
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER



There has been no official communications from UCOM except the following information on the new checked luggage rules. Obviously we have issues with some of these “rules”! Apparently these “rules” were a decision made by UCOM’s Airport Service Team.

The retiree groups have questioned the practicality and viability of some of these “rules.” We have received a commitment from UCOM to re-open the discussion about these new policies with their Airport

Service Team.

Here are the new “rules”:

Domestic travel – Checked bags will go whether or not the employee boards the aircraft. There is no requirement to conduct a positive bag match, per the AOSSP.

International travel – Checked bags will go only if the employee boards the aircraft.

Pending Tags will be added to the standby customers International luggage when they check in at the ticket counter and are used to alert the baggage handlers of the standby pass rider’s status. At departure time, checked bags will only be loaded if the employee boards the aircraft.

We are in the process of communicating the new harmonized procedures to all airport personnel via company bulletins, shift briefings and training. We appreciate your patience until everyone is familiar with the combined rules, since the s-CO policy was to hold off bags both domestically and internationally if the standby customer did not board, whereas the s-UA policy was to only hold off bags internationally if the standby customer did not board.

Since this is a new policy, you may continue to see the red Pending tags when traveling domestically until the word gets out that it is only to be used on International routes. We suspect that it will occur mostly in former sub-CO stations since they were used to offering this extra baggage service to both domestic and international pass riders.

If possible, don’t check your bag seems to be the safest message for now. Travel light and keep your medications with you! One step forward five steps back!

On that note – Happy Halloween! *Phyllis Cleveland*



➡ **Do not send money here, letters only, please** ←

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

ABOUT THE COVER

The Red Arrows fly in formation alongside an Avro Vulcan bomber to officially open the 2012 Farnborough International Airshow in Hampshire, UK...Picture by: ADRIAN DENNIS/AFP/GettyImages

SECRETARY/TREASURER'S OCTOBER NOTE

First, KUDO'S to Cleve. This note from Pat in IL. "Enclosed find a check for your wonderful *RUPANEWS*. It just gets better and better." Amen.

Next, this is what I have been sending out when I e-mail for file numbers, and also when sending out Happy Birthday letters: "Your check arrived today, and could I get your file number for the data base? And we will be asking you to add your file number on future checks." Thanks,RUPA Sec/Tr!!!

This will help the present and future Sec/Tr. Why you might ask, well our data base has jumped from 7K to over 19K, and when there are so many Smiths, or Anderson/Andersens, Jones, Millers, etc, so looking one name up when that person does not go by his given name, well, a file number makes life real easy. Keep checking the web site for news. *Leon*



S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

September 11th (:-/), 2012

Oh Yes, another delightful day at Shrimper's and another month gone bye without a H---icane blowing thru our beautiful Treasure Coast of SE Fla. -- 2 1/2 more months to go from right now (as I write this) - and another one of 'those seasons' (nasty word down here, we don't use the 'H' word) will have past us bye without any harm. Yes, Our Lord is Devine....

Thank you Jesus.....and I don't mean the Lawn Guy!

Speaking of winds and things blowing into our Treasure Coast, we were fortunate enough to have two (2) of our Brethren from The Gold Coast make the hour drive up to Stuart (from Boca Raton) and break bread with us.....yes, Jerry Bradley and Ham Oldham bit the bullet and made the trek up I-95. Jerry and Ham, thank you very much, and hopefully we'll put a Stuart group together and grace your presence down in Pompano Beach sometime real soon for your Gold Coast Luncheon.

Speaking of Jerry, he and Pat are always BZ cruising and traveling, taking care of their Grand kids, and Jerry just bought a new car that he's lovin', a Hyundai Sonata. Ham and Ruth are doing GR8 as well and all is well with BOTH Jerry and Ham's Families. Just a side note, these RUPA Luncheons are GREAT, it gives us all a chance to re-hash old times and friends and keep each other up to date with what's goin' on NOW.

Back to our Luncheon - we were served very well, graciously and attentively by our server, Cassie, and everything was just about PERFECT. [Side note, Cassie is a Sweetie, ;-)] In addition to Jerry and Ham, our group included Ted Osinski (our Pass Travel guru/expert, Paul Andes, Del Gartner, Jack Boisseau and myself, Bob Langevin.

In addition to the above (and as usual) the various conversations had to do with the Pass Travel Listing and Boarding Process, 'actual' SA Pass Travel experiences and ZED Fare Information and procedures. All in ALL, a GR8 time was had by ALL.

Our Oct. meeting will be on the 9th at Shrimper's once again and hopefully some of our Northern members will be returning to The Treasure Coast by that time. We hope that everyone has had a Safe, Healthy and Enjoyable Summer and that All is Well for and with ALL of You. Until next time, enjoy the changing of the Seasons and I'm sure looking forward to the intensity and excitement of the coming Football (College and

Pro) Season. Go Noles!!! and Go Dolphins!!! (Yeah, right 🍌 about the 'Fins').

The 'TC' RUPA Scribe, *Bob Langevin*



The Boeing 247-D - DZ203 "Automatic Landing" team at Defford, England in 1945. Eighth & ninth from left are Wing Commander F. C. Griffiths and Group Captain J.A. McDonald

A former United Air Lines Boeing 247-D aided in the development of Airborne Radar, Airborne Interception (AI), Air Surface Vessel (ASV), "blind bombing" and Auto Approach and Landing. It was the only Boeing 247 to see RAF service during WWII.

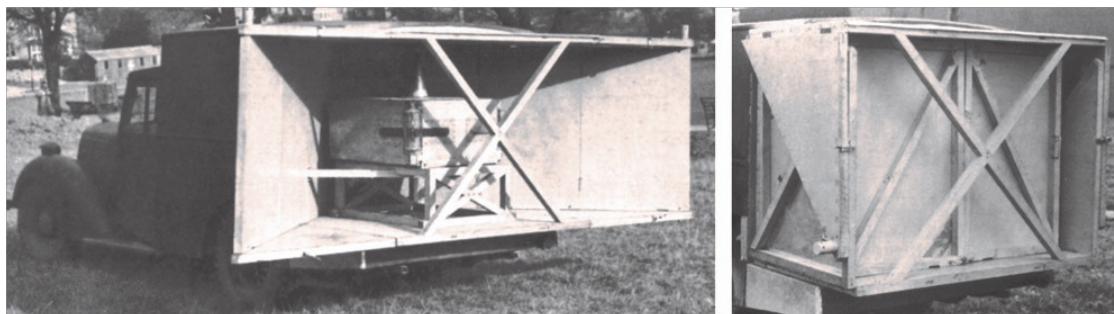
It was owned (in sequence) by UAL/NAT, Pennsylvania Airlines, Pennsylvania-Central Airlines (PCA), Corporate owners, Wyoming Air Service, the Canadian Government and finally the RAF in England.

On August 10, 1940 Boeing 247-D NC13344 was sold to the Canadian Government and was designated CF-BTA RCAF (Royal Canadian Air Force) Serial Number 7655. The plane was assigned to the RCAF station at Trenton, Ontario to be used as a Navigation Trainer.

The plane arrived at Liverpool, England by ship on July 27, 1941 as a flying demonstrator for the first U.S. 10cm AI radar, built around the British Magnetron. So important was the Aircraft and its onboard equipment when fitted with the first X-band (3cm) radar that on July 10, 1942 it was declared "Top Secret" and given the designation DZ203/G. The "G" suffix indicated the requirement of an "armed guard" whenever "The Boeing" was on the ground.

In January 1945 the B247 made the first "Unassisted Approach and Blind Landing" using a combination of U.S. Autopilot and Instrument Landing System (ILS) with British Radar Systems which gave distance to touchdown, controlled orbiting and homing to the airfield.

During the 1945 landing tests at Defford, England, Group Capt. McDonald recalled: *"The Boeing was thus the first aircraft ever to fly on an automatic orbit of the airfield. On one occasion the pilot orbited the airfield and landed off the orbit entirely on automatic control ... and in complete darkness."*



The (Beam Approach) BABS Mk. II Automatic Landing System Aerial mounted on a truck for mobility.

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

THE INTREPID AVIATORS OF SOUTHERN OREGON

Greetings from Southern Oregon with thanks to Art Lumley for doing the photo duty this month. Our happy group features front left, Art Lumley, then George Elliott, his daughter Catherine Dimino, Jim and Cheryl Jaeger, Steve Fusco, Harvey Saylor, Scot Lee and in front, Banjo Bob Keasbey.



We'll try to remedy those missing this next month, but still a group for tall stories and good cheer. Again, a reminder to come join us, third Thursday of each month, and again back at our old haunt, The Pony Espresso in Jacksonville.....noon the time.

After doing battle with the dreaded rotator surgery, I hope to rejoin our happy warriors next week for our monthly gathering. Understand 'soon-to-be-grandpa' Bill Monfort should be in town, so sounds like toasts are in order. Cheers to all, *Bob Niccolls*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

It was a beautiful day in the Bay-Area for our September luncheon. It just happened to fall on the eleventh anniversary of the 9/11 attack on our country, a day we all too sadly remember well.

We were joined by two new attendees: Barry Bickle from Florida, on his way to work in the pits at the Reno Air Races, and Polly Ernst, widow of Ed Ernst, who came with Jerry Quitney. We were all jealous of Barry, as we wished we could be attending the Races too.

Gene Walter advised us that Bob Clinton is still hospitalized resulting from an automobile accident in early August. We all signed a card sending him good wishes. Geri Johnson was kind enough to circulate a "get well" card for my wife, Rose, who is home recuperating from a herniated disk.

In attendance were: Floyd Alfson, Marty Berg, Barry Bickle, Rich & Georgia Bouska, Sam Cramb, Bob Ebenhahn, Polly Ernst, Barry Hamley, Dick & Jeri Johnson, Karl Kastle, Bob Kibort, Norm Marshall, Ken Miskow, Bill O'Connell, Jerry Quitney, Cleve Spring, Jerry Terstiege, Isabell Traube, Gene & Carol Walter, Larry Wright.

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

Paraprosdokian (Look it up!)

You do not need a parachute to skydive. You only need a parachute to skydive twice.

DANA POINT RUPA LUNCHEON

After a beautiful week-end full of activity in the Harbor, including a showing of 10 Tall Masted Sailing ships complete with a 'Gun' battle and a concert 'Doheny Day Blues'. The Harbor was ghostly quiet with plenty of parking for our group.

Interesting weather greeted the few early arrivals at the harbor today, September 11, with heavy mist that made the Deck a question for our Luncheon--the cooperative servers said they would reserve a section inside --pending our decision to eat on the deck or inside. All the big umbrellas were up but were dripping. A group consensus said... Lets eat in!

Early arrivals were Lee Beck and Frank Cowles from the Flight office. New to our roster. Hope they can return for future meetings. Frank retired in 1978 and started with United in 1940. He knows a lot of history about UAL. Before his retirement in '78, he managed to get check out on the DC 10 and 747. Lee retired in 91. For Frank that means 34 years in retirement. Congratulations Frank! Might be a candidate for the '100 years group' that RUPA president, Phyllis Cleveland has started in *RUPANEWS*.

The rest of the crew included: Rusty Aimer, Park Ames, Bruce Dunkle, Bob Fuhrmann, Denny Giese, John Grant, Jack Healy, Bob McGowan, Jerry Meyer, Don Morgan, Bill Rollins, Ted Simmons, Bill Stewart, and Joe Udovch.

Jerry Meyer related to the time he was flying on the P5M Martin and did some training on the Salton Sea. He is keeping busy restoring a 1939 Woody Runabout from the "Keel" up. I have managed to see the restoration. He is doing a beautiful job of restoration ... using all new wood throughout! It will be a completely new boat. Just takes Time Skill and Love. Rusty Aimer is busy flying with Jet Suite on a Pheom 100 (HD) and loving it. He saw some of the destruction test on the 380 and was very impressed with the wings that were twisted up to a vertical ...'U'. A 30 year life is predicted. Much talk about a new airport for San Diego A shared Mexico/USA on the border at Brownsfield location.

The'9/11' date of our meeting was noted and the memorials at New York, Washington, and Pennsylvania noted with respect to all.

From Bill Stewart comes a list of 'used to know these things but I forgot, I think?

Excerpts include:

Airspeed speed of an airplane. (deduct 25% when listening to a retired fighter pilot)

Spoilers. (FAA inspectors)

ROGER. (Used when you're not sure what else to say)

Turn and Bank Indicator. (An instrument largely ignored by pilots)

Cheers, *Ted*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

This report of our September luncheon will be short due to the small number of people who showed up at the Tolay restaurant in the Petaluma Sheraton for our monthly get-together. There was the usual gathering for conversation and refreshments before the call to take our seats.

Our Health and Welfare Chairman, George Hise, had some good news for us. Studies have shown that eating dark chocolate helps to reduce the risk of a stroke. Another study concluded that eating less did not result in any weight loss, but then George informed us that the study was done on monkeys. I guess this is useful information if you have a pet monkey. Some of the other info made available included anti-collision cameras in the wing tips, no contract for the pilots yet and the PBGC again making changes to our pension income. Now we got down to the serious business of eating lunch and continuing conversations.

The twelve in attendance were: George Hise, Don Booker, Don Madsen, Jules Lepkowsky, Dick Hanna, Bill McGuire, Gardner "Bones" Bride, Tom and Joyce Gray, Bob and Doris Donegan and your reporter,

Bill Greene.

THE COLUMBIA RIVER GEEZER'S LUNCHEON

I arrived early for our September 12, Columbia River Geezers RUPA luncheon. Funny though.... the parking lot was relatively empty and there were no lights to be seen nor any activity inside the Macaroni Grill restaurant. The Grill has been the Geezers meeting place since our inception here in the Pacific North West. Moving closer to the door facing the parking lot I was greeted with a notice taped to the door which stated, "With regret, we have permanently closed this operation."

Over the next 20 min or so, other Geezers arrived. We eventually realized, The Macaroni Grill was really WOXOFF, at that point we all started considering an alternate. As former professional aviators we are creatively endowed as well as sophisticated, analytically deep thinkers, knowingly schooled in the area of CLR/CRM, (Inquiry, Advocacy etc.) so... after several minutes of strategizing we came up with a group solution. We all decided to meander across the street to the Claim Jumpers Restaurant. Hmmm, great idea! Albeit, there was a lengthy discussion regarding, should we go straight across, jay walking, taking a chance of being run over or should we walk to the cross walk? With none of us in wheelchairs, we were all very hungry and needed to use the men's room, we took our chances and scampered across the street.

Once seated at our table for 8, our stories and discussions began. It was a good solid 2 and half hours of conversation and a great lunch. "Don't forget separate Checks!" We also, at least at my end of the table, talked about the old DC-7s with its unreliable engines, the Caravelle and the Viscount aircraft. Dick Ionata, Bill Park and Mac Mc Croskey all provided knowledgeable input. Believe it or not, among other things, Dick Ionata was reciting Caravelle's performance N2 power settings as if it was yesterday that he had flown a trip as a Flight Engineer.

Also present today was United retiree George Thomas, a guest of Dick Ionata. George started his UAL career in 1956 at the SFO maintenance base. After his retirement, he was one of the individuals who manned the PDX travel desk for many years, thank you George.

Because the food and service was great, we are looking forward to our luncheon next month at The Claim Jumpers, which is located East, just across the street from the Macaroni Grill.

Below, starting in the forefront and moving clockwise, is Bill Englund, Ron Lyall, George Thomas PDXMM retired, Dick Ionata, Ron Blash, Bill Park, Mac McCroskey and Doug Howden.



We all had a great time today. See you all next month. *Ron Blash & Tony Passanante.....*

PS....Where was Tony? Somewhere in Greece or is that Grease? Hmmm, Tony, how's the Euro doing in that neck of the woods???

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Connie and Beth Ege, Diane Emerson, Diane Ellis, Brett Morris, Barrie and Sharon Nelson, Carlos and Judy Quintana, Lee and Nancy Casey, Jack Cowles, Milt Jines (and his two “deviled eggs”), Dave and Linda Mackie, and yours truly enjoyed another marvelous lunch and shared camaraderie on September 12th. Pete and Donna Walmsley, our official hosts at Edgar’s, were out of state but we enjoyed their membership benefits and we thank them again for allowing us to meet at Quail and enjoy the ambience of Carmel Valley and Quail’s beautiful golf course.

