver@earthlink.net. To those who would advise that ultralites are dangerous, risky, unstable, etc., my response is, hey, I'm 75 years old, the "who the hell cares meter" is pegged on high. Plus, I saw ultralites that were as well or better engineered than some manufactured aircraft. My wife would object to most of this. That's why I haven't had one since 1970.

May all of your days be different and exciting. Think of the thing that would provide you with the most joy and, more importantly, contentment. That is your bliss. Follow it. **Bob**

WALT RAMSEUR--Millbrae, CA

Cleve and company, I haven't written in a couple of years so have to keep up my computer skills. The bad news is that I recognize more names in the flown west column than the letter writers. I recognize fewer names in the letters which is good news because new members are the life blood of RUPA.

Starting my 90th year and am still in good health considering time in service. Still fly my Bonanza with a third class medical. I had a sad but good trip last August. A very good friend and valuable member of the San Mateo County Sheriffs Air Squadron, who was terminally ill, wished to return to his hometown of Livingston Montana. The miracle is that, I at age 88, along with copilot age 72, retired 747 Capt. and navigator, caretaker age 75 retired 747 Capt. had a very successful trip in a single engine Bonanza.

In May my wife Mary, along with 20 of her "cousins," visited Norwich, UK on genealogy trip. We had a great five days of sunshine and visiting. Then Mary had symptoms of food poisoning and after two visits to medical facilities with no diagnosis and four days of bed rest we came home. After seeing a Cardiologist it was determined that she had suffered a heart attack. She is doing well now with medication.

We went on a vacation pass, and were 6 and 7 on the standby list but got business class. On return, in spite of inability to communicate with Houston and several visits to reservations at Heathrow where we got bad information, we were able to come back a day early in middle seat coach. No problem since this was probably our last trip out of the country. THE BIG PICTURE, I have had a great life and learned early that I can't expect much from anything I can't do or control. Keep looking at the good things and ignore the rest.

Walt, 1952 91 SFO, IDL, EWR, SFO

BILL RICHARDS--Sun City Center, FL

Cleve and Leon: Hi guys. Late again! So what else is new? If you could see my desk you would understand. How do I get *anything* done?

Thanks again for all of your efforts. You keep RUPA going.

Best regards, **Bill**

JOE ROZIC--Lahaina, HI

Hi Leon, I appreciate all the hard work you and the staff do to put out a great monthly magazine. Some of the recent letters sure put things in context regarding where UAL used to be and sadly, what the company has become.

I'm not doing much productively, but it seems like I just don't have much spare time. There's lots of volunteer stuff for seniors and the County Extension Office and golf in between.

How did your shoulder repair go?

Cheers, *Joe*

RICK SABER--San Rafael, CA

As oft stated, the years go thundering by, 14 since retirement flight with Gary Dyer riding shotgun as co-captain, keeping me out of trouble on that epic 6 day trip to Asia. thanks Gary!!

Off to Europe for a month, we will visit "Col. Klink" Karl Von Gaillen in Normandy area of FR, then after a bucket list item seeing the Vasa in Stockholm, Aldeana and I will toast our 25th aboard the QM-2 returning Southampton to NYC, but *nosiree Bob*, not traveling SA.

We are both well and kicking. Numerous Orgs. keep me out of the bars and off the streets; USCG-Aux where I am running for Div. CDR, The Explorers Club (N. CA Chapter) where I move to Chair in May, 2013, Board Director Corinthian Y.C. and

Emperor Norton I in E Clampus Vitus.

I truly miss working with our professional crews, management who listened and respected our fellow personnel, and prior to the demeaning term "human resources." Ours was an era where pride as pilots and Company meant something. The "Company" has taken many things from us, but never the fine memories we hold dear from most of our flying careers. My wish- that UA/CO again recognize the value of employees, customer service and pure quality of the flying experience for the traveling public.

My thanks- to all who help *RUPANEWS* keep on the forefront of communication with us retirees. (I, too, was once a folder & stuffer for this pub.) Lastly, "we find comfort in those who agree with us, growth with those who don't" *unk*. And "the rich never have enough money, the powerful never have enough power. Let us reflect: the best way to satisfy all our desires and make our plans come to fruition is to let them go." Rinpoche Don't forget to vote!

Never lose your sense of humor!!!!