Milt’s “deviled eggs” provided great laughs and demonstrated again Milt’s wonderful sense of humor and talent for sculpture! The Eges purchased one of the “eggs” – no pun intended!

Jack updated us on our local real estate status, since he is an active realtor on the Monterey peninsula. Bottom line, there are lots of opportunities for selling and buying depending on the price range. We have \$23M dollar estates in Pebble Beach as well as middle class homes around the peninsula - where the normal people live! Asians and Europeans have been buying second homes here – a market category once dominated by the Silicon Valley crowd. Refinancing options are currently excellent with low interest rates and low to no closing costs. Thank you Jack for making us feel a little better about our “grounded” assets and our local economy!

At our October luncheon a friend and the President of the League of World War One Aviation Historians, which I am a member, will give us a presentation on the Red Barron. JR Williams has been an active member of the League for years which publishes a quarterly magazine dedicated to historical WWI aviation research, documentation, and reporting. JR has been a featured guest on the History Channel concerning WWI fighter tactics, the personalities involved, and the rapidly evolving airplane technology of the period.

Next luncheon is Wednesday October 10th at Edgar’s – report time is 11:30 a.m. Please RSVP by Tuesday afternoon prior to the 10th, space is limited.

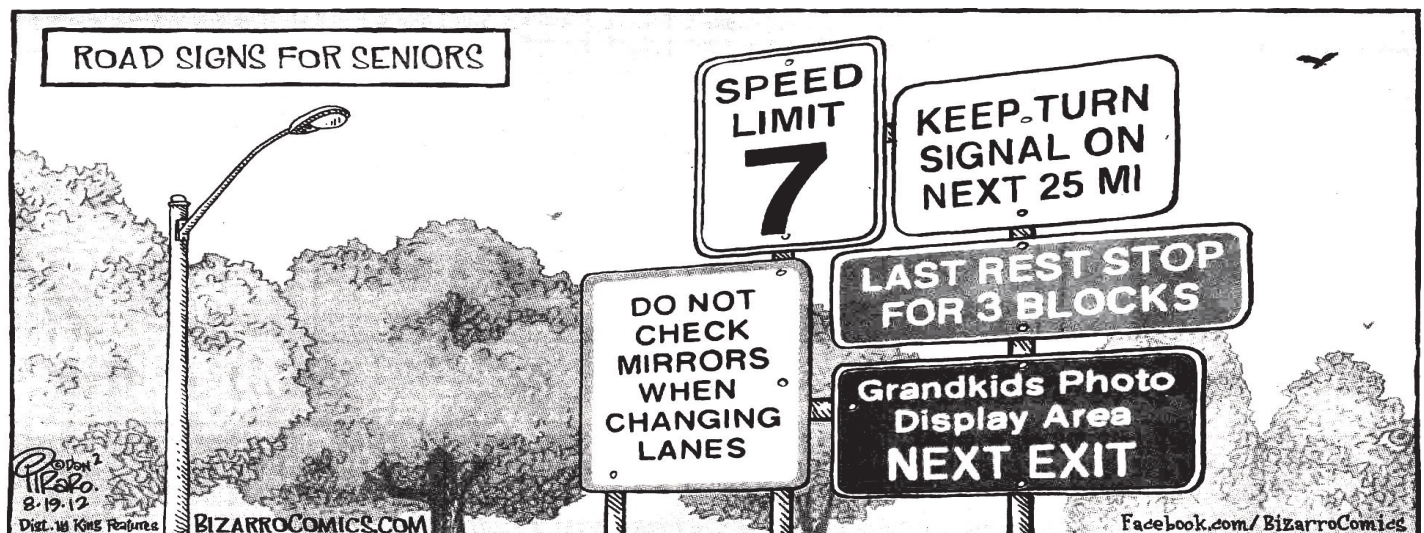
Aurevoir, *Phyllis Cleveland*

SEATTLE GOONEY BIRDS

Twenty loyal Gooney Birds came to The SEATAC Marriott to be with their friends on a very nice summer day. Among those present were: Bob Berkey, who was visiting from Arizona, and Neil Johnson, our senior member, who also came up from Arizona.

Conversations were lively and the food was good, as always. There were a couple of good jokes and we continued with the conversations a while longer until it was time to adjourn.

In Attendance: Herb Marks, Eric Malm, Dave Carver, Jim Bleasdale, Dave Fahrenbach, Howard Holder, Bill Jensen, Gere Pryde, Tom Smith, Jim Chilton, Fred Sindlinger, Jim Barber, Al Haynes, Ray Hanson, Jess Marker, Neil Johnson, Bob Berkey, Dick Anderson, Bob Howaard, and Bill Brett.



LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

Summer is still with us in the San Fernando Valley with a predicted high of 104 degrees but 15 cool ones gathered at Mimi's on September 13th to share stories of travel, doctors and so forth. They were: Ray Engel; Mike Herriott; Doug & Marcene Rankin; Gene & Susan Biscailuz; Don & Gloria McDermott; Herb Goodrich and his daughter, Linda Fors; Jack & Joyann Moore; Doug Bielanski; Walt Tyler and Dick Unander.

Don started out by announcing that Jerry Campbell and Cliff Chaney had recently Flown West. Don then mentioned information from the Benefits Brochure reminding everyone that this is the time of the year to change if one so desires. He also said he heard that there might finally be a contract signed which will merge the United and Continental pilots seniority lists.

Gene Biscailuz then had the floor to tell about a recent trip to and from Chicago, and the problems he encountered. They finally got on the 757-300, sitting in coach, and he said the seats had very little leg room and almost no padding. He said he dropped his book and was unable to pick it up until he actually stood up at the end of the flight. Doug Rankin then added information about his and Marcene's trip in July to Chicago. Doug was hired in 1953 and a woman who sat by Marcene in Economy Plus was number 1 and Doug & Marcene were number 2 and 3 on the standby list. After boarding they talked with her and found that her husband was a fueler at LAX and was hired in 1966, thirteen years after Doug.

Mike Herriott told of difficulties with a travel insurance company in regard to having to cut short a trip due to illness. He said to be sure to read the fine print!

Doug Bielanski said that *Pilots for Justice* actually got a few dollars from the PBGC! Doug also gave a web site [avherald.com] which has information on airline accidents and incidents. He also said that the idea of having some RUPA lunch meetings in Thousand Oaks was still being talked about.

Joyann Moore was the lucky winner of this month's drawing and was surprised when she was presented with a large cupcake, with candle, while we sang Happy Birthday to her, celebrating her birthday a few days early.

Our next luncheon at Mimi's will be Thursday, November 8th. Hope to see you then.

Doug & Marcene Rankin

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I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).			

83 Year Old UAL Flight Attendant Lands In The Guinness World Records Book

United Airlines Flight attendant Ron Akana, 83, worked his last United Airline Flight from Denver to Kauai in August. It ends his 63 year career with United Airlines "I wasn't expecting this much attention," he said. On his final flight to Kauai, the crew called attention, and passengers responded by writing their well wishes on cards that were handed out. At Lihue, Kauai airport, the fire department met the United Boeing 767 with a water salute that formed an arch over the aircraft. It was a chicken skin moment when a rainbow was detected.



Mr. Ohana, third from right, in his early days as a steward, when all seats were first class and Hawaii was 10 hours away

Akana, at age 21, joined the airline while a student at the University of Hawaii in 1949, when friends spotted a newspaper ad. "We didn't even know what a flight steward was," he recalled. "But it meant getting to the mainland, which was a huge deal in those days. "It seemed pretty exciting and it proved to be more than that." And so he became one of United's first male flight attendants. "We just liked working with girls," he said.

The Korean War took him away from his job for two years when he was drafted in 1951. Akana said his most memorable moments included meeting the cast of the 1953 movie, *From Here to Eternity*, mentioning Frank Sinatra and Deborah Kerr by name, and going from propeller planes to jets, which cut travel time in half.

Over the years, he's seen it all. Passengers would dress up, not down. Think suits, not flip-flops. Smoking was no big deal, not a federal offense. Over time, though, things changed. The meal service became better. No more smoke. In-flight movies, which he said started to be shown seven or eight years after he began his career. And, of course, tight security after the Sept. 11 terrorist attacks.

Guinness World Records came calling a few months ago and later sent him a plaque recognizing him as the longest-serving flight attendant. He's been told he'll appear in the record book in October.

To get a sense of how long he's been in the air, consider that if his 200 million miles counted toward United's frequent flyer program, he could treat the entire town of Big Rock, IL, population 1,138, to a first class trip from Chicago to Honolulu and back — then once a month for the next 12 years, he'd still have enough miles to travel with his wife, Elizabeth, anywhere they want in the continental U.S

He said: "It was always nice to get back to Waikiki. They have done so much to make the resort town beautiful, and there's great shopping, and fantastic hotels in the islands.

Akana decided to retire after he was offered a buyout. But he admits being tempted to hang on for the arrival of the next super jet, the Boeing 787. "I shall have to watch from the sidelines," he said.

Frequent flyers on United Airlines remember Ron Akana. eTN publisher Juergen T Steinmetz said: "As a 2 million mile flyer on United Airlines and a resident of Honolulu, I have seen Ron on many flights. He is a gentleman and having him on the crew was always a special and humbled experience."

While he's now retired, Akana is not done flying. From now on, his wife will be joining him. "I got terrific travel privileges," he said, adding: "There's a lot to be seen."

Hawaii, however, wasn't his final stop. His destination was retirement in Boulder, Colo., where he has been living since 2002 to be closer to his grandchildren. He spent his first few days of retirement writing thank-you notes to well-wishers.

PASS TRAVEL COMMITTEE REPORT

Capt. Pat Palazzolo - UAL-MEC Pass Travel Committee, September 5, 2012



I'd like to thank DENTK's Capt. Mark Lindelsee for taking over for me during my unexpected leave from United. He got his baptism by fire beginning at the worst possible moment -- PSS Day 1. He grabbed the ball in mid air and kept running with it.

There have been a number of festering sores with pass travel that most of you have been painfully aware of. Solutions to many of these are finally forthcoming, believe it or not.

Senior employees being boarded in the back of the airplane with empty Economy Plus seats.

One of the most frequent complaints from the PDRs (Pilot Data Reports) line pilots have been filling out has to do with S/As being boarded in the back of the bus when Economy Plus seats are going empty.

This is about to be fixed. As you know with the merger we inherited CO's software, all the good and the bad. One of the bad parts was that their software boarded their S/As from rear to front. Since they didn't have Economy Plus, it wasn't that big of a deal to them. But here at United the senior employees were playing bathroom monitor from the seats way in the back while the unaccompanied Buddy Pass riders were stretching out in Economy Plus.

The Company has embarked on a fix to the software called "The Economy Class Seat Allocation Logic for Pass Riders," and I expect this issue will be solved within a month or so.

In the meantime I encourage you when you are given a boarding card at the gate and it appears to you from the TV monitor that there are empty Economy Plus seats to simply ask the agent if there are any Economy Plus seats still available. I've found most of them don't hesitate to make a switch if politely asked.

Bad IT: Perhaps the most common complaints have all revolved around issues caused by IT, or computer glitches. This includes everything from enrolled friends and family members vanishing from pass rider lists to over age children suddenly appearing as underage children eligible for travel. Also high on the hit list have been incorrect deductions for Vacation Passes.

The company has made a lot of progress on fixing the software and they've also attempted to solve these issues by more than doubling the number of employees working at ETC (the Employee Travel Center). These employees try to resolve the issues that are phoned and emailed in (ETC@united.com).

If you've felt your emails have been greeted with silence, you're probably not mistaken. The email back log at one point was 25,000 but has recently dropped to 3,500 and continues to drop, according to the company.

ETC now receives about 450 emails a day and has over 20 employees working full time doing the research to resolve pass travel problems.

New EmployeeRes Self Service Tool: Presently it can take a week or so for vacation passes and Buddy passes to be returned to an employee's allocation if the pass traveler listed but did not travel. This is usually only an issue if the reservation isn't cancelled before the trip departs. If it departs without the pass rider then employees have had that particular vacation pass unavailable for further use for a week or more.

Within the next month or so the Company will be adding to the Travel section of SkyNet a new EmployeeRes Self Service Tool that will permit employees to manually restore unused vacation passes and Buddy passes back to their allotments.

Loss of interline benefits with other carriers. United has lost a number of interline agreements with other carriers because the company was unable to transition over to electronic ticketing by the March 31st deadline. Since that time other carriers have agreed to take our paper tickets until United can complete its conversion.

United hopes to have that conversion by the end of year. Some time in the 4th quarter United will add about 20 E-Ticket interline agreements. Once United has converted, it will negate the need for buying piles of unneeded back up tickets and then later sending them in for refund.

Low ZED tickets as the standard. At ALPA's suggestion a few years ago, United management changed the

standard interline agreement from ID90 to ID95 (which has since been replaced by Low ZED). United confirmed to ALPA this week that the new management has committed to continue this practice of seeking Low ZED fares with any new interline agreement if the other carrier is agreeable.

FedEx benefits for retirees. The ability for retirees to use the FedEx discount has been one of ALPA priorities since we first brought it to the Company's attention in 1995. For the first time in 17 years I'm pleased to say that there is some positive movement on this and I'm hopeful we will be bumping into our retired colleagues at the FedEx counters by the holidays. But, as always, please don't hold your breath.

USEFUL PHONE NUMBERS AND WEBSITES FROM THE FEDERAL BENEFITS E-BOOK FOR VETERANS AND DEPENDENTS

The VA's web site is <http://www.va.gov/>

PHONE NUMBERS

Bereavement Counseling.....	1-202-461-6530
Civilian Health and Medical Program(CHAMPVA).....	1-800-733-8387
Caregiver Support.....	1-855-260-3274
Education.....	1-888-442-4551
Federal Recovery Coordination Program.....	1-877-732-4456
Foreign Medical Program.....	1-888-820-1756
Headstones and Markers.....	1-800-697-6947
Health Care.....	1-877-222-8387
Homeless Veterans.....	1-877-424-3838
Home Loans.....	1-888-827-3702
Life Insurance.....	1-800-669-8477
Veterans Crisis Line.....	1-800-273-8255
Pension Management Center.....	1-877-294-6380
Presidential Memorial Certificate Program.....	1-202-565-4964
Special Health Issues.....	1-800-749-8387
Telecommunication Device for the Deaf (TDD).....	1-800-829-4833
VA Benefits.....	1-800-827-1000
VA Combat Call Center.....	1-877-927-8387
Women Veterans.....	1-202-461-1070

WEBSITES

Burial and Memorial Benefits.....	http://www.cem.va.gov/
Caregiver Support.....	www.Caregiver.va.gov
CHAMPVA.....	www.va.gov/hac/forbeneficiaries/forbeneficiaries.asp
eBenefits.....	www.ebenefits.va.gov
Exposures.....	www.publichealth.va.gov/exposures
Education Benefits.....	www.gibill.va.gov
Health Care Eligibility.....	www.va.gov/healthbenefits
Home Loan Guaranty.....	www.homeloans.va.gov
Life Insurance.....	www.insurance.va.gov
Memorial Certificate Program.....	www.cem.va.gov/pmc.asp
Mental Health.....	www.mentalhealth.va.gov
MyHealtheVet.....	www.myhealth.va.gov
National Resource Directory.....	www.nationalresourcedirectory.gov
Prosthetics.....	www.prosthetics.va.gov
Record.....	www.archives.gov/st-louis/military-personnel
Returning Service Members.....	www.oefoif.va.gov
Women Veterans.....	www.womenshealth.va.gov
VA Vet Centers.....	www.vetcenter.va.gov
VA Home Page.....	www.va.gov
VA Benefit Payment Rates.....	www.vba.va.gov/bln/21/rates
VA Forms.....	www.va.gov/vaform
Vocational Rehabilitation and Employment.....	www.vetsuccess.gov

TRAVEL POLICY OVERVIEW (As of August, 2012)

Travel Programs	Descriptions
Leisure passes	Unlimited for travel on United and United Express. Most service charges waived for travel systemwide. Two checked bags allowed per ticket.
Vacation passes	8 one-way per year. Highest boarding priority. All eligible pass-riders traveling together on at least one leg of the journey will use only one Vacation Pass. Most service charges & taxes waived, depending on years of service. Two checked bags allowed per ticket.
myUAdiscount	20% discount on revenue tickets systemwide. Two checked bags allowed per ticket. Enrolled Friends are also eligible.
Enrolled Friends	Up to 2 friends or family members may be designated annually. They are <u>not</u> eligible for travel on any other carriers, including Express/regional carriers except Hawaiian Airlines.
Interline Travel	Interline discounts and ZED (Zonal Employee Discount) fares for all employees, retirees & eligible pass riders except Enrolled Friends. There are a few Star Alliance carriers who offer Companion discounts. Check flyingtogether.ual.com >Travel>Other Airline Travel for information. Loads may be checked on www.flyzed.com , user ID is UAL, password is 016.
Buddy Passes	Retirees NOT eligible.
Emergency Travel	Retiree or spouse/domestic partner are eligible for emergency, positive space, fee-waived travel if either becomes ill <i>while traveling</i> . Should either die <i>while traveling</i> , the other is eligible for positive space, fee-waived travel to accompany the human remains. Dependents are not eligible.

Eligibility	
Retiree & eligible passriders	Unlimited Leisure Passes. 8 one-way Vacation Passes annually in January, valid for 5 years.
Surviving spouse or domestic partner	Lifetime eligibility for Leisure Passes and 20% discount tickets if person does not remarry or does not enter into another domestic partnership. NOT eligible for Vacation Passes. NO Enrolled Friends. NOT eligible for travel on other airlines, including code-share partners (Express carriers). Not eligible for emergency travel benefit.
Enrolled Friends	May travel unaccompanied, but Boarding Priority is low. Eligible for 20% discount travel, but NOT eligible for travel on other airlines, including Express carriers except Hawaiian Airlines.

Boarding Seniority	
"Board Year"	Temporary "time with the Company" boarding seniority. Years of service calculated by subtracting -ONLY- the years worked from current calendar year. Example: time worked = 37 yrs, 4 months, 25 days. Board year = 1975 (current year 2012 minus 37). Earliest check-in time determines boarding when more than one standby has the same "Board Year". Years/months/days boarding date will hopefully be available later in 2012. <u>Note</u> : Boarding priority is good for one leg of the journey ONLY, even on through flights, all pass riders must deplane & compete again for seating.

Boarding Priorities for Travel on United

SA0V	<u>Vacation Passes</u> ~ Retiree, employees and accompanied eligibles. Unaccompanied spouse/domestic partner travelling with other eligibles.
SA1P	<u>Leisure Passes</u> ~ employees & accompanied eligibles, employee's unaccompanied spouse or domestic partner traveling alone or with other eligibles.
SA2R	<u>Leisure Passes</u> ~ retirees and accompanied eligibles. Unaccompanied retiree's spouse or domestic partner traveling alone or with other eligibles.
SA3V	<u>Vacation Pass</u> ~ Any employee/retiree's unaccompanied eligibles (children/parents/Enrolled Friends), other than spouse/domestic partner.
SA4P	<u>Leisure Pass</u> ~ Any employee/retiree's unaccompanied eligibles (children/parents/Enrolled Friends) other than spouse or domestic partner.
SA4S	Temporary employees and their eligibles.
SA5X	All regional carriers' pass riders and their eligibles when travelling on United.
SA5A	Star Alliance carriers' pass riders using ZED tickets on United.
SA6F	Unaccompanied extended family Buddy Pass travelers.
SA8Z	Other carrier's (non-Star Alliance) pass riders using ZED tickets on United.
SA9W	Service-charge waived tickets.

Boarding Priorities for Travel on United Express

SAOX	United Express employees & accompanied eligibles on their own planes.
SA2X	Express carrier employees & accompanied eligibles when travelling on another Express carrier.
SA3X	All Express carrier retirees & accompanied eligibles when travelling on any Express carrier.
SA4X	Express carrier's employee's unaccompanied eligibles when travelling on their own planes
SA5X	All Express carrier's unaccompanied eligibles when travelling on another Express carrier.

Service Charges	Coach: all retirees, employees & eligible pass riders, charges waived for both domestic and international travel except for departure taxes/regulatory fees. First & Business, Domestic: 25+ years, charges waived (with above exceptions), 0-24 years, 90% discount off ZED fare. First & Business, Int'l: 25+ years, charges waived (with above exceptions), 0-24 years, 50% discount of ZED fare. (See Flyingtogether.ual.com > "Travel" > "Travel Policies").
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Imputed Income Tax	Some travel is taxed as imputed income to the employee/retiree. Examples: Domestic partners', enrolled friends', non-dependent children between 18-26 yrs, dependent children in the military between 21-26 yrs and myUAdiscount tickets. (See Flyingtogether.ual.com > "Travel" > "Travel Policies"). You'll receive a W-2 for all travel exceeding \$600 value.
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How To	
Authorize pass riders	Log in to flyingtogether.ual.com and click on "All About Me" in the upper-left corner. On that page in the upper-left corner are the links to healthcare and travel authorizations. Click on the appropriate link and follow the instructions.
Check your pass balance	Log in to flyingtogether.ual.com and click on "employeeRES" located in the Travel box, upper-right corner. On left side banner, click on "My ePass Balances".
List for travel	Log in to flyingtogether.ual.com and click on "employeeRES" located in the Travel box, upper-right corner. On left side banner, click on "Flight Search". <u>Very Important:</u> if your plans are for round-trip travel, list <i>each way separately</i> and make a note of the record locator/confirmation number of each. If you want to be boarded regardless of class, list for FC. If you're boarded in another class, keep your boarding card and apply for a refund (see below).
Special note about listing!	At the time of this printing, the airport check-in system will board you only in the class for which you are listed. It boards by class of service listed and "Board Year", in that order. Example: you are the 3rd standby and you listed FC. The first person listed FC which filled the cabin. The 2nd person listed Coach and was accommodated. The system will bypass you and board all the rest on the list who listed for Coach even though your boarding priority is higher. After everyone who listed in Coach is accommodated, then you will be, too if seats remain.
Pre-pay charges	At time of listing, you will be required to enter a credit card number. WRITE DOWN THE AMOUNT shown for your travel <i>before</i> clicking on "Book Itinerary". Any applicable charges for listed travel will be immediately charged to your account. If your plans change, BE SURE TO CANCEL!
Service charge calculator	Log on to flyingtogether.ual.com and click on "employeeRES" located in the Travel box, upper-right corner. On left side banner, click on "Quick Links" and then "Pass Calculator". It will show not only the charges for your travel, but also the imputed income taxes.
Other airlines (ZED fare travel)	Log in to flyingtogether.ual.com and click on "Travel", then "Travel Policies", then "Other Airline/Interline Travel". Be sure to check the travel agreement that UAL has with your desired carrier. The "ZED & Industry Travel Discount Form" will provide a fill-in format for your desired travel. It's personalized, since you've already logged on to the Company website. You'll receive an email within 5-20 hours with your confirmation number. Take that to a United ticket counter to have the ticket/s written. In a few cases, payment & listing may be available online. There is also a link to Refund request, should that be necessary.
Applying for a refund of United charges	If this is necessary, go to " united.com ", click on "reservations", then "refund policy".
Checking in from home	May be done 24 hours in advance. Go to " flyingtogether.ual.com " > "employeeRES" > "MyTravelPlans" or " united.com " and get 'er done. All you need is your record locator/confirmation number. You can print your boarding pass from your personal printer.

HOW UNITED PLANS TO GET ITS OPERATION BACK ON TRACK

From Captain Mike Bowers, Chief Pilot, United Airlines NYC Base

The attached excerpts from Captain Mike Bowers may help you understand what the company plans to do in their effort to get our operation back on track. As Mike says, we don't need to focus upon why things are so bad except to learn from our mistakes. The following comments at least bring hope that someday soon the product we offer will be a source of pride again.

Director meeting: Following my two weeks vacation I attended a series of meetings in ORD. One being a Chief Pilot Meeting and the other being a meeting with all Director Level leadership. I thought I would share with you some of the information that was shared with me. Getting the operation running correctly was the major theme of both meetings. I know I am not telling you anything that you don't already know when I tell you that our operation has suffered greatly recently and we are certainly are not running the type of airline that we could be and should be running. I know many of you have spoken to me and asked if upper management is aware of the state of our operation and do they have a plan to fix it. After these meetings, I can tell you the answer to both questions is YES. I don't want to dwell on how we got to where we are, because we need to focus on how we go from here, not on how we got here. But I think we need to look at the past to see how to alter our course in the future. In very simple terms, we put our desire to capture revenue synergies from the merger ahead of our ability to support those plans. We have flown more hours than we should to capture revenue, stressing the aircraft and crew. Our parts inventories and down line maintenance plans for supporting our redeployment has suffered as well. The problems are understood and there is a plan in place to get us back to being the kind of airline we all want to be. We have determined that with our fleet there is a maximum number of flights we can operate effectively. This summer we were significantly above that level. We are reducing our flying to a maintainable level, and have already made some reductions this week, there are two more reductions to make between now and the middle of September. This allows for more spare aircraft, more down time for the aircraft for maintenance and perhaps dearest to your hearts, more reasonable levels of flying for the crews. We are delaying some of our redeployment plans and are opening crew bases in ORD and DEN which will improve the quality of the pairings. We are increasing the connect time for passengers by leaving the aircraft on the ground longer. We have invested a large amount of money to reposition aircraft parts to the locations they are flying out of. Our redeployment flights out of IAD for us and EWR for s-UAL had been run like outstations in terms of support. We now are focusing on supporting these flights with parts as hub flying and not down line flying. With more aircraft available we are able to follow through on our plans to match aircraft, parts and mechanics to certain cities where the work needs to be done. All of this requires a great deal of money and the company is committed to make it happen. It is a cost of doing business and from Jeff on down we are committed to make this happen. I know our poor operational performance has been a large frustration for many of you. I am out flying as well and see the same problems you do. We as pilots, have our careers tied the closest to the success of this airline. We don't have the option of going to another company and enter at the same level we left behind. That is why running a good airline, one we all can be proud of, is important to all of us. I know it is easy to be frustrated want to give up when you feel that everyone around you is failing to support you. I ask that you do not give up. I ask that you continue to focus on doing your job to the best of your ability and control the things that you have control of to help turn this ship around. Continue to let us know when you feel that you are not being supported by the groups that you have no control over. I want to know about those cases. Don't give up and think that nothing happens when you bring this to our attention. This airline is like a super tanker at sea. It has a huge amount of momentum and cannot be turned on a dime. We will fix our problems; we are focused at all levels to make it happen. The same energy that allowed us to reap the financial benefits of this merger are now focused on the operation. Hang in there. I know it has been tough. It will get better.

New Aircraft Delivery: Next month we take delivery of our first B-787. We will take 5 more between now and January. Between both s-UAL and s-CAL we have a combined order (including options) of 100 B-787's. That is a substantial fleet. In 2012 and 2013 the sCAL side is taking on 39 B-737-900ER's. You may have seen that the sUAL side will be taking delivery of the first of their 50 B-737-900ER's next year replac-

ing their domestic B-757-200's. They also are taking on 100 B-737 MAX-9's in 2018 replacing A319's and A-320's.

WiFi: We will begin installing WiFi on our aircraft this quarter and plan to have the whole fleet completed by the end of 2015. While this is a great thing for the customer, it is also important for us. It will allow us to pull up real-time weather charts and information and overlay it along our route on our iPads.

Non-Hub or non-crew base operations: The biggest erosion of our pairing quality has been caused by flights that operate between cities where neither is a crew base. This creates the need to stage a crew into that city to operate the trip(s), and each time that we do this, the potential exists to destroy a perfectly good turn or trans-con. We expected some mitigation or relief with the opening of the DEN and ORD crew bases, and as you can see below, we got that. We expect even more relief with the ISL. However, only time will tell.

Boeing Marks one-year anniversary of 787 certification

EVERETT, Wash. - Boeing celebrated the one-year anniversary of certification of the 787 Dreamliner. On Aug. 26, 2011, both the U.S. Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA) granted type certificates for the all-new jetliner. In addition, the FAA added the 787 to the Boeing production certificate.

"Receiving those documents marked a real turning point for the 787 program and was an historic milestone for The Boeing Company," said Larry Loftis, vice president and general manager of the 787 program.

"Certification demonstrated that the airplane met all the requirements for commercial operations, that we had completed the most rigorous test program in our history and that the Dreamliner was ready to enter revenue service."

To date, 17 787s have been delivered to airlines and the program has more than 800 unfilled orders with 58 customers worldwide. The in-service airplanes are performing as expected with dispatch reliability ratings equal to previous new Boeing models including the 777.

"We are always mindful of the sacrifices made and the great talent applied to achieve the challenging goals we put in front of the team," said Loftis. "From concept, to design, to build to testing – it took tens of thousands of men and women from around the world focusing on a single goal to earn those certifications."

One month after certification, the company delivered the first 787 to launch customer ANA. One month later, the airplane entered revenue service.

"It's been a great 12 months for the 787 team," said Loftis. "And better yet, we see a long, bright future for this program."

United Airlines announces first 787 international routes



CHICAGO, Ill. - United Airlines today announced the first international routes for the airline's newest addition to its fleet, the Boeing 787 Dreamliner. In addition to the previously-announced service from its Denver hub to Tokyo Narita, starting March 31, 2013, the airline will operate nonstop 787 service five days a week between its Houston hub and Lagos, Nigeria, beginning Jan. 7, 2013. United will also operate daily, nonstop 787 service between its Los Angeles hub and its Narita hub, beginning Jan. 3, 2013, and Los Angeles to

Shanghai, beginning March 30, 2013.

United will also operate daily, nonstop 787 service from its Houston hub to Amsterdam and London Heathrow on a temporary basis. Houston to Amsterdam service begins Dec. 4, 2012, and Houston to London Heathrow service begins Feb. 4, 2013.

"The 787 is the right aircraft for these routes because of its many passenger-friendly amenities and superior operating economics," says United's Senior Vice President of Network, Greg Hart. "With 50 787s on order,

we look forward to the many new route opportunities that will become available to United and our customers in the future."

The 787 aircraft will display for sale for these routes on united.com and other distribution channels beginning Aug. 25, while Denver to Narita service is available for sale now. In the near future, United will announce plans for initial domestic flying for the 787, which will precede the launch of international flights described above.

Configured with 36 seats in United BusinessFirst, 72 seats in United Economy Plus and 111 seats in United Economy, the Dreamliner will revolutionize the flying experience for United customers and crews while delivering unprecedented operating efficiency, comfort and lower emissions. Customers will experience greater comfort with improved lighting, bigger windows, larger overhead bins, lower cabin altitude and enhanced ventilation systems, among other passenger-friendly features.

UNITED AIRLINES TO OFFER SMALLER SEATS

United Airlines has announced that it's making the seats on its planes smaller in order to add more capacity for each flight. The change is being made to economy class, allowing for even more passengers to board every plane.

The thinner seats are being designed by Recaro, a German-based company. The new seats will allow the carrier to add one more row to each of its aircraft. Instead of the foam cushioning on traditional seats, these will have less bulky, slimmer cushioning made from a polyester material. This will give the seats a more ergonomic feel, as well as make them last longer. This means the airline will also save money by not having to replace the cushioning quite as often.

United Airlines will be adding these new seats to their Airbus narrow-bodied aircraft fleet next year. The installation will continue until 2014. This is all part of the airline's overhaul of the cabin, which comes two years after it merged with Continental Airlines to form United Continental. The carrier enlarged its overhead luggage bins in April, as well as prepared its cabins to offer in-flight wi-fi.

United Airlines chief financial officer John Rainey says the new seat models are better in regard to revenue. However, he also highlighted the benefit it will have on the environment, as it will allow the carrier to save money on fuel. This is due to the seats being lighter, thus, decreasing the amount of fuel the planes need to fly. He promised that the changes to the seats will give passengers a much better travel experience.

The carrier is following other several airlines in Europe – like Brussels Airlines, Lufthansa and Swiss International Air Lines – that have opted for the sleek and slim Recaro seat design already. Airlines are saying that the new seats will increase comfort for travellers without losing any legroom. The seat designers actually say they will increase the knee area, but frequent flyers don't seem to be very happy about more passengers being boarded into already overcrowded-feeling cabins.

Sean Cary, one passenger, says his cabin experience is already uncomfortable, as his legs get cramped and start burning. Eric Commodre, another traveller, says plane cabins are becoming more compact, and adding more people makes everyone feel like the cabin is a cattle car.