Happy Contrails Fellow Pros! eagle@rsaber.com

GUY SAPP--San Rafael, CA

Greetings, from northern California, soon to be bankrupt California. But that is another story!!!!

Very seldom do I submit to confessionals, but, lo it is timely and we all must take stock of where this incredible country of ours is headed, then on the other hand, perhaps we should submit to a lesser stress level and just bring everyone up to speed on what is transpiring in our retired lives.

In spite of the pundits who have given up on the recovery of this nation, I can only state that Christine and I have been living the good life for the past 15 years, my God, did I just succumb to being retired for 15 big ones, and might add that we have had a wonderful decade or so. Occasionally I bless my spouse for having the foresight to have signed on with our vocational parent in 1963, and has the seniority to keep us in the mix during our space available adventures.

I thoroughly enjoy catching up with the troopers that I flew with and yes, some of the Captains who endured the likes of Army Aviation types like myself, as we were being groomed for the left seat. But without the debate of rotary wing versus



fixed, anyone can fly an airplane, but, I must admit that a helicopter is so much more unstable and demands an attention span, as well as an incredible amount of versatility and coordination, but no concerns about a 1000 MPH closure with another flying machine.

A quick invitation to all who plan on an a tour of leisure in San Francisco, Christine and I are docents at the fine arts museums of SFO and would enjoy seeing some of the gang for a tour of these venues. As the great philosopher once stated, "how could I possibly fit work into my life," what a great ride.....lots of competitive tennis and grandkids, are they great or what.....did we have the sophistication they have at the ages they transcend.....nope do we live vicariously through these wonderful young citizens who will take up the mantle that we vacate.

Thanks for all that the RUPA staff puts out and keeps us abreast of the developments within the company structure. And a special thanks to all those talented pilots who created a special environment to carry me through the "right seat days," and ultimately kept me on target during the days I happened to be in charge. You are the best, and thank you for an extraordinary career.....*Guy*

BILL WELLBORN--Gettysburg, PA

Hi all, Turned 79 last week, don't feel any different than I did when I retired.

We sold our motorhome last year, got tired of driving it and putting \$100 plus each time we filled up. Have a place at Raystown Lake about 90 miles north of Gettysburg, and we spend a lot of time there. Don't do much except play and take care of our house, but still enjoy each day.

Check's in the mail. Will try to remember to write again next year.

Bill, MIA DCA CLE ORD DEN DCA

JACK WILHITE--Morrison, CO

Hi Cleve and Leon. I finally caught up with myself and am renewing my dues. I have missed the *RUPANEWS*. Thanks to Leon for sending me some back copies of the magazine.

I am still busy flying air shows in my MIG17, and aerobatics in the Skybolt.

I certainly am very sad at the state of affairs since Continental has obviously taken over our airline.

Thanks again, *Jack*

IN MEMORIAM

JOHN W. BIEGER III

John Bieger passed away on July 23, 2012, at the age of 90, following a brief final battle with prostate cancer.



John first learned to fly in the U.S. Army Air Corps during World War II. He copiloted a B-17 with the 8th Air Force and was shot down near Paris on Bastille Day, 1943. For many years, he kept the details of his escape a secret in order to protect those in the French Resistance who risked their lives to assist him. His family only recently received more information on his time spent Missing in Action when the government declassified his debriefings in his Escape and Evasion report. He was smuggled out of France to England in the hold of a fishing boat, the Suzanne Renee, in October, 1943. John then served as a B-17 instructor pilot in Sioux City, IO. He married his high school sweetheart from Buffalo, NY, Betty Butchart, in January of 1944.

John joined United in 1946, and was based successively in the Chicago, San Francisco, Newark, Miami and Chicago airfields. He flew the DC-3, Convair, and Caravelle as co-pilot. He captained the B-727, DC-10, and finally the B-747 on the Chicago-Honolulu route, from which he retired in 1981. He was involved in an attempted DC-10 hijacking to Cuba, but managed to avoid the diversion to Havana by sneaking the darkened plane and passengers out of reach of the would be hijacker. His favorite story of dicey landings occurred in Denver during obscure, snowy weather when his 747, despite full brakes and reverse thrust would not stop. Since he could not see the end of the runway, he decided to violate company policy by shutting down the in-board engines, thus reducing lift and avoiding disaster. John wrote to the President of UAL to suggest a change in the operations manual, but was ignored. A very unassuming, modest and wise man, he actually admitted he was "pretty good" at challenging landings.