Airline Passenger Experience magazine editor Mary Kirby says passengers aren't okay with paying the real cost of airline tickets, and carriers don't have another option except to squeeze more people into economy class. This is what these new slim seats are being used for, as they allow the carrier to add another row to the cabin.

Meanwhile, JetBlue Airways and WestJet have announced that they are reducing legroom for non-premium seats and increasing legroom for higher-priced seats. JetBlue will be reducing legroom for 11 rows on its 52 Embraer E190 aircraft and using the extra space to add two more rows of seats that have more legroom. This could allow them to make an additional \$150 in revenue this year.

WestJet is making a similar change to all of its B737 planes by the end of this year. The extra room will allow it to add six more rows of seats with more legroom. Both carriers hope the roomier seats will attract business travellers.

JAL TO LAUNCH ALL-NEW PRODUCTS AND SERVICES ON INTL ROUTES IN 2013 (Maybe UAL should take notice!)



TOKYO, Japan - Japan Airlines (JAL) today launched JAL NEW SKY PROJECT, a thorough revamp of its in-flight products and services on international routes under a collective theme "Welcome! JAL New Sky".

As an initial phase of this Project, JAL will introduce a sweeping change to the seat designs in every cabin class onboard 13 of its Boeing 777-300ER aircraft named [JAL SKY SUITE 777]*1, deploying it first on the airline's daily Narita=London (Heathrow) route from January 2013, and progressively expanding the new revamp onto other European and North American routes such as on the Narita=New York (John F. Kennedy) service.

In addition to raising the notches one class above for all four cabin services, through the significant improvements in spaciousness and functionality of the seats, JAL will also be extending extra amenities and comfort such as fitting TOTO Washlets*2 in First and Business Class lavatories and providing innovative airweave® mattress pads and pillows on request in Business Class.

In this comprehensive overall renewal, JAL will also be introducing delightful new menus onboard flights to Europe, North America, Australia and South East Asia to create the ambience of an exclusive restaurant in the sky.

A dream team of four Japanese star chefs were brought together to design JAL's First and Business Class menus using only the freshest and finest-ingredients. Named JAL BEDD to represent the comforts of the full flat beds and also to stand for 'Dine', 'Delicious' and 'Dreams', this new top-class service in First and Business offers the unique experience of a satisfying repast and repose in-flight.

In the new JAL KITCHEN GALLERY, Premium Economy and Economy Class customers will enjoy a wide range of seasonal delicacies from throughout Japan as well as JAL's popular "AIR Series" of innovative meals created in collaboration with well-known Japanese restaurants.

JAL NEW SKY PROJECT has been created with the guidance of frequent traveler and award-winning Japanese author and screenwriter Kundo Koyama, who provided invaluable insights and opinions from a customer's perspective.

"JAL is now standing at a new beginning and we have been able to come this far solely with your support and understanding," said Japan Airlines President Yoshiharu Ueki at an event in Tokyo today to unveil the airline's very latest in-flight seats and services. "In expression of our deepest gratitude, and in pursuing the promise stated in our current Mid-Term Plan, we hope to bring our customers a totally refreshing onboard experience like no other, with Welcome! JAL New Sky."

DISPLAYS AT FRANKFURT AIRPORT NOW SHOW WALKING TIMES TO GATES



How far is it to my gate? Many passengers nervously ask themselves this question when it's getting close to their flight's departure time. Frankfurt Airport has now reduced this stress factor by installing new display boards in both terminals that list not only the current flight data and departure gate, but also the time it takes to walk there – in orange characters. It only takes a quick glance to find out whether you'll need one or five minutes.

The new display boards with walking times are located right behind the security and passport checks. Eight of them are being installed in Terminal 1: two in Pier A just after the Travel Value shop and the other six in the non-Schengen part of Pier B. There is also a new display in the Schengen part of Terminal 2. As soon as a gate has been assigned to a flight, the time it takes to walk there is also displayed.

The displays with walking times are part of the "Great to have you here!" service program that Frankfurt Airport has launched. It comprises a long list of improvements that make it even more comfortable and convenient to take off from Germany's largest airport. In 2011, more than 56 million passengers used Frankfurt Airport.

To find out more about Frankfurt Airport's services go to www.frankfurt-airport.com.

ALASKA AIRLINES LAUNCHES MOBILE BOOKING SITE



SEATTLE, Wash. - Travel on Alaska Airlines got easier for smart phone users today with the launch of mobile booking, which allows customers to buy tickets from any mobile device. The carrier also rolled out Flight Status On the Go, which allows customers to text 252752 (ALASKA) for current flight status information, including city pairs, arrival and departure times, and gate information. The mobile features are part of a series of enhancements Alaska Airlines has launched since 2010 designed to make travel easier.

"This mobile website allows us to cast a wide net to make booking a ticket on Alaska Airlines fast and hassle-free regardless of the type of mobile device you're using," said Curtis Kopf, managing director of customer innovation and alaskaair.com. "Whether you're on a bus or on a plane, all you need to purchase a ticket on Alaska Airlines' mobile site is a browser and about five minutes." Mobile Booking at m.alaskaair.com

Features of the new mobile site allow users to:

- Search and book one-way or roundtrip tickets for up to seven travelers at a time.
- View a three-day low-fare calendar.
- Select a seat at no additional charge.
- View optional upgrades such as mileage or elite-tier status upgrades.
- Safely purchase tickets online using secure socket layers (SSL)—the same technology used by banks and credit cards for online shopping.
- Synchronize their bookings with Alaska's apps for the iPhone, iTouch and Android devices.

The new features build on Alaska Airlines' earlier mobile site, which allowed passengers to pay for checked bags, check in and check flight status. Kopf estimates booking a ticket on the improved m.alaskaair.com will take even less time for savvy travelers who log in to their Alaska Airlines Mileage Plan account and have their personal My Account information pre-populated in the checkout process.

Alaska Airlines' mobile site is compatible with any handheld mobile device or 7-inch tablet, including the Kindle Fire, Galaxy Tab and Nexus 7. While the site offers the most requested features customers want, reward and low-fare calendar shopping are not yet available on mobile devices. Mobile users can expect to see additional features added, including the ability to upgrade and view standby status, early next year.

Flight Status On the Go: Alaska Airlines also recently rolled out Flight Status On the Go, a texting tool, which allows passengers to receive their flight status, arrival and departure gates in a variety of formats.

Similar to the information available on the Web, Flight Status On the Go offers customers travel information for the current, previous and next day.

Passengers can simply text to 252752 on any mobile phone.

For example, customers who text 825, flight 825, flt 825, or 825 and 13Sept (flight number and travel date), will receive a text message displaying the following information:

Alaska Flight Status
#825 - Thur Sept 13
Depart: SAN @ Gate 16
Sched: 7:00 a.m.
Actual: ETD 7:00 a.m.
Arrive: OGG @ Gate 5
Sched: 9:42 a.m.
Actual: ETA 9:42 a.m.

Besides delays, cancellations and gate information, the texting tool also displays information on city pairs, date, schedule, and actual times of arrival and departure. In addition, customers who provide a cell phone number in their booking can text "My Flight" and will receive a text message displaying their next flight that is operating within 24 hours from time of text request. While customers can still receive flight status updates on alaskaair.com or on the carrier's app or mobile site, travelers without a smart phone were limited up until now by how much information they could receive without access to a computer, smart phone or tablet.

"Flight Status on the Go makes any phone a 'smart' phone by providing the most essential travel information right on your phone," Kopf said.

Airlines phasing in iPads for pilots



iPads will soon be ubiquitous in American Airlines cockpits, but don't expect pilots to be playing "Angry Birds" instead of paying attention to the flight path.



AA is striving to go all-digital by the end of 2012, replacing pilots' bulky 35-pound bags full of navigational charts, log books and other flight reference materials with the 1.5-pound Apple tablets.

It's a move that the airline says will save at least \$1.2 million a year, based on current fuel prices.

"That's even on the low end," said Capt. David Clark, an active AA pilot and spokesman for the company. "Really, we know what each aircraft burns in terms of weight per hour, so for every pound, you can measure the fuel burn."

iPads aren't new on the scene. The Federal Aviation Administration approved the use of the tablets in 2011, but American

is the first commercial carrier to receive the agency's approval to use them in the cockpit during all phases of flight from gate to gate, including during landing and takeoff.

Many airlines are using flight apps, which don't require Wi-Fi once installed on the tablets.

Clark says the initiative is designed to not only save American money but, since each flight bag is made up of thousands of pages that must be updated constantly, to be a valuable time-saver as well.

"It takes me anywhere from 30 minutes to an hour, an hour and a half, for revisions to take out the old page and put new pages in. That's at least three to four times a month," he said.

User error in misplacing a page here or there will be eliminated, improving the navigational charts' accuracy. "We've got all of our charts into a digital format," Clark said. "Every two weeks, we get revisions. It pushes updates, we touch the icon, and it updates."

Eliminating the need for the reams of paper each kitbag requires is another consideration, as well as preventing personal injuries.

"Each kitbag can weigh 35 to 45 pounds," Clark said. "It's a quality of life thing. We have a lot of pilots in these very small cockpits that are trying to gingerly place kitbags in very small (areas). We've seen pulled muscles and injuries on duty."

United Airlines has been paperless since last year, distributing 11,000 iPads to all United and Continental pilots for use in the cockpit. It's unclear if or how soon United will match American in getting the FAA's approval for iPad use during all phases of flight.

Delta says that although it has been experimenting with moving to an electronic flight bag program, no formal decision has been made to go to tablets just yet.

While the iPad is the only tablet currently approved by the FAA to replace current flight kits, other tablets could be authorized as well.

"It's a game-changer," Clark said. "I'm in my 23rd year (with American Airlines). If you just fly one trip with me, you could see the amazing difference all that weight, and all the monotony of doing all those revisions, can make."

He understands that consumers may have concerns about playing games or being distracted by other entertaining iPad apps.

"We are professionals, we have rules that we follow, and our licenses and crew depend on our being professional and following the rules. And our pilots are good at that. We self-police, so we will be keeping an eye out."

ENGLISH SKILLS A CONCERN AS GLOBAL AVIATION GROWS

By Joe Sharkey / The New York Times

A foreign tourist approached me in Times Square. "Please, where is ahhty-ahm?" he asked. At least, that's what I heard, even when he slowly repeated the question. I was flummoxed until he took a bank card out of his wallet and made the motion of inserting it into an imaginary slot, "Oh, A.T.M.!" I said, and pointed the way to the nearest one. As he thanked me, the man seemed to speak English well enough. But his question had been incomprehensible to me because of his pronunciation - a short rather than long A, an accent on the first rather than last syllable of "A.T.M."

The exchange was inconsequential. But consider similar misunderstandings involving greater complexity in exchanges that are crucial indeed, like those, say, between airline pilots and air traffic controllers who do not share the same native language.

Confusion often occurs. Sometimes it's just amusing, like a 2006 recording of exchanges between an Air China pilot and an air traffic controller at Kennedy Airport in New York. The controller becomes increasingly exasperated by the pilot's hapless English, to the point where you can almost hear the steam coming out of his ears. That recording, on YouTube as Air China 981, is a favorite among air traffic controllers and pilots who have their own stories of language misunderstanding in global aviation.

"It's the most beautiful example of the problem," said Paul Musselman, the chief executive of Carnegie Speech, a language education company that offers training on how to communicate more clearly in English to people who are not native speakers but need to use English on the job.

The Air China example is beautiful because it is simply funny and no one got hurt through miscommunication. On the other hand, the list of aviation catastrophes around the world that were caused primarily by language misunderstandings between air and ground is long and tragic.

In 1977 for example, two Boeing 747s collided on a runway at Tenerife, in the Canary Islands. The disaster, in which 583 people died, occurred in a dense fog. But complicating the situation were misunderstandings of orders and acknowledgments between the aircraft on the runway and the air traffic controllers. International aviation authorities later drafted more strict requirements for the use of standard, clear common English phrases in aviation operations.

As global aviation grows, concerns are rising about English-language proficiency among foreign pilots and air traffic controllers. In October, for example, the International Civil Aviation Organization, an agency of the United Nations that promotes international air travel safety and development, issued new recommendations to improve English language training, "in response to fatal accidents in which the lack of proficiency in English was identified as a contributing factor."

English was mandated as the language of international flying in the years after World War II, as commercial aviation expanded worldwide. While common sense dictates that aviation needs a lingua franca, a language as rich in vocabulary and nuance as English presents some challenges in aviation operations, where communication is supposed to be terse and unambiguous.

Still, aviation is now inextricably locked into English, and the need for better English communication skills is clear as more countries become major players in commercial aviation. Mr. Musselman's company, for example, offers English-language classes in a program called Climb Level 4 to bring international pilots up to the so-called Level 4 standard set for English by the International Civil Aviation Organization. That is defined as a level where vocabulary and grammar are good, but also where "pronunciation, stress, rhythm and intonation" are adequate to communicate clearly and quickly in English. Carnegie Speech has a partnership with Pan Am International Flight Academy to offer its proficiency courses for international pilots at the company's flight training centers in the United States and abroad. "We're in the business of teaching someone how to speak English so they can be understood," Mr. Musselman said. The program's software is customized for each person, "so we can assess your English in terms of your speech, word stress, fluency, grammar and pronunciation," he said. And English, as we all know, can be very tricky, not just in sound and meaning but in idiomatic forms we native English speakers take for granted. I remember a pre-theater dinner with my wife some years ago, at a restaurant in Times Square where the waiter, newly arrived from Milan, was clearly proud of his excellent English. When I asked for the check, however, I carelessly told him, "We need to make a Curtain at 8 o'clock." He looked crestfallen, with an expression that said, "Why does this man tell me he needs to sew draperies at 8 o'clock?"

Mr. Musselman had a linguistic example more apropos to aviation. "I was in the Army, a Green Beret for 11 years," he said. At parachute jump school, soldiers were required to say "Not clear" to respond negatively to any question, rather than simply "No." "The reason is because 'No' sounds dangerously close to 'Go,'" he said. And for a parachutist waiting by the aircraft door for the order to jump, he explained, the crucial command is "Go!" Clear?

WHO WANTS TO BE A TOURIST IN THESE TURBULENT TIMES?

A terrorist explosion in Bulgaria. Tourist kidnappings in Egypt. Sometimes violent demonstrations in Greece. A coup in Mali. Deadly drug wars in Mexico. Olympic security failures in England.

Who wants to be a tourist these days? The deadly bombing of a bus carrying Israeli tourists Wednesday in Bulgaria is the latest bit of bad news in a summer plagued by global instability.

Traveling hardly sounds relaxing. The U.S. State Department's latest worldwide safety caution issued Wednesday warns that terrorist groups "continue to plan terrorist attacks against U.S. interests in multiple regions, including Europe, Asia, Africa and the Middle East."

Targets might include public transportation systems and "sporting events, residential areas, business offices, hotels, clubs, restaurants, places of worship, schools, public areas and other tourist destinations" where large numbers of U.S. citizens gather, according to the State Department.

Despite ongoing advisories and worldwide economic uncertainty, the numbers suggest travelers are nevertheless determined to see the world. International tourist arrivals grew 5% in the first four months of 2012, according to the United Nations' World Tourism Organization. The agency estimates that 415 million tourists will travel worldwide during this year's May-August peak travel season, and international tourism is expected to increase by 3% to 4% for the full year.

"In the case of acts of violence or any other risk/crisis situation such as natural disasters, it is important that countries are prepared and have built crisis management structures and preparedness plans to deal with such unforeseen events in order to minimize their impact on tourism," wrote Sandra Carvao, a WTO spokeswoman, in an e-mail. "Yet in many cases, these are isolated events that if well-managed will have a limited impact on tourism demand."

The number of U.S. travelers going abroad last year dropped 3% from 2010 to nearly 59 million, according to the U.S. Department of Commerce's Office of Travel and Tourism Industries, but 2012 is looking strong for U.S. travel abroad.

"So far, in 2012, we are seeing increases in U.S. outbound air traffic to all world regions. It is too early to tell if any of the events that have just occurred will impact travel," a Commerce Department official said via e-mail. This year's outbound air traffic is up 5% through April 2012, according to department figures.

While most of their travelers aren't heading into political hot spots, U.S. travel agents say their clients understand terrorist threats and political unrest are part of what they have to consider in a post-9/11 world, along with the price of a plane ticket.