In addition to his flying career, John had an avid love of the ocean, and was an expert fisherman, water-skier, body surfer and snorkeler. He spent his free time in family pursuits centered around his home and the water, and enjoyed an active social

life with Betty until her death in 2008. He was a self-taught investor and an avid follower of the financial markets, among other interests. He was fortunate to pass away in the comfort of his home in Boca Raton, FL, with members of his family close by, and is survived by three daughters and son-in-laws, seven grandchildren and three great-grandchildren. "See you on the other side," John, you will be missed.

CLIFFORD W. CHANEY

Captain Cliff Chaney died August 4, 2012, he had a good ride.

10 days before he died he gave his final biannual check ride of a pilot friend at St George. He still had three active flying students and was still a FAA check pilot at 94.

He did 15 landings in one day with a basic student a few days before he was admitted for walking pneumonia. There was a constant stream of pilots through the hospital the last few days with lots of stories of what a wonderful pilot and loving person he was.

They may get an aviation check point on St George's final approach course, name changed to "Cliff". He got his instructor's license at 65 after 35 years at united airlines.

He had accumulated around 45,000 hours. His goal was to be a 100 year old pilot, he was close. He started in a DC3 and finished a 747 Captain. Pretty big transition.

Cliff was in the first class after the Tracy Aces. He started at UAL in 1942, one year as a copilot; he flew with Jeppeson many times, and as a kid ran some errands for Wiley Post.

He was a loving, principled quality person. Many will miss him!

So long, Cliff.

Capt Tom Latourrette

UAL retired

JAMES M. HIXON

James M. Hixon was born October 15, 2026 and passed away July 5, 2012.

Jim enlisted and served in the U.S. Army Air Corps in WWII. After the War he attended Spartan School of Aeronautics in Tulsa, Oklahoma. Jim graduated



in 1951 and was hired by United Airlines. He flew out of Denver for 35 1/2 years and retired in 1986 on the B727.

His years in retirement were spent traveling to visit family and friends and playing golf.

Jim married his high school sweetheart, Lois, in 1947 and she survives him. He was a devoted father to their three children, who all preceded him in death.

WILLIAM H. STOCK

William (Bill) H. Stock, born November 27, 1941 in South Porcupine Ontario, Canada. The family came to the US when he was about 15 years old and settled in Downers Grove, IL. He is the oldest of three, followed by two sisters.

His passion in life was flying. He took lessons as soon as he was old enough and worked whatever jobs he could get to pay for flying. He was one of the lucky few to get on with the airlines without a military career by sheer force of will and desire. He worked for United Airlines for 32 years, based in NYC, Seattle and eventually San Francisco. He retired from the left seat as a 747 Captain.

Bill and Linda were married July 21, 1990 in Maple Valley WA. They almost made it to 22 years. In that time they enjoyed riding horses, owning racing thoroughbreds, golfing and a lot of boating. They spent many great summer months boating up into Canada as far as Knights Inlet in many remote anchorages. They also spent many winters in Bradenton Florida. He is survived by his wife and two grown children.

Bill was a man with a laugh that could fill a room. He always wanted to know you by your first name.

Bill had increasing health issues over the years, starting with circulation in his legs that made walking any distance very hard for him. The diabetes, heart disease and renal failure surely added to that. He fought an amazing fight over the later years. He had so many issues battling inside of him. He made his courageous decision to end it with dignity on his own terms with the help of our wonderful Hospice services and no one could argue with that. He had several close family members surrounding him, all piled on the bed with love at the end and he went peacefully within 6 days.

Goodbye sweet Bill. *Linda Stock*



*J. J. Jarratt	Oct., 2011
*Robert G. Rager	Mar., 2012
*Claude J. Stropes	May, 2012
*Richard M. Lattimer	Jun., 2012
John J. Hill, Jr.	Jul. 05, 2012
*Thomas D. O'Connor	Jul. 09, 2012
William H. Stock	Jul. 18, 2012
*Henry Bruce Kelly	Jul. 20, 2012
John W. Bieger, III	Jul. 23, 2012
Francis P. "Cappy" Zurmuhlen	Jul. 27, 2012
Clifford W. Chaney	Aug. 04, 2012
Frank A. Butchart	Aug. 09, 2012

**denotes non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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

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From:

RUPA
P.O. Box 400
Vineburg, CA 95487-0400

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* - 310-541-1093

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 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