"We've had little to no cause for concern from our travelers, many of whom are on extensive European vacations traveling with family for up to three weeks in Europe," wrote Pattie Fanta, owner of Travel Leaders in Bay Village, Ohio, in an e-mail. "I advise my clients to remain vigilant and alert while on the road (even in the U.S.), know they have good trip insurance and call us should any problems arise."

Perspective is key, says veteran travel writer Zora O'Neill, who was boarding a Thursday red-eye flight to Greece.

"Sure, I'm going to Greece, and even Athens -- but I know where the demonstrations usually are in Athens and the scale of them -- so I know just to avoid that part of the city," says O'Neill, author of more than a dozen travel guides, plus an upcoming book on Arabic language and the Middle East.

"The key to perspective is a map! 'Demonstrations in Greece' typically boils down to one major square in Athens. 'Drug war violence in Mexico' affects only a tiny portion of the country. And for terrorist attacks, it's stone-cold to say it, but the safest time to go somewhere is after an attack, when the security is the most vigilant."

Airport lounges cater to travelers who want memorable journey

Travel is meant to be a rich experience, a means of engaging with culture, cuisine and pleasure. In the last decade, cities around the world have helped this along by building exceptionally designed, clean, well-functioning airports.

Along with them have come equally stunning airport lounges, and the super-luxe first-class areas in international hubs around the world are a testament to a new age of luxury. Instead of feeling like they're on the wrong side of a quarantine -- and serving decidedly lackluster food (everyone's had a run-in with those dreaded airport "panini") -- these lounges are oases offering first-rate amenities, privacy and calm. It's all so good, in fact, you might even want to get to the airport early.

Airports are gateways to the world, and these 10 airport lounges cater to global travelers who want the journey to be as memorable as the destination.

Virgin Atlantic JFK Clubhouse, John F. Kennedy International Airport, New York.

The feeling that half of Manhattan has joined you at your gate at JFK is over. This March, Virgin Atlantic premiered its new Clubhouse with an Austin Powers-meets-uptown mod cocktail lounge at its heart, complete with a red leather sofa and purple lighting. But it's the Clubhouse Spa, featuring Dr. Hauschka products and treatments, that really make the JFK Clubhouse a standout layover option. In the end, just like the \$17 million flagship at Heathrow airport, this lounge offers everything you need (massages, facials, foot treatments), everything you didn't know you needed (a Bumble and Bumble salon) and several things that you don't really need at all but are certainly nice to have (anyone for a game of pool?).

British Airways Concorde Room, Heathrow Airport.

The decidedly unfashionable herringbone print, velvets and crystal chandeliers of the Concorde Room at Heathrow recall a well-to-do British gentleman's study in all its relaxed, un-modern glory. Quite simply, this is a retreat -- albeit one with full waiter service, complimentary wines and Champagne and private, hotel-style cabanas with day beds and en-suite bathrooms. If retreating isn't your habit, book a theater ticket with the concierge, then head to the terrace for a drink from the fabulous Concorde Bar and views of the runway.

Etihad's Diamond First Class Lounge, Abu Dhabi International Airport.

To enter Etihad's first-class lounge is a dangerous game of choose-your-own-indulgence. Leave the kids at the door. Staff nannies keep little ones busy in the kids' retreat among colorful beanbags and toys; parents head to the Six Senses Spa for a complimentary treatment. Then the real decision-making begins. Will it be the Champagne bar for the finest wines and bubbly or the cigar lounge? À la carte dining in a fine-dining atmosphere or dinner at the chef's table? Just don't forget the kids.

Finnair Lounge, Helsinki Airport.

From felt walls that swallow outside noise to Marimekko tableware to the wireless, mobile phone-charging system PowerKiss (wireless!), the simplicity and thoughtfulness of the Finnair Lounge make it exceptional. A buffet is always on, and in addition to the views, the elegant Finnish and Nordic furniture designs provide their own easy pleasure. For those on the way to Asia, the midnight buffet is particularly elaborate.

Travelers in need of a spa will need to have patience -- the Finnair Spa (complete with traditional Finnish saunas) will reopen this winter, but in the meantime there are showers at the lounge.

Lufthansa First Class Terminal, Frankfurt Airport.

Lufthansa's First Class Terminal offers its own passport control and security checkpoints, so travelers get personal attention all the way until they walk down the gangplank to the airplane. (Behind security in Departure Area B, there is also a smaller but no less elegant first class lounge for non-Schengen flights.) Creatively done lighting radiates from behind a black glass wall and from the tops of marble partitions in the restaurant. Everything, from the size of the tables to the marble and oak bar to the monsoon showerheads, is presented generously and thoughtfully.

The Pier, Hong Kong International Airport.

The seasoned traveler will be forgiven for any long-standing preconceptions about eating (or, sadly, not eat-

ing) in airports. Thankfully, not far from Gate 62 at Hong Kong International, those expectations will be overturned.

At The Pier — Cathay Pacific's glass-enclosed first- and business-class break area — you'll find freshly made Japanese noodles at the Noodle Bar and proper fine dining and modern decor at the first-class Haven restaurant. (There are also two more fully stocked café/bars.)

In addition to the business centers, the WiFi, the leather armchairs and the pebbled showers, a glass of Champagne also goes a long way to ease travel stress.

Qantas First Lounge, Sydney Airport.

Modernity, with polished surfaces, clear glass and stainless steel, is the norm of airport luxury today, give or take a Dutch modern knock-off table or two and a leather armchair. Which is why we're thrilled with the 98-foot, 8,400-plant vertical garden that greets passengers at the Qantas First Lounge at Sydney Airport. It leaves the air in the atrium feeling cleaner and lighter. Better yet, part of the garden is incorporated into each of the Payot Paris day spa treatment rooms, so you can forget, for the moment, that you're in transit. The upper floor of the lounge, designed by Marc Newson and replete with recliners and sofas (in addition to those leather armchairs), also includes an open kitchen restaurant serving food by Australian chef Neil Perry.

Qatar Airways Premium Terminal, Doha International Airport.

Doha airport knows how to do things on a massive scale better than anyone, which is why Qatar Airways worked with it to create this first- and business-class terminal cum mall cum hotel. It includes a handful of worthwhile airport elements (duty-free, fine boutiques) and complements them with the fundamentals of a fine lounge (a full-service Elemis spa, including Jacuzzi and sauna; several restaurants, cafés and bars; private meeting rooms and business centers). Hotel-style bedroom suites and child entertainment round out the offerings, and the result is truly over the top.

Singapore Airlines SilverKris Lounges, Singapore Changi International Airport.

At Singapore Changi International, as throngs of travelers roll handcarts piled high with suitcases to overflowing check-in lines, Passenger Relations Officers greet first-class passengers of Singapore Airlines curbside, taking their bags, guiding them to an armchair in the first-class check-in lounge and checking them in personally. Next it's off to the first-class SilverKris Lounges, where, depending on their mood, guests can choose from meeting rooms, café/bars or 13 Italian-leather slumberettes. Don't worry -- the staff will wake you before your flight.

Swiss Lounge, EuroAirport Basel Mulhouse Freiburg.

Guests of the Swiss Lounge can sun themselves under an enormous glass dome, surrounded by bright, simple materials -- like chrome and wood -- rather than some of the richer, upholstered surfaces found in other first class lounges. The architecture is open, the greenery is plentiful and the staff at the welcome desk is attentive.

Expect warm and cold buffets, leather recliners facing the panoramic windows, a proper European bar and a Japanese bridge in an atrium surrounded by palm trees. Somehow, it all works together impeccably -- Priority Pass just voted it the best airport lounge of 2012.

PC AND PIXEL | Tak Bui



UNIONS' PAST MAY HOLD KEY TO THEIR FUTURE

Eduardo Porter/New York Times

Organized labor is in free fall. The number of workers who belong to a union has plummeted about 20 percent over the last decade. Only 8 percent of all workers are unionized, and leading labor activists are wringing their hands over the seemingly inevitable death of a movement unable to cope with technological change. "I see no reason to believe that American trade unionism will so revolutionize itself within a short period of time as to become in the next decade a more potent social force than it has been in the past decade," warns one of the nation's foremost economists.

The description sounds like the labor movement today. But the statistics are from 1930. George E. Barnett, president of the American Economic Association, issued the warning at the depth of the Great Depression in 1932.

Mr. Barnett proved to be quite wrong. A decade after his speech at the group's annual meeting in Cincinnati, one in five American workers belonged to a union. Some 10 years later, organized labor was at the peak of its power.

While it would be naïve to invest too much faith in this mistake as a precedent, history offers some clues about how the labor movement - once again on the mat, pummeled into insignificance by economic forces beyond its control - might recover its relevance to American workers and society.

Today, fewer than one in 14 private sector workers belongs to a union, half the portion of 15 years ago. Where unions matter most - fighting for workers' share of the spoils of economic growth - they lost the battle long ago. Despite soaring worker productivity, the typical American worker takes home today only 2 percent more than a quarter of a century ago, after adjusting for inflation.

Yet while union leaders have spent the last decade fretting, they have been unable to reverse the downward trend.

Partly, this has to do with the diagnosis of the problem. Many union leaders still like to believe that an ideological shift spun the labor movement into a death spiral. The ideological assault on unions changed workplace norms. In the United States, company executives who had tolerated unions as standard features of the workplace started spending billions to fight them off.

Losing control of the factory floor, unions lost touch with society, too. In the 1950s and '60s, union contracts set a standard that was followed across the economy. Today, they are too weak to be standard-setters. And nonunion workers tend to resent rather than applaud the better pay and benefits of their unionized brethren.

Only about one in five Americans say they trust unions, according to polling by Gallup, the same share that trust banks or big business. And unions' once impressive political clout has been overwhelmed by a wave of corporate money.

But this reading of history misses a fundamental part of the story. Notably, it underplays the impact of globalization, which intensified competition and spurred businesses to slash labor costs. And it ignores technology, which changed the nature of work.

In the 1920s, unions were as unprepared for change as they are today. Dorian T. Warren, a professor of political science at Columbia University, notes that at the turn of the 20th century, guilds were organized around crafts, like carpentry or glass blowing.

This structure gave organized labor enormous power in the economy. Running apprentice-ship programs, guilds controlled the supply of labor at the time. But it left labor unions unprepared for the subsequent arrival of large corporations, which hired unskilled workers directly, without the imprimatur of a guild.

When organized labor bounced back in the late 1930s, Mr. Warren observed, it was in a different form, as big, inclusive industrial unions that organized workers at the company level, not by skill. Crucially, the unions understood that part of their job was to ensure that a labor contract would not put a company at a competitive disadvantage. They had to remove wages from competition. That was essential to their success. Otherwise, corporations would fight them to the death.

But no model of labor relations can last forever. This one worked as long as the United States remained largely a closed economy. Unions roughly ensured that working standards improved uniformly across many industrial sectors. If they negotiated higher wages or better working conditions at one airline or car company, others quickly followed - even nonunion shops, which hoped to appease workers and prevent them from voting for a union.

Yet economic changes upended the pattern again. The new jobs created around the revolution in information technology of the late 20th century did not fit the mold of the corporations of old. New companies relied more on independent contractors and freelance work. The lifelong relationship established between industrial companies and their workers gave way to looser, shorter dalliances.

Perhaps most important, globalization exposed America's industrial-era titans to more intense competition. The emergence of powerful rivals' over-seas, where labor was cheap and unions scarce, made it more difficult for companies to improve wages and working conditions without becoming less competitive. And corporations, especially new high-tech companies that arose in southern states where labor law made it tougher to organize, turned against unions as albatrosses around their necks.

Unsurprisingly, a majority of unionized workers today are employed by the government, the last sector of the economy that is largely protected from foreign competition. "We are forced to conclude that a resurgence of labor unions in the private sector in the foreseeable future is unlikely," wrote the labor market scholars Henry S. Farber and Bruce Western of Princeton University a decade ago, echoing Mr. Barnett's thoughts 70 years before. And things have only deteriorated for the unions since then.

But if the prospects look grim for the unions of America's industrial era, the precedent of the 1930s - when workers organized in droves - offers perhaps a hint of a path for organized labor as the economy works its way forward from the Great Recession, a role that perhaps better fits the nation's corporate makeup.

The future labor movement may have to give up organizing work site by work site. Its biggest political fight in the last few years - pushing a law to make it easier to organize a workplace - may be irrelevant. And fighting to create new barriers to foreign competition is probably a lost cause. Instead of negotiating for their members only, unions might do better pulling for better wages and conditions for all workers.

Some scholars, like the economist Richard B. Freeman of the National Bureau of Economic Research, suggest the labor movement could take a page from the AARP's playbook and become a lobbying group. German-like worker councils could discuss workplace issues with management, without negotiating over pay.

Maybe unions don't have to entirely give up collective bargaining but broaden it. A model might be the alliance between the A.F.L.-C.I.O. and the Domestic Workers Alliance of New York City to push for a bill of rights for nonunionized nannies and maids.

In any event, 80 years from now, labor organizations will probably look as different as our current unions look when compared with the guilds of 80 years ago. Today's strongest unions - of autoworkers and airline pilots - could easily be the weakest, decimated by international competition. Unions may well be strongest in hospitals, hotels and other businesses not exposed to international trade.

Union leaders understand this - to a point. They are slowly beginning to experiment with new models of organization. Time is not on their side, however. If they fail to embrace radical change, in 80 years unions may not be around at all.

DO I NEED THE SHINGLES VACCINE? A DOCTOR EXPLAINS

by JAMES C. SALWITZ, MD | *in* CONDITIONS

What if there was an infection that can cause permanent nerve damage and pain? What if the virus could affect the eye and cause blindness or affect the brain and cause meningitis? What if the burning rash attacks almost half of all Americans sometime in their life? If you knew there was a vaccine which could protect you from that malady, would you get the shot? The disease is called shingles or herpes zoster and despite a successful vaccine being available only five (5) percent of eligible adults have been inoculated. Have you? When we were children most of us got the chicken pox infection, also called "varicella." This is caused by

the varicella-zoster virus and results in a short illness with a rash and fever. Most children recover without difficulty, and often enjoy a brief respite from school. The interesting thing is that we never get rid of the virus. It hides in the bodies of nerve cells next to our spine or face. We live our whole lives never feeling that dormant infection.

Sometimes, as we get older, that same virus can burst out of the nerve in which it has been sleeping. At age 30 healthy persons have a 1 in a 1000 chance each year of the chicken pox virus awakening. By age 65, it happens to more than 1 in a 100 each year. If we become ill, in almost any form, there is a further increase in the chance of the painful droplets breaking out on our skin. This is because of weakness in our immune system. If we live to be 85, more than half of us will get shingles.

As the virus has been hiding in a nerve, the rash will follow the length of that nerve. If the nerve is on a leg, shingles will be a red band with little bubbles (also known as vesicles or pox), along the leg. On the chest or arm the rash will follow the nerve like a stripe. If it affects the nerve that crosses the front of the eye, it can cause painful, scarring injury to the front of the eye (cornea). Because each nerve covers only half the body, the clue to a shingles rash is that it stops exactly at the middle of the body and affects only one half.

There are several stages of a zoster attack. First, before there is any rash, there is numbness, burning or sharp pain. It can be confusing to have an intense pain without any obvious injury. Early shingles pain over the left chest is often confused with a heart attack. Then a day or two later little clear fluid filled bubbles appear.

They gradually form a continuous stripe rapping around half the body. Usually, the rash never leaves this one area. Rarely, in patients with severe immune problems like leukemia, lupus or HIV, the virus can spread over the body like a severe case of chicken pox.

As long as there are fluid filled bubbles the patient is contagious. However, they are not contagious for shingles. You cannot catch shingles. They are contagious for chicken pox. If a patient with shingles encounters someone who has never had chicken pox, then they can give that person chicken pox. Eventually the bubbles dry up. However, because the infection has burst out of the nerve there may be extended or even permanent pain in the nerve. In some individuals this can be incapacitating or require long term pain medicine. This is known as post-herpetic neuralgia.

Obviously, herpes zoster is a condition which none of us ever wishes to acquire. One way to protect ourselves is to never get chicken pox. For children, who can be protected by the chicken pox vaccine this is a reasonable approach. However, for most of us adults who had chicken pox when we were young, this is an impossible solution. In fact some scientists believe that adults who had the chicken pox infection as children can be protected from getting shingles by occasionally being exposed to a child with an active chicken pox infection. Therefore, as more children are vaccinated for chicken pox there may be an increase in shingles. Fortunately, there are alternatives.

The best solution is the shingles vaccine. Manufactured and sold as Zostavax, the vaccine is recommended by the CDC for use by healthy people 60 years or older. The ACIP recommends it for anyone 60 or more who has previously had shingles, had any chronic medical condition or lives in a long term care facility. Zostavax decreases the chance of getting shingles by 50% and decreases the chance of permanent pain if you do get the rash by 70%. Zostavax is a single shallow subcutaneous injection and is not repeated. This is a live vaccine, so cannot be given to someone who already has a suppressed immune system. The main side effect is irritation at the injection site and a 2% chance of a flu like syndrome. Zostavax cannot be used to treat an active shingles infection.

If you do get shingles, contact your doctor immediately. Oral antiviral medicines started within the first 72 hours of the breakout, reduce the chance of nerve damage and pain. These medicines also decrease the severity and length of a zoster attack. Many doctors also put patients with a shingles attack on steroids because this may also prevent post-herpetic neuralgia. This is somewhat controversial, because of the potential side effects of steroids. If there is involvement in or next to the eye, it is vital to see an ophthalmologist immediately.

Shingles, herpes zoster, is a self-limited painful rash that can cause permanent injury. It can make anyone's life a little harder, especially if they are already dealing with other medical problems. If you are over 60, talk to your doctor about being vaccinated.

James C. Salwitz is an oncologist who blogs at [Sunrise Rounds](#)

LETTERS

DICK ANDERSON--Seattle, WA

Ah.....it's September and time to pay dues and send in annual news! First, thanks to Cleve for his wonderful job as Editor of *RUPANEWS* and any other collateral duties he has been given! Also, Laurie and I want to thank Phyllis and other officers and directors for keeping RUPA operating.

This past year certainly went by quickly.....I now use a cane full time for my balance and can't do the daily walks of several miles; that has now deteriorated to several very slow blocks! Laurie still has lots of energy and is on many committees here at Horizon House (our Seattle retirement home). She's also very active on Maui. The news there is we put our home in Wailea on the market in August and got an adequate offer in 8 days. Now going through the inspection process; we have to get back to Maui to sell or store quite a few items. Anybody want to buy a grand piano or a work bench? It will be a relief to sell the house as I can't clean gutters or change light bulbs as I'm not allowed on ladders! We didn't take a single cruise this year, but kept very busy with local activities. However, we've already signed up for two cruises next year. You know the old saying.....GO FIRST CLASS OR YOUR KIDS WILL!

Aloha, *Dick & Laurie*

JOE BECHTOL--San Pedro, CA

It would be nice if UAL figured out that a \$10-\$20 charge on phone pass requests could generate income. Might as well treat the "Troops" as baggage and make money too!

The SOUTH FLORIDA cardio exercise program ...



I would phone in the above idea, but to whom? Maybe a "high tech" person could bring it up. I'm a "low tech" guy with only phone/FAX. *Joe B*

MRS. LOIS BENEDICT--Glen Ellyn, IL

Hi Everyone - Lois Benedict here, wife of Captain Ross, retired, deceased. Ross would be 88 on October 27.

Oh! How things have changed! I'm thinking back to how things were years ago when we were first married.

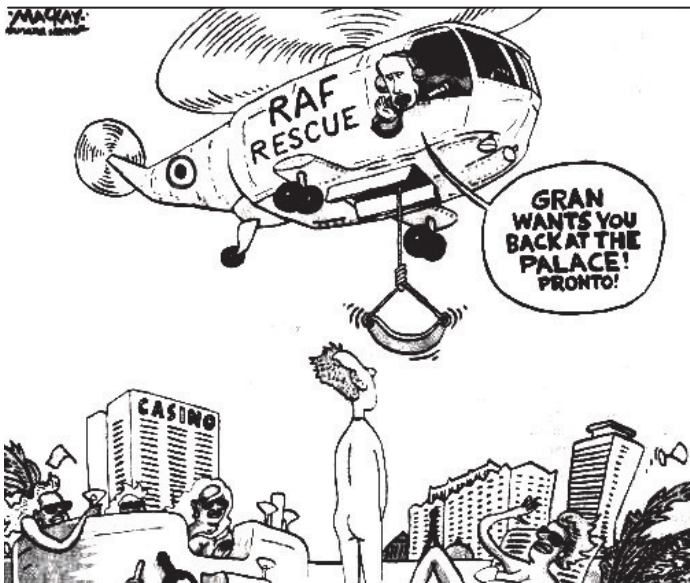
In 1946, husband Ross had just been discharged from the Army Air Corp. He and I were both from Kewanee, IL, (high school sweethearts.) My father, a flight instructor, had a small airport one hour from Kewanee in Barstow, IL, (Tri City Area.) He offered Ross a job; got him his instructors rating and they instructed students on the "GI Bill" and crop dusted. At that time, Ross was also flying one of my father's planes to Galesburg, IL, where he was learning to fly a helicopter. In the service, he had flown the C46 cargo plane in the China, Burma, India Theatre.

On with the story. We had to move to the Tri Cities because of his employment at my fathers airport (Miller Flying Service). We rented an upstairs furnished apartment in a home. After several months, we realized we couldn't afford the rent. Ross had come out of the service with \$600 and he was only earning \$70 a week at the airport. We had to pay two months' rent in advance plus a security deposit, we were poor! We had to find a cheaper apartment. We found a one bedroom with a kitchenette and shared a bath. We had an icebox and had to put the card for 25 pounds of ice in the window at night. (Of course, we had to remember to empty the pan with the water from the melted ice every morning.) We had our name on a list to rent an apartment in the "Barracks" the government was building along the Mississippi in Moline. We got one of those apartments. They gave everyone the same pink paint for our walls. Lois, always having to be different, exchanged it for ivory paint, and I wallpapered one wall. The other renters couldn't believe how different our apartment looked. We had a living room with the kitchen table at the end wall by the tiny kitchen. I'd pull the wringer washer out of the nearby closet to wash and drain the water into the kitchen sink. We had two bedrooms and in the winter we'd hang clothes to dry in one. Our heat

was a kerosene, or some kind of fuel oil heater that Ross had to keep refueling so it wouldn't go out. We lived in the "Barracks" about four years. We had each other and were happy. However, we did have some problems while we lived there. I had an ectopic pregnancy, it burst and I wasn't expected to live. Another time, I had a temperature of 105 degrees and the Dr. thought I had polio. He came to our home with a huge long needle to take fluid from my spine. He asked Ross to hand him the needle and Ross almost flipped out. I didn't have Polio, but had to go home to the parents and lay flat for about a week. If I raised my head, I had a horrific head ache.

A better memory! Ross received a very small tax return and asked me if I'd like a little TV. I said "no thanks, I'd rather have a sewing machine." All he could afford was an old treadle machine, but I loved it! I would see a dress in an expensive shop, buy a similar pattern and material and go home and create my dress.

It was me who suggested Ross apply with the airlines. He was accepted in May, 1953 by United. He first lived in an apartment in the City until we moved here in October. I remember the day we moved, October 7 because that's my father's birthday. And in the morning, I completely forgot about it, but my fantastic Dad said, "That's okay honey, it's no big deal." It was a difficult thing to do to tell my husband to leave my father's employ. After all, my father had given Ross his start, and all the hours Ross racked up instructing with my father, were what got him the position with United. What a great father and what a great husband.



Memories, have you thought about yours lately? Thanks to all the dedicated workers for this great publication. Check to Vineburg, CA. *Lois*

LAURIE CANNON--Centennial, CO

Hello Leon, Here we are coming into my 12th year of retirement and still going strong. Just passed our 44th wedding anniversary and looking for many more.

Skiing, golf and hiking keep us busy while here in Colorado. In NH three months of the year trying to keep trees and vines out of the fields and visiting with extended family.

Other trips this year are two for Habitat for Humanity. One to Maui and one to New Zealand. Doesn't sound like places where HfH does most of its work, but there are people in need even there.

In NZ we had two weeks on the HfH build and then three weeks touring the South Island. A great country with very friendly people. More trips planned but not set in stone yet.

Check is in the mail. *Laurie*

BUD COCHRAN--Amarillo, TX

To All - Thanks for all your hard, thankless work. A very valuable publication. *Bud*

ED CUTTER--Denver, CO

One of the few pleasures that come with old age is reminiscing about the good ol' days. Looking at them through rose-colored lenses with 20/20 hindsight, we see how swell everything was, how tiny the bumps in the road were, how we, as pilots, danced among the clouds on laughter-silvered wings"... So it is natural to feel that these were "the best of times." That's how it has been for me for the last 23 years since I put away my flight bag.

This last year has been a fine one. Renee and I enjoyed a lovely trip last fall to Tahiti, where I snorkeled with a group of sharks in the lagoon surrounding the island of Moorea. This spring we took an ocean journey from Florida to Europe, with stops at the Azores - like the Society Islands which include Tahiti - a beautiful group of volcanic islands, Amsterdam and Copenhagen. We flew back from Denmark on the former Continental Airlines. I understand United is discontinuing service to Copenhagen this month.

In March I completed a long-cherished ambition: to hike the Milford Track in New Zealand. Billed as "the finest walk in the world," the trek was 33.5 miles of very tough, rough trail, staying three nights in huts provided by the NZ Dept of Conservation, and climbing over 4,000' high Mackinnon Pass in the Fjordland National Park. I went as an independent climber ("indie") with no guide or companion, providing my own meals. It was an inspiring adventure that has left me with many enjoyable memories (although getting soaking wet on the third day - through and through - was not exactly a delightful experience). I used ZED fares to get from LAX to Auckland and Queenstown and back; this worked out okay - although infinite patience when communicating on the phone with Qantas is required - but I purchased the passes in December, under the old regime, so I don't know how it would work out now that we are part of the "new" regime.

A word of thanks to the *RUPANEWS* crew: Congratulations on a beautiful job well done! Lots of useful info and delightful humor, plus of course welcome news from other retired blokes...

Sincerely, *Ed*

KEN ERNST--Martinsville, NJ

Life is good. Nancy and I are enjoying good health, playing some tennis and just being active.

Stepped down as chair of yacht club race comm., now part timer. Still fooling with old cars, and being active in local Porsche club.

Big life style change, sold the lake house after forever, bought a place in St. Pete., FL. No more winters in NJ.

Been commuting to EWR/TPA/EWR on CO, if you pay attention it's been relatively easy. Even get first sometimes.

Spring and fall RUPA luncheons are terrific.

Fraternally, *Ken* 1965-1997

EWR, LGA, JFK, CLE, JFK, LAX

MRS. DOROTHY GATES--Pleasantville NY

I'm mailing off my RUPA renewal check today, and happy to do so. I very much enjoy reading the *RUPANEWS*, it's my only contact with UAL. The letters and articles are great also.

Thanks, *Dorothy*

HERB GIEFER--Evergreen, CO

Nine years since I last set the parking brake... doesn't seem that long. Pat & I are still in good health. Our three sons and four grandkids are all within an hour drive...that's nice.

Treated the whole family to a week in St. John, USVI last fall. We had a 5 BR oceanfront villa. If you haven't been to St. John, check it out...it's laid back, has gorgeous beaches, fabulous snorkeling & hiking, and no customs & immigration hassles.

I stay busy skiing, golfing, gardening, riding my Honda 750 & playing cards. Still ski like a 30 year old, but do the rest like a 69 year old.

If the PBGC is any indication of government efficiency, I think we're better off with less government.

Thanks to all the RUPA & *RUPANEWS* volunteers.
Herb, EWR, DEN, ORD, JFK, IAD, SFO

ROBERT E GRUBER--LaConner, WA

Thank you, Leon, for the UAL Book. It brings back a lot of memories.

I received a telegram from the War Assets Administration in early 1943 telling me to report to G. I. Meyers at the Denver Court Building in Denver CO for an interview and possible hiring by UAL. I did, UAL did and I was hired and after completing training was shipped by train, because there were no vacant seats on the flights, to PD where I was to report to the flight manager, Captain Bill Groen. His first words to me were, "Why don't you resign as you will never make Captain on United Air Lines." I told him I would like to stick around and give it my best shot. I immediately applied for transfer to SF Pacific Operations and got the hell out of PD as soon as possible.

My career was 38 ½ years, PD, SF, DN to become DEN, and SFO. Trained on the Boeing 247 21 hrs, then DC-3, Consolidated Liberator, C-54, DC-4, DC-6, DC-7, DC-8, DC-10 and the Boeing 747. A lot of air miles, night hours, many layovers and a bunch of friends.

From what I hear, the old UAL is gone forever and the new one is not much fun.

Thanks again for the book.

Sincerely, *Bob*

ROL HAMELIN--Vail, CO

Another year and retirement is still a great occupation. Travel on UAL as a retiree is another matter. Thanks to RUPA for the travel updates.

Three months ago I took delivery of my new Ferrari 458 Spider I designed. Fabulously beautiful and high performing machine. Skied Austria in January, spent 3 months in Italy and another in Maui as usual.

On a golf trip to Mesquite, NV, had a great visit with retiree Bill Eads and his lovely wife Donna at their new home there.

Taking a year to overhaul the golf swing, not easy at 70, but finally paying off. Golf is more fun than frustrating now.

My wife, Ingie, is still running the Vail Ski School at Lionshead for another year. Vail Resorts treatment of their employees sure puts UAL to shame. Ciao tutti, *Rol*

CONRAD HAMILTON--Gulf Breeze, FL

In 1971 I was a brand-new 737 co-pilot based in DCA. I had the distinct pleasure of flying Co-pilot for Rick Herrick in those early years, among many other fine Captains based in DCA. In a different way, I have a similar pleasure today. Rick and I

both belong to the local RUAEA, which has a monthly lunch get-together at the National Naval Aviation Museum here in Pensacola. Held in the Cubi Point Bar Cafe (former Navy and Marine Pilots may be familiar), it's a gathering of all retired United Employees: Mechanics, Ramp personnel, Secretaries, Flight Attendants (stewardesses), Station Managers, Passenger Agents, Pilots....all departments. It's great! But, the best part is I always sit next to Rick, and of course....to his right. Sharing memories of those days and of all the 'colorful' people we knew back then is a lot of fun. Many fond memories which always bring smiles and laughter.

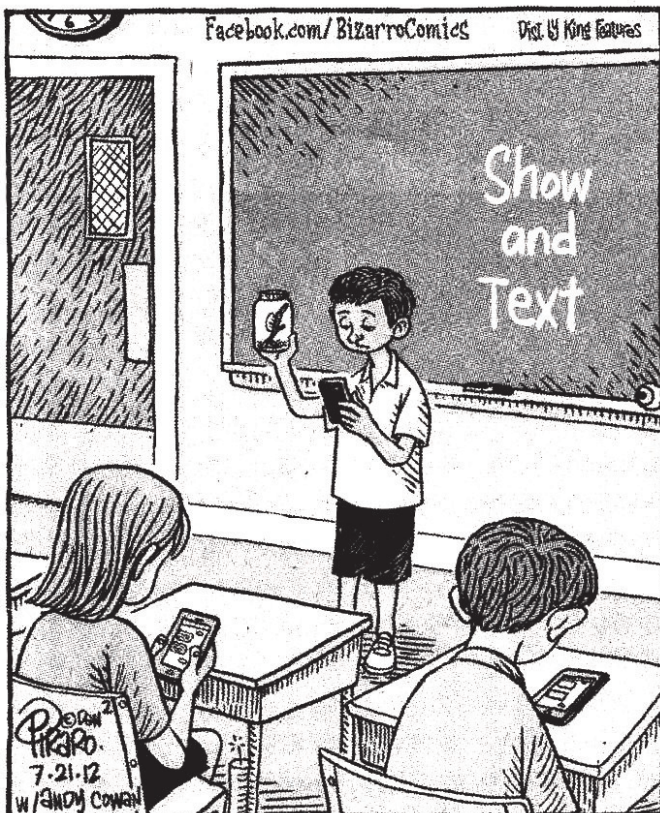
Another highlight in my life has been having the distinct pleasure and reward of being able to have my teen-aged Daughter with me for the past 4 years. In another year she's off to college....the house is already beginning to feel empty. It's great having all that teen-aged energy around here with she and her friends, many of whom I have known since they were all in Pre-K together. It's very rewarding to watch her grow and develop into the fine young woman she has become.

Health is good. No major issues. Had a misdiagnosis with my thyroid a couple of years ago, and the subsequent treatment for the bad diagnosis caused a myriad of heart/health issues for me. But, now after a year of patching up, I seem to be good to go.

I miss my friends at the Airline and enjoy reading their letters in the Journal.

Thanks to all of you who makes this work, *Conrad*

Bizarro Dan Piraro



DAVE HARRIS--Crystal Lake, IL

Cleve and Fellow Comrades, All in all a good year. Wasn't much of a winter here in northern Illinois. Never the less, we traveled by motorhome to the Florida St. Pete area for March and took our time coming and going. Alabama is a beautiful and interesting state that doesn't get much mention in your travel guide. Stops in Montgomery, Birmingham and Huntsville proved to be very interesting. The Nashville, Tennessee Grand Ole Opry was a kick, a must visit if you are down that way. Automobile races at the Indianapolis 500 and Milwaukee in the motorhome are always a blast with friends and family.

Wife, Kathy, recovered nicely from foot and toe surgery performed by Dr. Weil the foot Doc to most

of the Chicago sports teams. I am healthy and enjoying life. My work on the board of The Osthoff Resort in Wisconsin keeps me busy and engaged just enough in the real world to satisfy any thoughts I might have of working again.

A word of caution concerning exposure to the sun: Don't add to the damage you already have done and cover up. My younger brother is in a serious battle with melanoma. Keep that wide brim hat on and stay covered up and lathered from the direct rays of the sun as much as possible. Once this stuff pops up you are most likely in for a rough ride.

Oh, if they would only lend me a 747 or even a 737 to take out for a joy ride! That would be nice.

PS. Good news, the PBGC just increased my monthly check \$37, don't tell my wife!

Regards, *Dave* ORD-DTW-ORD

POSS HORTON--Terrell, NC

Hello to everyone and thank you Cleve for keeping the monthly magazine going.

I am now the proud owner of a neo-bladder that is still being trained. Bladder cancer got my old one. I guess I was late getting the asparagus regimen started. I like asparagus anyway. They think they got all the cancer. The new bladder is made from a portion of small intestine that doesn't know it's now a bladder, so the training is mandatory. Give me a call if you or someone you know is facing the same choice and wants to talk.

We have moved to Mooresville, NC. My daughter and family live here, and it's closer to the mountains and the type hunting and fishing I like to do. My daughter's two youngest, 8 and 6, started a drive to raise funds for the kids of the SEALs and Special Warfare troops killed in the helicopter crash last year. They knew some of the kids and their Dads. As it has turned out, it is now a tax deductible 501(3)(c) foundation for all the Navy Special Warfare children. They help with the things the Navy doesn't provide, such as special testing and counseling, and therapy if needed because of the stress and secrecy involved. If you would like to look at their website it is www.nswkids.com.

My son made me a grandpa again with a daughter last spring. He just got home from Afghanistan the middle of July and is catching up on his family time.

One of the highlights of the month is the arrival of

the magazine. I appreciate the stories and keeping up with my friends. I miss the camaraderie and getting a chance to cut my toenails on layovers, also seeing our wonderful country roll by under the nose. You are a great bunch of very special guys who took a demanding and sometimes dangerous job and made it look easy. I am proud to be included in the brotherhood and to have you as my friends.

Good health and good luck to everyone.

Best Regards, *Poss*

RON HUFFMAN--Enumclaw, WA

Hi Cleve, Thanks for putting together The *RUPANEWS*. I will jot a little news from Ron.

It's been almost 28 years since Ron's stroke and early UAL retirement. He still visits Starbucks faithfully. We make several trips a year to HI and OH - mainly with purchased tix.

Our son-in-law has flown for Emirates Airline for 6 years. The airline now flies nonstop from DXB to SEA. As in-laws, we qualify for standby travel! Hope to try that soon.

In February, we became great grandparents to a little girl. Where do the years go?

It's always good to read about everyone in The *RUPANEWS*.

Our latest e-mail is:

baron.huffman61@gmail.com

Thanks, *Barbara Huffman*

BERT JARRETT--Port Orchard WA

Dear Cleve, Thank you for your excellent work in getting the *RUPANEWS* out to us.

I turned 80 in July and still fortunately blessed with good health.

We are enjoying the great and beautiful North West. Cheers, *Bert*

DON KARAIKOS--Lewis Center, OH

Hello to the RUPA brass and disenfranchised fellow UAL aeronauts. Sent money last month and decided to write a letter this month. At eighty-two, I can't chew gum and walk at same time.

The "highlight" of last year is that there were no "highlights." Still enjoy reading what some of my old colleagues have been doing and not doing since retirement. Bev and I still divide our time between Green Valley, AZ and our home of record here in

the “battleground” State of Ohio and the home of all the aviation “greats.” Still doing the kid and grand kid thing visiting when we can, and getting in at least one round of golf per week.

It’s been almost two years since retirees have again been “thrown under the bus” with all this “flying together” crapola. It should be called: “flying the way Continental wants you to.” The concept of Seniority again takes it in the shorts. I am talking about the new system of pass priority and boarding procedures and a classic example of changing the rules in the middle of the game. “Fast re-wind” with me to the early 70’s. First Officer Don Karaiskos (with about 10 years of company service) and his family are in the boarding area at LAX, and on their way to a family vacation in Hawaii. They have watched several trips depart without them. Here comes the last flight of the day. There are five seats left. There are two “gray-beards” and their spouses in front of us on the SA list. They take four seats which mean we don’t get on today. “Hey, that’s the seniority system and when you retire, you’ll be senior and will be the one who gets on that last flight.” Sound familiar? We accepted that fact and waited “our turn.” “Fast forward” to 2012. I’m retired and sitting in the boarding area with my

Dennis the Menace Hank Ketcham



“IT’LL BE EASY TO FIND MY BAG. IT’S THE ONE THAT SOUNDS LIKE THERE’S A FROG IN IT.”

wife. What used to be a seniority date of 1966 is now 1984. There are two seats left on our flight. We have so-called “vacation pass” seniority. I check the passenger list. “Joe Schlunk”, who started with Continental when he was just out of high school, is also on the list. He is 47 years old and has 29 years of service. He also has a vacation pass. He beats me out by one year. Hey, it’s only fair. He has only “one” opportunity to go on his vacation so he should get on before me. Back there in the 70’s, I had only “one” chance at my vacation. How come, I couldn’t get on? Now that I’m 82 years of age, I have all kinds of time. Yeah, right! I have all kinds of time. So much so that I don’t even buy green bananas. Now, I list, and wait in the terminal. “Joe Schlunk” gets on and the CSA closes the door to the jet-way and tells me he would roll me over to the next flight. Whoopee! If I want to try some alternate method of getting to my destination, a new requirement for a retired geezer on pass travel is to carry a \$500.00 I-pad or smart phone so that he can make new arrangements. For the past few years my “alternate” arrangements have been to buy a ticket on SWA. So much for waiting all those years for “my turn.”

“Illegitimi non carborundum.” Don’t count on me to help, I’m already “worn” down. **Don,** CLEFO
PS How about adding five years seniority to all those pilots who had mandatory retirement at age 60?

KIRK KAYNOR--Woodinville, WA

I have been trying to get a letter off for the past three years. Perhaps I’ll actually succeed this year. Always enjoy the letters from both those I know and those that share the United experience with all of us. Thanks to all of you who make this publication possible.

The merger seems to be more United name and Continental running the back room but maybe it will all settle down. I’ve read the retiree pass/standby rules and still can’t figure them out. Certainly has none of the UAL simplicity of date of hire but perhaps it won’t matter as starting the first of this year we have used positive space tickets and don’t even try the standby route. Have a number of children and grandchildren on the East Coast so we are frequently trying to get there and when they dropped the Seattle red-eye to Chicago most of the nights last winter (usually our first leg) we said no

more. We even flew Delta nonstop to JFK full price a couple of times, and then learned from our Delta pilot son that we were eligible for positive space discounts on them, so I expect that's the route we'll go.

Some of you may remember the SEA/NYC non-stops with that wonderful deli service. Also, at one time we had a non-stop to London. Don't think management ever thought much of Seattle, and of course, those flights were dropped. BA flies full to London these days and Delta serves JFK with three non-stops from here. Alaska now flies over 50% of the flights out of SEA-TAC. United will move from the North terminal where it had only a few gates in these last years to the old CO gates, and the north satellite will be completely for Alaska. How times change.

Glad we got a lot of great trips in after retirement in 94, but each year we are traveling less by air except to see family. Don't need to tell any of you about the crowded planes and airports. Kids in New York had a big pre-birthday shindig for me this past month. Not used to being 80, but if that's what it took to get all the family together, so be it.

Last of five kids is getting married next June, and the 13th grandchild is due next March. With our kids so spread out in ages, we go from weddings to grandkids college graduations.

Sunny and I celebrated our 56th wedding anniversary in January. We are holding our own health-wise and I still make it tennis doubles three times a week. We're still planning on downsizing our home, but we've been saying that for the past 12 years so who knows when we'll ever get it done. Sunny says she's married to the gardener and I'm married to the housekeeper, and our standards are going downhill. Right now our son and fiancée are visiting for two weeks and it's great to have the space.

Hope those of you thinking of sending a line on to the publication don't put it off as long as I did. It's always a pleasure to see how and what everyone is doing.

Dues check coming via snail mail.

Regards, *Kirk* ... 1959-1994

JIM KEHOE--Merida, Yucatan, Mexico
Cleve, Another year has flown by, eight years in September since I hung it up. I went out the door as number 1 system wide, so I can't complain too

much. Life continues to be good.

Marianne and I are both healthy and active and enjoying our "new life" in Merida Mexico. Starting our sixth year there and enjoying every moment of it.

Like all of the others, I miss my friends and flying that I enjoyed for almost 38 years at United, but don't miss the jet lag one bit.

Space Available is horrid on "Continental," oops - - United. I was recently stranded in Cancun for two days, not getting on the greatly reduced trips because my seat went to coworkers with 2012 seniority. I also had to pay the "rack rate" for the two nights I was stranded there because United hasn't gotten around to issuing I.D. cards to retirees. Just not the same anymore. My revenge is to still enjoy the "good life" despite what they have done!

Stay healthy, stay happy. Until next year. *Jim*

TED KRYDER--White Pine, TN

Greetings on time...a first for me! The BIG 80 after 20 years of retirement.

Still hold a 2nd Class Medical until April 2013. Doing instruction in a C-150 etc. I hope to sell my Aztec and get a tail dragger to teach the kids the right way to fly. Also, right seat in Cheyenne II 20-21 T empty of the big boys; big boys are at 30-40 thousands. No DC-3-6-7's and VVC's to contend with. For those who remember, the VVC was faster than the DC-6 but Red Line was lower so DC-6 would sail right by on descent.

I do appreciate UAL buying Capital (along with me) in 1961 and giving this Ohio farm boy #858 at bottom of CAP list, a chance at 747 rope start; no college, 4 years USAF, same grade as Hitler...ha!!

Most of us '89'ers have flown west or are taxing for t/o. No more hi/lo or 3rd leg for engineer. Yes, the sky goddesses did lower the air stairs on the VVC. Stewardess Marge, if you are still out there...God bless. And, Shirley, I will keep my feet on the DC pedals. I have some Capital memorabilia: VVC Checklist, Burp Bags, etc. for the library if interested.

Laura & I say thanks for the monthly. Check is in the mail with some for the widows.

T/O into the wind and break ground instead of vice versa.

Ted & Laura Kryder

DON KYTE--Ft. Myers Beach, FL

I was saddened at reading that Pudge Berlin had flown west in a recent *RUPANEWS*. When I met him he was the Flight Manager of the MAC operation during the Vietnam War. I was a DC-8 First Officer and had a number of flights with him. He was one of the better Captains I flew with.

I will never forget one flight in particular. There was a DC-8-62 that had landed in Wake Island with an engine out. They needed a 62 to be flown there with some mechanics and equipment to prepare the crippled 62 for a 3 engine ferry flight to HNL. The crew and passengers from the cripple were waiting at Wake for us so they could continue their flight.

Three engine ferries are always flown by a Flight Manager and a volunteer First and Second Officer. I got a call from the Crew Desk asking me if I would volunteer. I might have refused, but when I heard the Captain would be Pudge, I agreed. A three engine ferry is always tricky and required specific procedures to be followed. The dead engine was #4 (naturally) so number #1 could only be brought up to TO power when the airspeed was such that the rudder and nose-wheel steering could maintain directional control. We would be at max allowable weight because of the long distance to HNL. Our burnout would also be higher than it

would be with an engine that had failed in flight because #4 would be plugged by the mechanics.

Pudge, the Second Officer and I had time for a tour of the island and see the gun positions and aircraft that had been destroyed during WW-II while the mechanics plugged the dead engine and completed the other requirements for the ferry (some of which consisted of loading up with cheap booze that was available in the PX. We didn't have to worry about the duty restrictions as we wouldn't have to go through customs!)

While our Flight Crew had ample time to explore - - the mechanics did not. Pudge, being the nice guy he was, agreed to delay our departure until everyone was ready.

We were right at limits. There was also a limit on the amount of cross-wind the book allowed. We had a slight one, and it was from the wrong direction, of course.

We knew it would be hairy but didn't know HOW hairy until we saw we were drifting to the right side of the runway with Pudge doing everything he could to correct it. He got it airborne with just a few feet to spare as we passed over some low brush at the FAR right-hand end of the runway, and then we were over water! That picture is still vivid in my memory. *Don Kyte*

I DON'T DO DRUGS...



I GET THE SAME EFFECT
BY STANDING UP FAST!

BILL LAWRENCE--Sequim, WA

A month late again. Don't even want to talk about that once great airline we worked for. But I do have something that may be of interest to those who find themselves in the same situation I was. Like so many, I had let myself go, put on too many pounds, and found myself on BP meds and Crestor. Of course I knew I was a tub of lard, and kept telling myself, "I'll get around to doing something about it--some day."

Then in November I had my check-up. Blood sugar had gone some place it had never been before. Now I was a pre-diabetic tub of lard. Instead of giving me the usual casual clichés about "Bill, you ought to watch your weight," my doctor started talking dirty to me. Using words like "Heart disease, and Diabetes." I said "Well Doc, since you 'splain it like that, guess I better do something about it. That very day I ordered Nutrisystem. I quit drinking beer. I started walking; first a mile, then 2, then 4, then picked up the pace, then joined a gym. My routine

now includes vigorous cardio and weights. I have dropped 35 pounds, thrown away the BP meds and Crestor, and dropped that evil blood sugar thing 100 points. I don't even avert my eyes when I pass a mirror now. Point is, every day you open your eyes, you have a choice, and a shot.

This doesn't mean I won't drop dead tomorrow, but I've improved the odds of that not happening.

Otherwise, all is well out here on the Olympic Peninsula. Dues on the way.

Bill Lawrence, the Younger

WALT MCNAMARA--Trent Woods, NC
Another year zipped by. Lorraine and I did a lot of traveling this past year, all domestic, mostly on US Airways. Having a reserved seat on an airline that flies out of an airport 15 minutes from our house takes some of the sting out of the travel BS. Many of our trips were to see the kids in Destin, FL, Allentown, PA, Rye brook, NY and Concord, NH. Other trips were to reconnect with old friends and brothers and sisters. Plus non-family, non-friend excursions. At this point, we've been to most of the places in the States that hold interest for us.

The Seabee restoration continues to progress. It's a simple process: Time+Money+Expertise=A restored airplane. It's been an expensive sometimes frustrating project but, when finished, N5YL should be one of the finest Seabees around.

I'm still working out and trying to do the right things to hang in there. Yet, it still seems, I've been playing "Medical Whack-A-Mole." Some of the things are pretty small like my eye stye last month to this last bit of news I got yesterday. The big C. The Mole whacked back! I'm going to Duke Medical Center and let them figure it out. I know many of you have faced similar situations. I feel very unlucky that it's a very rare cancer in a bad spot, at the same time I feel very fortunate that they found it at all. I underwent a test for something totally unrelated to this condition. I feel great, so without the aforementioned test, the cancer would have gone undetected until it was too late. I should be around to write another birthday letter.

It's been a real pleasure working with, and knowing just about every one of you. Thanks for making it what it was. Fantastic!

Regards, **Walt**

CHUCK MUHL--Fallbrook, CA.

#78 Update of #77, Col. Paul, USMC finished 4th tour, Grandson Joey attending Baylor with AFROTC Scholarship studying mechanical engineering. Note: AF Academy has smallest class in years a/c DOD cut backs (1040 Doolies only).

Started 5th year chemo, getting boring! Wife, Marge, facing growth on thyroid gland.

Looking back on planes flown, have biggest part of my heart in the F9F Panther, least, DC-10 a/c rubber band throttles.

Sorry to hear of Phred Hayes flying West. He enjoyed passing his flying knowledge on to many. I enjoyed flying/learning with/from him having been away from pilot in control for 22 years.

Check follows/ thanks to publication stalwarts.

Chuck

JIM PERKINS--Brookhaven, MS

Hi Guys, On Wednesday, September 13, the mail man brought the September issue of the *RUPANEWS*.

I sat down and started reading it, and the article, "Recognize Symptoms of Stroke to Get Help in Time" by Dr. Anthony Kim caught my eye.

About ten minutes later, I realized I could not move my left leg, and my left arm was too weak to hold my coffee cup. I raised my arms, and the left one drifted down. I had just read this, but the article made me realize how important it is to get help fast.

Ordinarily, I would have waited a while to see if the symptoms went away, but because of the article I told my wife, Miss Patti, I thought I was having a stroke. She called 911, and within an hour the initial eval was complete at the hospital. Fortunately, no clot and no bleeding, so the diagnosis was a TIA.

Within a few hours, I was able to start moving my limbs, and after a scary night in the hospital, I was all but normal for a 72 year old geezer. Now on Plavix.

This could have turned out much worse...but thanks to the *RUPANEWS* I was ready! Now I am ready to read the Dementia article.

Good work, guys! Hope I can stay off the "Flown West" page for a while!

Jim (not John) Perkins

KEN POH--Ocala FL

Hi, Been quite some time since I sent a letter, but I still recognize some names.

My family has spread out over the years, to CLE, BOS, and PA, now with a total of six grand children, three boys and three girls.

Had a nasty kidney infection which slowed me down for two months, and still recouping from the anti biotic exercise.

The *RUPANEWS* is a great magazine, my appreciation to all.

Sincerely, *Ken*

DON SOBEY--Tucson, AZ

Waltzed around old sol for the 80th time. 20 years on the dole from UAL and my goal is to draw retirement pay for as long as I drew pilots pay.

Other than that, the golf goddess still smiles on my efforts once in a while as I have posted scores of my age or under 4 times. Some of the other scores were not too special though. I like to say that I play just like the pros 'cause I too miss 3 foot putts. Oh well, it's nice to still be pressing down on the sod rather than attempting to push up on it.

Haven't been in a flying machine in 10 years and don't miss it one bit. SCATTA!*

Don(ORD,ORD,ORD,ORD,ORD, and ORD)

*(Stay Calm and Try to Adjust)

JOE SVENDSEN--Mooresville, NC

Another year. Not too much traveling this last year. The big thing was the relocation to North Carolina.

My Daughter and Son-in-law both retired and we decided to have a change. I do have a Granddaughter about 10 miles from where we are located. My Daughter and Son-in-law bought a house and I have an Apartment here. I kind of knew the area, having flown layovers this area in the days of 727.

I'm still in good health, bones a little creaky, but still work OK.

That's all for now, here are my contacts.

Joe Svendsen

124 Raintree Lane

Mooresville, NC 28117-8928

Phone 704-660-0625

E-mail svendsenjoe55@hotmail.com

CHUCK THOM--Goodyear, AZ

Cleve Greetings from Goodyear, AZ. It is monsoon season, so the 105-110 F. is NOT dry heat, but still beats the hell out of -30 F. in Dubuque, IA.

I completed my final flight (SFO-SNY-SFO) the day before 9/11, which almost didn't happen. I only needed to fly once during my last month, moved it up, and sat the rest of the month, with pay. I regret that I retired with a full load of sick leave. As a loyal employee, my ethical standards demanded no misuse of sick leave. And it fully protected me against catastrophic illness within that last year. Hindsight.

My last letter applauded the Legendary UAL Flight Attendant, Rachael Wooding. I promised a future comment on the Legendary Ray Wood. (Notice the similarity of names?) I flew with Ray many times out of ORD. He was a consummate pilot, Captain, and a hysterical entertainer! He had a library of jokes unparalleled by any person I ever knew. We traded jokes often and regularly, but during cruise only, as he was the kind of Captain who always gave full attention to business during critical phases of flight. In all the times we flew together, only **ONCE** did I offer a joke he did not have in his library.

In the aftermath of our 1985 strike, he was sitting in OPS at ORD, clicker ready, and had an ostentatious woman's earring dangling from his ear. "Ray, given the current delicate UAL political environment, you are just asking for trouble!" His reply: Just a xxxx-eating grin, which said it all, "Bring It on!"

In my 31 years with UAL, my desired epitaph has always been, upon retirement, people would ask, "Chuck **WHO?**" (Low profile is a good thing). However, as a CFI, I am passing on my experiences to fledglings who **WILL** remember me. As a UAL Captain, I passed on all the good stuff to my cockpit crews from guys like Ed Stickels, Ray Wood, Jim Trosky, Joe Catlow, R.Z. (Bob) Blue, and quite a few others. The bad stuff I also passed on, as stuff they should **NOT** do. I learned about flying from both ends of the spectrum.

It is incredible how names in my logbook pop up as "Great Captain, Lousy Captain, or, no recollection. Classic "Bell Shaped Curve"). The great guys have been mentioned, the stinkers deserve no mention, but thanks for the experience for the things **NOT** to do.

As a CFI, I am passing on both the good and the bad, to teach pilots how to fly. And Think. And Lead. And Teach. *Chuck*

DON WEBER--Federal Way, WA

Hi Cleve; It now has been 16 years since my last flight and the time has "flown" by. Please excuse the pun. I'm still working at Boeing as a B747-4/8 flight instructor. I've been there about 14 years, that's almost half my time with United.

It's a cruel thing to surprise an older person but was I excited when I received a letter from the PBGC, telling me that I have been underpaid for the past 14 years. Better yet, I would be receiving a check for all the missed pay, plus interest. It was not until my next check on September 1st, that I found out that the under payment all those years was 7 cents.

That's a cruel joke.

We have had a busy year, starting with a repositioning cruise from Vancouver to Hawaii & back to Seattle. All the years we flew there neither Vicki nor I had ever been to the Arizona Memorial or the battleship Missouri. It was quite a trip into the past for me and a day I'll never forget. We have gone to St Paul, MN a few times to visit our daughter and hubby. Jodi had a boy, born in June. He is our 6th grandchild.

Instructing at Boeing has kept me busy. We are training a freight carrier, who is leasing & buying B747-4 aircraft. They are replacing an older "Classic" fleet. If you can remember the first time that you ever saw an FMC, well we are faced with that exposure 7 days a week. It's somewhat like a dog watching television. Boeing is not hiring part time people now but all those who wrote me in the past about working part time, don't despair. I have a file and when we start hiring again, I'll call all those who sent me letters.

Vicki is still fine. She is busy working with her church group & running the "home pet hotel" for all our critters. The current count is 4 dogs, 12 cats and 1 forlorn bird. Everyone seems to get along just

fine. Traveling is a problem, as we need a full time house sitter to stay here when we travel. That job is always open.

Thanks again to everyone for keeping the magazine coming. The travel information is very confusing. Whatever happened to the "Good Old Days."

Don & Vicki

PAUL WEISS--Boynton Beach, FL

Ten years since I landed that 747-400 at O'Hare, where does all that time go?

I continue to play golf and haven't missed a game since being diagnosed with the big C over a year ago. Every time the doctor says there has been no change my wife schedules us for another trip, mostly cruises, four this past year.

We just got back from a trip to North Carolina where we rented a house and all the children and grandchildren were in attendance. We thought it would be cooler up there but we were wrong, unusually hot temperatures.

Keep up the good work, I read each issue cover to cover.

Paul Weiss, ORD

JERRY WESTFALL--Arlington Heights, IL

Dear Sirs, I have been behind in my dues for year or two. Thank you for not passing me by.

My wife had a couple of bad years, but thankfully she is again well and healthy.

We live a five-hour drive from Mayo Clinic, and she has been well-treated there. In May of 2011 she was diagnosed with AML (Acute Myeloid Leukemia). She was in active treatment for over four months and is now in remission. We return every eight weeks for examination and visit with her doctor. Between Medicare and UA Blue Cross coverage, we have paid very little for her treatment. Perhaps when all is settled we will have more to pay.

Thanks for keeping me on the mailing list. I try to attend both the Chicago and McHenry meetings.

Sincerely, *Jerry*

ROBERT WHITMAN--Kingston, OK

At 70, Sherry and I bought a truck stop in Oklahoma and I haven't had a moment to send my check.

Business is good and maybe there will be more personal time later. *Bob*

**I'm writing a book about
reverse psychology...
Please don't buy it.**

IN MEMORIAM

BALLARD LEINS

Ballard Leins (81) passed away peacefully in the farm home he was raised in Indiana on August 26, 2012.

Ballard was the most honest, loving and kind person anyone could know. He will be very much missed by his family and many friends.



Ballard flew for United for 36 years retiring in 1990. He always commented he felt so fortunate to be a pilot in the years he flew. He was proud that in his 60 years flying he never put a scratch on an airplane.

Ballard was a member of the Hoosier Warbird Air Museum, Vintage Aircraft Associations, Experimental Aircraft Association and the Cedar Creek Tractor Club.

He leaves behind his wife, Mary - a daughter, a son, and six grandchildren

NEIL ARTHUR DANIELS

Dear Friends, Having just celebrated his 92nd birthday and yet another Syttende Mai (Norwegian Independence Day), our dad, Neil, passed away peacefully at home with his family on May 29, 2012, after a brief illness. He will be remembered by many for his earthy sense of humor and affability, his steadfastness and dependability and, of course, his abiding love of all things related to aviation.



A first generation Norwegian-American, dad was born May 7, 1920 in Chicago, IL and spent his first 13 years on a homestead in northern Minnesota (Margie). He had his first airplane ride at age 12 at the county fair—one dollar for a five minute ride. That one ride used up his allowance for the whole day, but the noises, smells and thrill 'sunk the hook for good.'

He went home and built his first simulator, an apple crate with rudder bar and sawed off broom handle for a joy stick. With this he was able to simulate all over the skies of northern Minnesota. He went home and built his first simulator, an apple crate with rudder bar and sawed off broom handle for a joy stick. With this he was able to simulate all over the skies of northern Minnesota.

He moved to Oak Park, IL as a teen where he attended the 'big city' high school and joined the aviation club—learning to fly and getting a license at 16 years. Following his dream to become a pilot, he headed west to join the Air Force in 1941 and became a B-17 pilot, successfully flying 29 bombing missions over Germany, 10 of which were unescorted. He was awarded the DFC, three air medals, Presidential Unit Citation, plus two battle stars. After his tour of duty, he was hired by United Airlines and enjoyed a flying career for 35 years and retired as a 747 captain. He and his wife, Jan, moved to Los Altos in 1950, where they raised their three children; Kris, Carol (Keith), and Todd (Annamarie).

His retirement years were joyful, spending time with the Retired United Pilots, the 91st Bomb Group, Sons in Retirement, the Fear of Flying Clinic in San Mateo, the Radio Controlled AC Assoc., and AA. He was predeceased by his wife, Jan, in 2009 and is survived by his children, four grandchildren, and two great grandchildren.

Burial Services were private, and, per his wishes, no memorial services were held. Donations in his memory can be made to: [Hanna Boys Center](#), 17000 Arnold Dr., Sonoma, CA, 95476 or [Ragazzi Boys Chorus](#), 20 N. San Mateo Dr., #9, San Mateo, CA, 94401

LESTER P. DOUGLASS

Lester Parmenter Douglass passed away peacefully at his home in Walnut Creek, CA, on July 4th, 2012, at the age 91. He was born in Tonopah, Nevada, and grew up during the great depression in the remote mining town. Before Lester completed college, WWII began and he joined the Navy and became a naval aviator. After training he was assigned to VF (N) 91, a night fighter squadron. His squadron witnessed the last months of the Pacific War flying missions over Japan from the deck of the aircraft carrier USS Bon Homme Richard. Following the war, he completed an engineering degree at the University of California, Berkeley, and then joined United Airlines as a pilot, based in San Francisco. He flew for United until his retirement in 1981, and in addition flew in the Navy Reserves for a full career.



While growing up, Lester worked hard and learned self-reliance. He inherited his mother's interest and ability in music and his father's ability in all things

mechanical. As a boy, Lester was fortunate to have, as his piano teacher, a black woman who was regarded as a skilled pianist as well as an inspiring instructor. It was from her that he learned jazz keyboard techniques and developed an "ear" for music.

In retirement Lester enjoyed sailing, skiing, photography, travel and the companionship of his family and many friends.

He was preceded in death by his wife Lillian. Lester is survived by two sons, and two stepchildren.

Lester will be remembered as being loyal, confident, capable, and insightful. He was a quality person, a good friend, and will be greatly missed.

WILLIAM T. WOOLFOLK, JR.

William Thomas "Bill" Woolfolk Jr., 77, of Orange County, VA passed away peacefully, September 4, 2012, at his residence on the farm where he grew up. Born June 5, 1935, in Richmond, VA.

Bill was a member of Macedonia Christian Church, where he served as a deacon and a trustee. He was an Air Force veteran, and a member of a ham radio group and an experimental airplane group.

The spark that ignited his lifelong love of flying came when he was a young boy on a family visit to St. Louis, where he took a ride in a small plane. He later took flying lessons at the Gordonsville airport and was waiting for his 15th birthday to fly solo and continue his flying lessons in order to get his private pilot's license.

He graduated from Orange high school in 1952 and enrolled at the University of Richmond as a premed student. When he turned 18 he left college and joined the Air Force, where he became a fighter pilot in the 324th Fighter Interceptor Squadron at Westover Air Force Base in Massachusetts. In 1960, when that squadron was disbanded, he was offered a desk job. He left the Air Force and went to work for Capital Airlines and then United when the two airlines merged. He retired from United in 1994. Soon after retiring, he started building his own airplane, an RV-6, which he flew as long as his health permitted.

He is survived by his wife, Sue, a son, and three grandchildren.

The family requests that memorial contributions be made to Macedonia Christian Church Building Fund, c/o Jenny Graves, 18000 Zachary Taylor Highway, Orange, Va. 22960.

FRANCIS P. ZURMUHLEN

Francis "Cappy" Zurmuhlen, 83, died peacefully in his home on July 27th 2012 after a short battle with cancer.



As a US Air Force commissioned cadet, Cappy graduated from the University of Maryland in 1952 with a degree in agriculture. He started his flight training with the Air Force in 1953. After being discharged from USAF in 1956, Cappy was hired by Capitol Airlines. He joined United in 1961 when Capitol and United merged. In 1989, Cappy retired ending his 36 year carrier as a Captain on the DC10.

Cappy, a loving, gentle and dedicated family man remains our mentor and is forever in our hearts, our hero. He was always happiest when he was able to bring the family together for gatherings but no doubt enjoyed as much every moment shared with any one of us.

In his retirement years he continued to pursue his passion for sailing the Chesapeake and flying, in his family owned technically advanced Cirrus SR22 aircraft.

On March 17th 2012 he was recognized by the Federal Aviation Administration and awarded The Wright Brothers Master Pilot Award in appreciation for his more than fifty consecutive years of accident and incident free flying, his dedicated service record, technical expertise, professionalism and his many outstanding contributions that advanced the cause of aviation safety.

Cappy has Flown West and is now reunited with his wife, Gloria, as they continue their forty-eight year marriage. Cappy touched so many people during his life and his eight children and their families, including six grandchildren and two brothers who survive him.

By love our departed are remembered, and in memory they live.

Treasure the thought that life lived with so much love never really ends, but goes on forever in the hearts of those who remember.

Rest in peace Cappy. We will remember always.

Mark Zurmuhlen



Neil Arthur Daniels	May, 29, 2012
Lester P. Douglass	July, 04, 2012
Francis P. Zurmuhlen	July, 27, 2012
Kenneth A. Urdahl	Aug. 17, 2012
Ballard Leins	Aug. 26, 2012
William T. Woolfolk, Jr.	Sep. 04, 2012
Jerry J. Campbell	Sep. 07, 2012



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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



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RUPANEWS Deadline: 15th of Each Month

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)—*Claim Jumpers Restaurant, 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